

**Summary Notes<sup>1</sup>**  
**Pacific States/BC Oil Spill Task Force**  
**Winter Quarter Coordinating Committee Meeting**  
**January 14-16, 2003**  
**Honolulu, Hawaii**

**Attending:** Scott Schaefer, CA OSPR; Stan Norman, WA Dept. of Ecology; Mike Zollitsch, Oregon DEQ (by phone); Larry Dietrick and Ed Collazzi, Alaska DEC (by phone); Curtis Martin, Hawaii Dept. of Health; Heather Taylor, BC Ministry of Water, Land, and Air Protection; and Jean Cameron, Executive Coordinator

(Please reference attached agenda)

**I. Member Agency Updates:**

Hawaii Dept. of Health, Office of Hazards Evaluation and Emergency Response (HEER), Curtis Martin reporting

- With the election of Governor Linda Lingle, Hawaii's second Republican Governor and first female governor, came a new Director of Health. Dr. Chiyome Fukino, an M.D. with a strong background in health care and mental health issues, was appointed to be the new DOH Director. The Deputy for Environmental Health will be selected at a later date, although funding was cut for all department deputy positions during the last legislative session.
- On 28 November, the 60 ft. US flag steel hull fishing vessel *Kolea*, grounded on a reef approximately 800 yards south of Diamond Head. An estimated 1000 gallons of diesel was aboard and a full load of fish. Attempts by the owner to remove the vessel were not successful and the Coast Guard took control of the response. Weather prevented removal until 1 December, when the vessel was removed and towed one and a half miles offshore and sunk in 300 feet of water. Most of the diesel on board had already been lost by this time.
- On 4 January the *M/V Messenger of Pease* was reported aground on a reef off Maui. It had broken from its moorings and drifted aground with 1000 gallons of diesel fuel aboard. It was a steel hull fishing vessel with no insurance and an owner with no means to remove it. The Coast Guard assumed control of the case and had the fuel removed. Since the vessel was in a marine sanctuary, the Hawaii Department of Land and Natural Resources worked with NOAA to provide funding. They hired a contractor, PENCO, to tow the vessel free, tow it to Honolulu, clean it, and prepare to sink it offshore.
- Curtis is working with the NW Cruise Ship Association to develop a voluntary agreement covering contingency planning for cruise ships entering Hawaiian waters.

Alaska Department of Environmental Conservation (ADEC), Ed Collazzi reporting

- Ed noted that Alaska also has a new governor, Frank Murkowski. Gov. Murkowski is placing an emphasis on resource development, and ADEC will emphasize permit streamlining. The contingency planning rules for exploration and production facilities will be the first focus; the Department hopes to remove any ambiguity in the rules.
- Ed noted that only a couple of spill events have occurred since the last Committee meeting: an earthquake in Alaska's interior resulted in several spills from home heating oil tanks, but the TAPS pipeline functioned well. Although ten to twenty supports had to be prepared, overall they performed as designed, and no spill resulted.

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<sup>1</sup> PLEASE NOTE: This is a meeting summary and is not intended as a verbatim record of all presentations or comments made during the meeting.

- The second incident involved a Japanese fishing boat which had been drifting in the Pacific Ocean after the crew abandoned it during a fire. Surprising all experts, it came ashore north of Kodiak Island with several thousand gallons of fuel on board. The owners have taken responsibility for the salvage operation.
- The TAPS pipeline permit has been reauthorized by both the State of Alaska and the US Department of the Interior.
- Implementation of the non-tank vessel rules is going well. Contractors are submitting applications for Incident Management Teams. Non-tank vessel contingency plans will be due by the end of May.

The British Columbia Ministry of Water, Land, and Air Protection (MWLAP); Heather Taylor reporting

- Heather announced that Derek Thompson, the Deputy Minister and BC's Task Force member, is resigning for health and personal reasons. Gordon MacAttee will be the new Deputy Minister, effective 1/20/03. Mr. MacAttee previously served as deputy minister at the Ministry of Agriculture.
- In addition, five regional manager positions have been posted as available.
- The Ministry is using an internet approach to permits and is also transferring most emergency responses to local governments. Heather will present a plan for industry contingency planning next week.
- She is committed to finding a way for the Ministry to support local and private sector responses in order to ensure the safety of the responders. She also wants to maintain the Ministry's own ability to respond to high-risk events. She explained that several employees of a barge company had died last week when they entered a confined space on a barge in Vancouver where there was no oxygen available.

The Washington Department of Ecology (DOE) Spills Program; Stan Norman reporting  
PREVENTION:

- The Neah Bay dedicated rescue tug commenced operations for the winter season on September 30, 2002. The tug should be on station through at least the month of April 2003. Within its first two weeks the tug had two assists, towing a tug and tank barge with propulsion problems and escorting a cargo vessel with propulsion problems.
- Vessel oil-water separator bypass cases continue to absorb a great deal of DOE's vessel inspectors' time. There have been a number of successful prosecutions, with an even larger number in the "pipeline". The tank vessel *Kaede*, a chemical tanker, had a spill in Tacoma from an illegal oil/water separator bypass. DOE inspectors helped board her in Los Angeles and confirmed the source. Her owners are facing a \$500,000 federal fine, \$300,000 in NRDA costs, a state fine of \$39,000, and the engineer was jailed.
- Determining which facilities are regulated and who is responsible for operating regulated facilities is becoming as complicated as it always has been for vessels. What does "near" the water mean? Is the owner or lease holder responsible for pipeline maintenance? Pump maintenance? Storage tank maintenance? Spills Program staff are wrestling with those issues on a case-by-case basis, due to workload constraints, until the contingency plan rulemaking is done.
- An oil spill was likely prevented in late December when the *Tai Shan Hai*, a Chinese cargo ship traveling in ballast, almost grounded outside the entrance to the Columbia River when the crew lost control in rough weather. The Columbia River Bar pilots had advised the Master that the bar was closed, so he'd dropped both anchors; the wind and waves were causing the vessel to drift towards shore, however, so the Bar Pilots put a pilot on board who was able to guide the vessel away from danger and further out to sea as the weather moderated.

#### PREPAREDNESS:

- The Contingency Plan Advisory Group has finished its initial round of formal meetings. The Spills Program staff is now writing draft rules to reflect the recommendations of the advisory group where applicable. The new rules should be adopted by mid-year. Stan expects to see changes which codify the drill program and response standards. DOE's response standards will be consistent with those adopted by Oregon for the Columbia River. The OSRO certification process will also be modified,
- DOE's no-notice drill program has taken a hit from the staff work hours invested in the contingency plan rulemaking. It should pick up in the spring.
- DOE will begin to implement DRILLTRAC, DOE's Incident Command System (ICS) training and competency program, next month. The goal is to have enough fully qualified people to staff a basic ICS structure two-deep during an orphan spill.

#### RESPONSE:

- Drug lab clean-ups appear to have leveled off at 2001 levels.
- Oil spills are down in number and quantity, but hazardous material spills numbers are up.
- There was a 6000 gallon diesel oil spill at the McNeil Island prison in south Puget Sound in October. Some of the oil made its way to a wetland via a drainage system. Response and clean-up have been difficult on this relatively remote island. Its like trying to deal with a spill at Alcatraz, only the prison is still operating.

#### NATURAL RESOURCES:

- All parties have at last agreed to use the SMART protocols for dispersant monitoring. This opens the door to use of dispersants in the pre-approved zones during certain seasons.

#### OTHER:

- The Washington Legislative session started 1/13/03. It is scheduled to end in April if they have passed a biennial budget. The state is currently facing a \$2.4 billion shortfall. Topics that may impact the Spills Program include: rescue tug funding and financial responsibility for vessels and facilities, and derelict vessels.

#### The Oregon Department of Environmental Quality, Emergency Response and Site Assessment Section; Mike Zollitsch reporting

- The Environmental Quality Commission approved the revised oil spill and enforcement rules in December, as well as the new ballast water rules. These will be filed with the Secretary of State this month and the Section is working on implementation.
- Foss's umbrella plan will be the first one to come up for renewal under the new rules; the MFSA plan was renewed last year and is good for five years.
- A large tanker truck spill occurred on Rt. 22 above the Detroit reservoir, which supplies drinking water to the city of Salem. The spilled product is still being removed from soil to prevent leaching into the reservoir.
- The Emergency Response Section is also still involved in cleanup of a spill from a train derailment last year which impacted archeological sites on the Columbia River near The Dalles.

#### The California Office of Spill Prevention and Response (OSPR), Scott Schaefer reporting

- Gray Davis was reelected governor of California. All statewide elected officials and two senators are now Democrats, so Scott noted an enhanced feeling of job security among appointees.

- A bill has been introduced in the California Assembly which would require that all offshore oil movement be done by pipeline instead of tank vessel; OSPR is researching tank vessel versus pipeline information.
- A court ruled that the California Coastal Commission (CCC) is illegal as it currently operates, since it serves an executive function but answers to the legislature. Either these “at-will” appointments by the legislature must be restructured to be permanent, or the number of appointments by the Assembly must be reduced. The CCC receives funding through OSPR for their oil spill program.
- The non-tank vessel fee became effective January 1<sup>st</sup>. OSPR expects to receive a total of \$6 million over the next two years to support the non-tank vessel preparedness/response program. This fee is \$2500/vessel and is submitted with the COFR application (California is the only Task Force member jurisdiction which actually issues COFRs, so this mechanism is complimentary). The increased fee per barrel of petroleum will go into effect on January 20<sup>th</sup>.
- Scott also noted that State Lands will receive an additional 1.6 million for their oil spill program.
- Scott explained that California is facing a \$36 billion shortfall in the state budget. Since the oil spill program is funded from dedicated funds, the only impact will be a hiring freeze.
- OSPR expects to add new personnel this July. The personnel will augment existing staff in the areas of Resource Assessment, drills and exercises, and data management.
- OSPR staffers were frequently interviewed by the news media following the *TV Prestige* spill off Spain. Scott and Bud Leland spoke with National Public Radio and the Fox News Network. OSPR research indicated that four of the 67 single hull tankers banned by the EU hold California COFRs, although none had entered state waters in the last two years.
- Scott noted that OSPR will coordinate inspections of the *SeaRiver Long Beach* with Washington DOE following an incident which involved damage to her forepeak while anchored off Los Angeles in rough weather. The Long Beach offloaded part of its cargo there and the rest in San Francisco prior to sailing to Port Angeles for repairs.
- Regarding OSPR’s OSRO drills, Scott reminded the Committee that these are based on performance standards rather than planning standards. OSPR has learned that readiness changes over time; even some of California’s top response coops had a harder time in the latest round of drills than they’d had previously. The drills testing booming, skimming and storage, and shoreline protection capabilities up to the 6-hour levels. An OSRO has to pass in order to be rated and listed by OSPR; the ratings are good for 3 years.

## **II. Review status of Spill Prevention Objective Tasks**

### **A. DATABASE PROJECT**

- Jean reported that the Database Project workgroup met by conference call twice this past fall and, with leadership from Jack Barfield (Washington Department of Ecology), has made good progress. Each Task Force member agency is represented on this workgroup.
- Over the course of these conference calls and emails the workgroup established a method for reporting each jurisdiction’s 2002 spill data in at least the following fields from the Task Force’s adopted Data Dictionary:
  - The five causal categories of Organizational/Management Failure, Equipment Failure, External Conditions, Human Error, and Other;
  - Location/Media (land, marine, or fresh water) and Location Name (lat/long, or water-body, or city/county affected);
  - Under source, one field will be chosen among the choices of facility, vessel, vehicle, pipeline, and other;
  - Under Oil type, one field will be chose among the options noted;

- One field for Date/time; and
- One field for Quantity spilled.
- Each agency will submit this information for 2002 to Jack Barfield in January 2003.
- The workgroup has scheduled another conference call in February to discuss problems and further steps towards producing a regional data summary in the Task Force's 2003 Annual Report.
- Regarding the status of the Det Norske Veritas Investigator Training Course which the Task Force is sponsoring and which OSPR is hosting in Sacramento on February 25-27, 2003, Jean noted that Rick Holly has been working with DNV staff to adapt the course to our Data Dictionary.
- Scott advised everyone to check with Bud Leland of OSRP regarding the status of registrations, noting that six spots were being held for Task Force agencies other than OSPR. Curtis noted that Marsha Graff will attend from HEER. Stan will take any available Task Force slots. No one will be attending from ODEQ or MWLAP. Ed was hopeful that ADEC would be able to send one or two persons (since this meeting it has been noted that a ban on out-of-state travel will preclude any ADEC participation). And four US Coast Guard personnel from California have registered.
- Scott also noted that Rick Holly would be the contact regarding Sacramento hotels and other logistics.
- Jean further noted that DNV will bill each participating agency directly.

#### **B. WEST COAST OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT (WCOVTRM) PROJECT IMPLEMENTATION**

- Jean provided the Committee with copies of an email containing the final language for charts and the Coast Pilot as approved by the US Coast Guard. The language is as follows:
  - Language suggested for insertion into the appropriate US Coast Pilot editions for Alaska, and the West Coast waters from Washington to California:
 

"Based on the West Coast Offshore Vessel Traffic Risk Management project, which was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and U.S. Coast Guard Pacific Area, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty."
  - Chart Note (at major headlands):
 

"The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska, and San Diego, California. See U.S. Coast Pilot \_\_, Chapter 3 for details."
- Jean explained that the Canadian Coast Guard has referred the issue to Transport Canada, where Gordon Mann is conducting a similar review for Canadian waters.
- The Committee asked Jean to check with Skip Stembel at NOAA to determine how soon these changes would be shown on charts and in the Coast Pilot.

- Regarding industry outreach, Jean reported that Rick Holly and USCG CDR Danscuk had made a presentation on the project to the Port Hueneme Harbor Safety Committee on January 9<sup>th</sup>, and she would do a presentation to the Ship Operators' Cooperative Program in San Diego on March 5<sup>th</sup>. She also presented the project to API's SAG in October and will be presenting a paper on the project at the International Oil Spill Conference in April. Jean suggested that the Committee further discuss industry outreach with the USCG personnel the next day.

### **C. VOLUNTARY TANKER STANDARDS**

- Stan and Jean reported that they and several Ecology staff members had met with Anil Mathur and his staff from the Alaska Tanker Company on November 8<sup>th</sup> to discuss the idea of voluntary management and operational standards for tankers, standards which would go beyond regulatory requirements. Alaska Tanker Company agreed to work with the Task Force and the Coast Guard to adopt the most important of Washington's Best Achievable Protection standards into the vetting standards that cargo owners and charterers use to determine which ships will carry their cargo. This non-regulatory approach to vessel management and operation has the potential to raise the "bar" throughout the marine transportation industry. Jean provided the committee with copies of the ATC rankings of these standards vis-à-vis DOE's rankings.
- She noted that the ATC staff suggested that non-tank vessels should also be included in such a project. After discussion, the Committee agreed that this would make the project much broader and add a new dimension that they had not intended. They planned to discuss this further with USCG CAPT Scott Glover the following day.

### **D. POSPET**

- Jean reported on a 1/9 email from Eric Olsson stating that he'd give Paul Heimowitz a call to discuss a possible Clean Marina meeting for late February or early March, as well as other possible POSPET projects.

### **E. MONITORING TAPS CONVERSIONS**

- Stan reviewed Laura Stratton's updated TAPS tanker report submitted 12/18/2002, noting that the primary change in the report was the addition of two tankers operated by SeaBulk International.
- He also noted that National Steel and Shipbuilding Company (NASSCO), had recently announced that it had reached an agreement with SeaRiver Maritime, Inc. to develop a contract design for a 750,000-barrel capacity, double-hull crude oil tanker. The SeaRiver tankers will be designed primarily for the movement of crude oil from Alaska to West Coast refineries.

### **F. SPILL PREVENTION TOPICS OF CONCERN**

- Single hull tankers carrying heavy fuels:
  - Jean reviewed three emails which she'd received in response to the Task Force's newsletter article on the T/V Prestige. These were from Stan Stephens, Fred Felleman, and Margaret Hirsh.
  - She also noted that the European Union was banning transport of heavy fuels in single hull tankers more than 15 years old, and that both the *Castor* and the *Prestige* had been classed by the American Bureau of Shipping.
- Oily water separator by-pass training:

- Stan advised the Committee that DOE is working with the US Coast Guard, EPA, and US Attorneys to plan a seminar addressing the issue of illegal bypasses of oily-water separators on ships. They suspect that 80% of most ships are doing this. A large number of cases have originated in the Columbia River and Puget Sound areas. Stan will keep the Committee informed regarding details, but there will probably be two sessions, one day each, in May of this year, in the Portland, Oregon area.
- Highway and railroad spill trends:
  - Scott noted that OSPR is starting to collect this data.
- California's development of a "threat matrix" to prioritize oil spill risks from sunken vessels:
  - Scott reported that after oil leaked from the sunken Prestige, state folks working on this threat matrix had to reconsider including vessels lying more than 1000' below the surface.

### **III. Review status of Spill Preparedness/Response Objective Tasks**

#### **A. NON-TANK VESSELS**

- Jean reported that Mark Meza from the USCG's Office of Response had written on 12/13: "Regarding non-tank vessel plans, the USCG has a legislative proposal in the works but it has not even left the agency as yet and would still have to pass through the Department of Transportation (now) or Homeland Security (in March), OMB and others perhaps. Therefore, I believe that the only viable consideration is that coming from Congressional staff with which you are already familiar."

#### **B. MAINTAIN THE IVRP MATRIX**

- Jean noted that she will be working with ADEC and ODEQ to update the IVRP matrix now that their new and revised rules are final.

#### **C. OILS 911 SPILL REPORTING NUMBER**

- Jean provided the Committee with copies of reports and graphs showing OILS-911 usage data for August through November of 2002. During that time a total of 50 calls were made on the system, 44 of which were in California.

#### **D. INTERNATIONAL RESPONSE TO THE PRESTIGE SPILL**

- Jean reviewed comments from Larry Dietrick expressing concerns that the international oil spill response capability was limited, as demonstrated by the response to the Prestige spill. Larry had requested that this topic be discussed with the US Coast Guard during the Committee's meeting with them the following day.
- Scott noted that Mike Zicardi from California's Oiled Wildlife Network, Jay Holcombe of IBRRC, and a vet from SeaWorld had gone to Spain to assist with wildlife rescue. He offered to have Mike give a presentation on his experiences at the 2003 Annual Meeting.

#### **E. SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN**

- Unannounced drill programs:
  - See notes on page 5 above re: OSPR's drills for OSROs.
- Stan reiterated that DOE is developing a training program called DRILLTRAC which will specify what training, drill experience, and certification is required for each ICS

- position (see page 3 above). Stan noted that DOE determines maximum ICS staffing needs based upon an orphan spill event where there would be no participants provided by a responsible party.
- Spill reporting requirements as they apply to the US Navy and foreign-flag vessels operating outside of US territorial waters:
    - Curtis noted that the US Navy was doing a better job of reporting spills off the Hawaiian Islands.
  - Hazardous material spill contingency planning:
    - Ed reported that ADEC will develop a hazmat team for SE Alaska.
    - BC's model will include volunteer fire department training which will cover hazmat response.
  - Response technologies, including research and development:
    - Scott noted that OSPR will have \$500,000 for R&D.
    - ADEC is doing outreach to stakeholders now to determine where to focus their Best Available Technology research efforts.
    - Stan noted that response vessels in Washington are now carrying transponders like those used in the ITOS system. This applies to MSRC, Clean Sound, and Burrard Clean vessels.
  - Salvage capabilities and regulations:
    - Jean reminded the Committee that the comment period on the USCG salvage regulations had closed 10/18; no comments are currently posted on web docket.
    - Scott stated that Carl Moore from OSPR's legal department had reviewed the US Coast Guard's legal authority and judged that they have authority under the Ports and Waterways Safety Act to require both contingency plans and salvage contracts for non-tank vessels.
  - Scott raised a concern regarding the US Coast Guard National Strike Force Center's decision to accept response equipment as dedicated based simply upon a letter of intent. Stan also noted concern that the USCG NSFCC had accepted an 80% EDRC claimed by Foss Environment for some of their response equipment.
  - MSRC activities in Washington and California:
    - Neither Stan nor Scott had heard from MSRC or MPA in response to their requests for information regarding existing mutual aid agreements held by the response coops with which MSRC proposes to merge. They will follow-up with MSRC.

## **F. PLACES OF REFUGE**

- Referencing her 12/23 memo to the Coordinating Committee on this topic, Jean also provided copies of the IMO Guidelines on Places of Refuge and an article on the topic from the February 2002 issue of *Seaways*.
- During discussion of the issue, Stan commented that his program had discussed the issue and felt that it should be addressed by Area Planning Committees.
- He also stated that the West Coast has very few ports/places of refuge which don't involve crossing a bar at the entrance. These would include Cook Inlet, Prince William Sound, Prince Rupert, the Straits of Juan de Fuca, San Francisco, and Los Angeles/Long Beach.
- The Committee agreed with Jean's recommendation that the Task Force should sponsor a Roundtable discussion on this topic, but disagreed with doing so in late February or early March. Instead, they recommended that it be added as a second day event following the 2003 Annual Meeting in Honolulu in late July, thinking that two days of events would be more likely to encourage people to travel to Hawaii.

- We will invite speakers representing IMO or the USCG, NOAA, port authorities, and the shipping industry.
- Task Force members will conduct internal analyses regarding the legal rights of states or the Province to deny entry into their waters. These legal issues will also be covered at the Roundtable.
- Please reference additional discussion on this topic on page 15 below.

#### **G. CONTINGENCY PLAN CONSENSUS ELEMENTS**

- The Committee spent a day and a half reviewing the contingency plan elements which Jean had compiled and made decisions regarding which elements to maintain in their final set of recommendations.
- Jean will compile a second draft based upon discussions for their review. After consensus is finalized, a draft will be posted on the Task Force's web site for public comment.

### **IV. Review status of Communications Objective Tasks**

#### **A. STAKEHOLDER OUTREACH**

- Jean circulated a copy of a letter from the US Ocean Policy Commission acknowledging receipt of the statement submitted on behalf of the Task Force, which is now available on their web site.
- Jean provided the Committee with a copy of the 2003 Legacy Awards schedule, noting that she would need to mail out the nominations announcement the week of March 17<sup>th</sup>; the nomination deadline would be 4/18. The Committee will need to schedule two conference calls in May; they can do this at their April meeting.
- The Committee approved Jean's attendance at API's Spills Advisory Group meeting 2/20 in Washington, DC. She will contact them before the meeting for updates on their activities and initiatives for a report at the meeting.
- Jean advised the group that she had been invited to give a presentation on the West Coast Offshore Vessel Traffic Risk Management project to the Shipowners Cooperative Program meeting in San Diego on March 5<sup>th</sup>. She provided the Committee with handouts regarding the group and the meeting.
- As discussed above, the 2003 Roundtable will be held the day following the 2003 Annual Meeting in Honolulu, HI; date to be determined. (see page 10 above).
- Jean and the Committee agreed that she will draft an Environmental Group Survey as called for in the Annual Workplan and send it to them for review. She'll also draft a list of groups for their review and input as well.
- The Committee noted that the December Management Report and Quarterly Report were useful and well-done.

#### **B. TRACKING FEDERAL POLICIES**

- Jean circulated a copy of Environment Canada's newsletter regarding hazardous material safety gear.
- Jean and the Committee discussed her 1/9 memo regarding the USCG NPRM on oil spill removal equipment and alternative response technologies. She will incorporate their comments into a draft for their review.
- Similarly, she reviewed key issues in the USCG request for comments on their risk assessment preliminary to "Setting the Environmental Agenda of the Coast Guard in the 21<sup>st</sup> Century." She will draft comments for the Committee's review and comment.

### **IV. Administrative Issues**

- Jean provided the Committee with copies of the 2002-2003 Task Force Budget as of 12/31/02 and noted that she does not anticipate any problems with the travel budget at this time.
- She advised the Committee that ODEQ, which manages the current contract, had advised her to purchase refundable airfare tickets when possible. She noted that the price differential was generally very high, such as \$1600 versus \$300. The Committee advised her to evaluate the best purchase on a case-by-case basis, and if a problem arose regarding a cancelled meeting and she could not apply the ticket to another trip, they would probably approve reimbursement.
- Regarding the International Oil Spill Conference in Vancouver 4/6-4/10:
  - Jean noted that the government rate rooms were going fast and encouraged members who haven't done so yet to register for hotels on line. She also noted that the deadline for conference registrations is 2/7/03.
  - The Program schedule has not yet been posted on the web. Jean noted that she'll be giving a paper on the WCOVTRM project and co-chairing a session on Cross-Boundary Oil Spill Response.
  - Jean will circulate a sign-up sheet among the member agencies to cover staffing of the Task Force's booth. She asked Heather to assist with "furnishing" the booth (table and chairs), but indicated that she could bring these items herself if necessary. Stan offered to furnish a folding display board.
  - ADEC will provide a 40"x60" laminated poster of the Task Force area which will be posted on the display board. They will also produce posters for each member agency and will get information regarding how to order additional copies.
  - Jean will work with Heather to identify Canadian officials whom the Committee can meet with during the IOSC, preferably during one of the luncheon periods.
- Regarding the Spring Coordinating Committee meeting following the IOSC, this will take place on April 11<sup>th</sup> and 12<sup>th</sup>. Heather will endeavor to reserve a meeting room at the Fairmont Hotel. Curtis requested a copy of the Spring Meeting agenda by March 15th.
- The Committee agreed to hold the 2003 Annual Meeting during one of the last two weeks of July, but the exact dates still need to be nailed down. We did not have sufficient information on availability of Alaska, BC, and Hawaii's Task Force members. Scott recommended that the theme date and theme be locked in prior to the IOSC, however, so we can promote the event there.
- Committee feedback on the Long Range Planning Retreat was positive.
- The Committee adopted a tentative schedule of meeting months and locations for 2003-2005 as follows:
  - 2003:**
    - Spring meeting 4/11-4/12 in Vancouver, BC following the IOSC
    - Summer meeting in Honolulu following the Annual meeting; date to be determined
    - Fall meeting in October in Oregon; date to be determined
  - 2004:**
    - Winter meeting in January in California; date to be determined
    - Spring meeting in April in Alaska; date to be determined
    - Summer meeting in Oregon following the Annual meeting; date to be determined
    - Fall meeting in October in Washington; date to be determined
  - 2005:**
    - Winter meeting in January in Hawaii; date to be determined
    - Spring meeting in April in British Columbia; date to be determined
    - Summer meeting in Alaska following the Annual Meeting; date to be determined<sup>2</sup>

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<sup>2</sup> The Annual Meeting rotation order is as follows: Oregon, Alaska, California, BC, Washington, and Hawaii.

- Jean reviewed and explained her recommendations regarding Ecology's draft RFP for the Executive Coordinator position.
  - These covered additional duties not spelled out in the draft RFP and allowing for additional special project funds as well as annual meeting funds from the hosting agency. She also recommended that any in-kind services provided by Oregon DEQ or the BC Ministry be noted in the RFP. She further recommended that the Committee add specifics to the conflict of interest statement in the RFP.
  - She also asked for clarification re: the pre-submittal conference date, the need to be licensed in Washington, reference procedures, sub-contractors, and bid standards for individuals not associated with incorporated entities.
  - Jean then left the room while the Committee discussed the draft and the process timeline further.
  - Stan led a discussion of the draft agreements, RFP, and timeline for the Task Force staffing process. Alaska and Hawaii confirmed that their draft agreements were fine as written, although Hawaii asked that some flexibility be built into the amount of contract to allow jurisdictions to contribute more as Annual Meeting hosts. Comments on the RFP are due January 31<sup>st</sup> and comments on the agreements are due on February 28<sup>th</sup>. Interviews of finalists for the Executive Coordinator contract will be held the week of April 14<sup>th</sup>. Mike and Heather agreed to serve on the interview team with Stan. All Coordinating Committee members will receive all of the applications and provide input into the selection of the finalists for interviews.

#### **V. Coordinating Committee Meeting with Marine Safety Officers from the US Coast Guard, Pacific Area, 1/15/2003**

**Attending:** CAPT Scott Glover USCG Pacific Area; CAPT Paula Carroll USCG District 14; CAPT Jack Davin, USCG District 17; CDR Jeff Brager, USCG District 11; Scott Schaefer, CA OSPR; Stan Norman, WA Dept. of Ecology; Curtis Martin, Hawaii Dept. of Health; Heather Taylor, BC Ministry of Water, Land, and Air Protection; and Jean Cameron, Task Force Executive Coordinator

#### **Discussion:**

The first topic discussed was tanker safety post-*Prestige*:

- As outlined in their 2002-2003 Annual Workplan, the Task Force wishes to partner with the USCG Pacific Area to meet with the companies that charter tank vessels and tank barges on the West Coast in order to develop voluntary vetting standards to be applied to charters. Stan explained that ATC and SeaRiver Maritime, both winners of the Washington State Department of Ecology's ECOPRO award, had encouraged and supported such a project. The group brainstormed a list of participants, and CAPT Glover recommended that the first meeting focus on goals and process for the project, in preparation for another meeting to discuss substantive issues. If ATC will host the first meeting, the target date is Feb. 18<sup>th</sup>. CAPT Glover indicated that he'd cleared USCG participation in the project with his legal advisors, who'd approved as long as the resulting standards are voluntary.
- Stan then briefed the USCG attendees on the Task Force's report on the status of double-hull conversions in TAPS fleet (see page 8 above for details). He noted that TAPS tankers are generally of a size to carry 1 million barrels, so the new double hulls being considered by SeaRiver Maritime would be smaller than normal at 750,000 bbls.

- The USCG then reported on CAIP inspections of the TAPS fleet. CAPT Glover noted that there is no formal annual review of the inspections for trends, but that CDR Keith Cameron from the traveling inspection team had reported a significant reduction in Class I failures as well as those in Classes II and III. It was not clear whether the CAIP program specifically targets tankers based on their age. It was explained that the CAIP inspection is done in dry-dock so can only be performed on US flag tankers, not foreign flag.
- CAPT Glover stated that there were no legislative or rulemaking proposals at the Federal level in reaction to Prestige incident at this time, but he'd keep us apprised.

The group then discussed the issue of Places of Refuge:

- Jean explained that the Task Force was planning to sponsor a roundtable discussion on this issue, specifically focused on two aspects:
  1. How it might play out on the West Coast; and
  2. What procedures and planning should occur before an incident occurs?
- Among topics discussed at this meeting - and not noted on page 11 above - were those of requiring a bond to protect local areas from damage and the issue of force majeure, or forces out of the control of the ship's master and owner. Once the crew is rescued, however, the issue of what to do with the vessel remains.
- The group also agreed on the need to define the authority of state, local, and tribal governments to deny entry of a vessel into their waters. Likewise, the Coast Guard will evaluate the authority of federal officials to force an area to accept a disable vessel if it represents an environmental or economic hazard.

As requested by ADEC, the adequacy of spill response during the Prestige event was discussed. It was noted that the primary response strategy used internationally seems to be dispersants, and the heavy oil carried by the *Prestige* was not dispersible. Scott noted that wildlife experts from California who'd assisted in the *Prestige* response reported that there was no Unified Command or role for the responsible party, because the European model is for the federal government to mount the response and then bill the vessel owner/operator. The other problem is that it's impossible to retrieve oil in the open ocean under storm conditions; by the time the oil came ashore a much wider area was impacted and the oil was weathered and more difficult to remove.

Jean provided copies of the language approved by the USCG for West Coast navigation charts and Coast Pilot editions (see pages 6-7 above) as well as copies of the final WCOVTRM report. The group then reviewed the implementation status of other WCOVTRM project recommendations to the USCG as follows:

- The recommendation for a single regional or nationwide ballast water standard was forwarded to Coast Guard Headquarters;
- The continued vigilant application of the Critical Area Inspection Program (CAIP) is ongoing as noted above;
- The recommendation that the USCG adopt the Fishing Vessel Action Plan was also forwarded to Coast Guard Headquarters, but it was noted that it would require legislative action which is opposed by some senators;
- The Coast Guard review of AIS carriage dates and information quality on tugs is under review as the expedited carriage requirements are implemented. CAPT Glover did caution that there is no funding for going beyond AIS at this time;
- The recommendations to improved causal information available in casualty databases and to investigate past incidents to gain more information regarding their causes have also been forwarded to Coast Guard Headquarters;

- CAPT Glover felt that the USCG is likely to be tracking vessel movements as a result of AIS carriage and increased interest in “domain awareness.” This will provide information on vessel movements which can be useful to the five year review also recommended by the WCOVTRM workgroup. He also stated that the USCG could send letters to vessels found inside the recommended voluntary minimum distance from shore, noting their non-compliance; and
- Outreach to the maritime industry was also discussed. Participants suggested putting articles about the project and recommendations in Seaways, the USCG Proceedings, and a Broadcast Notice to Mariners.

The Committee and Coast Guard then briefly reviewed plans for the Det Norske Veritas Investigator Training course sponsored by the Task Force and OSPR. It will be held February 25-27 in Sacramento. Scott noted that, in addition to OSPR staff registered for the event, there were 4 registrations for the Coast Guard, 2 from the Marine Facilities Division, one from Hawaii, and 4 from Washington. Two slots were being reserved for ADEC as well.

Stan advised the Coast Guard that DOE is working with the US Coast Guard, EPA, and US Attorneys to plan a seminar addressing the issue of illegal bypasses of oily-water separators on ships. They suspect that 80% of most ships are doing this. Stan will keep everyone informed regarding details, but there will probably be two back-to-back sessions of one to two days each in May of this year in the Portland, Oregon area, where a large number of the cases have originated.

CAPT Glover reviewed the status of an oil slick fingerprinting buoy developed by LT Richard Sanders when he was assigned to D11. The buoy, called POPEIE for Probe for Oil Pollution Evidence in the Environment, was recently tested at OHMSETT, where some problems were identified with its ability to sample lighter oils. Its ability to withstand the drop from aircraft is also an issue. The USCG R&D center is funding development of this probe and plans to evaluate buoys already “on the shelf” for this application.

The group then discussed plans for the 2004 SONS drill in California as follows:

- CAPT Glover explained the scenario. A lightering spill would occur in San Diego and, through the wonders of NOAA technology, spread south to Mexican waters AND north to Long Beach. This establishes a scenario in which two COTP regions are involved as well as a transboundary event.
- There will be a tabletop exercise in August of 2003 at USCG HQ to clarify the roles of the Regional and National Commanders. The actual SONS exercise will be held on April 20-23<sup>rd</sup> of 2004.
- CAPT Glover noted that the USCG would be signing an MOU with Mexico in the next month which allows for establishing a joint command structure under the ICS model.
- He also stated that VADM Cross, the Pacific Area Commander, recommended that representatives from Canada and bordering US states should be invited to participate, since a SONS incident could occur anywhere in the Area.
- Coordinating Committee members noted that they would like to see elements of the Task Force’s mutual aid agreement tested. We will work with Ted Marr of OSPR to get this into the scenario.
- CAPT Glover also explained that, although Chevron will be the RP, API will also be involved on the industry side of the exercise.

Stan Norman then briefed the group on the concept of adopting a regional approach to Salvage and Marine Fire Fighting. Rather than the approach currently supported by the USCG NPRM –

i.e., that each planholder should have a contract with a salvor and firefighting services – the USCG should work with states and industry to identify areas where services are necessary and promote regional coops or dedicated services to provide rescue tugs, salvage, and firefighting in those areas.

On the topic of the Coast Guard's merger into the new Department of Homeland Security, CAPT Glover explained that the authorizing legislation stated that the Coast Guard could not drop any of its "existing legacy missions" such as search and rescue or oil spill response. He anticipates continued coordination between the states and the USCG. He also stated that the Coast Guard will be separate from other merged agencies and will report directly to Tom Ridge.

CAPT Glover explained that the Maritime Transportation Security Act, which requires ports, vessels, and facilities to develop security plans, waived the Administrative Procedures Act and allows the USCG to write interim security plan regulations to be effective in July of 2003. A final rule will be issued in November of this year. The Coast Guard will sponsor a series of Maritime Security listening sessions around the country, two of which will be on the West Coast: Seattle on February 3<sup>rd</sup> and Los Angeles on February 5<sup>th</sup>. According to the notices, discussions are likely to focus on aligning domestic maritime security requirements with the International Ship and Port Facility Security Code and recent amendments to SOLAS.

Finally, CAPT Glover briefed the Committee on 2003 Pacific Area Changes of Command as know at this time. CAPT Pete Nefinger will replace CAPT Holmes as COTP in LA/LB. No changes in district division officers are anticipated.

**Final Agenda**  
**Pacific States/British Columbia Oil Spill Task Force**  
**Winter Coordinating Committee Meeting**  
**January 14 to 16, 2003**  
**Honolulu, Hawaii**  
**(see location information below)**

**Tuesday, January 14<sup>th</sup> Clean Island Council Board Room, 179 Sand Island Road**

**8:30 Meeting convenes; Jurisdictional Updates (20 minutes @)**

Hawaii – 8:30  
Alaska – 8:50 (9:50 AST)  
Oregon – 9:10 (11:10 PST)  
British Columbia – 9:30  
Washington – 9:50  
California – 10:10

**10:30 Break**

**10:45 Review status of Spill Prevention Objective Tasks**

- Database project (20)
  - Data submission
  - DNV investigator training course
- WCOVTRM implementation (15)
- Voluntary tanker standards (20)
- POSPET
- Monitoring taps conversions (15)
- Topics of Concern (20)
  - Tankers...single hull tankers carrying heavy fuels  
See emails in response to newsletter  
EU and IMO articles  
Senate hearing 1/9
  - Oily water separator training
  - Cruise ship operations with regard to spills and other water pollution impacts
  - Oil spill prevention research and development
  - Pipeline spill prevention
  - Bunkering and Oil Transfer standards
  - Offshore Lightering
  - Highway and railroad spill trends
  - Spill prevention at facilities
  - California's development of a "threat matrix" to prioritize oil spill risks from sunken vessels
  - Port and facility Best Available Protection standards

**12:15 Lunch break**

**1:30 Review status of Spill Preparedness/Response Objective Tasks**

- Non-tank vessels (4)
- Maintain the IVRP matrix (1)

- OILS 911 Spill reporting number (5)
- Prestige response per Larry's email (10)
- Topics of Concern (10)
  - Unannounced drill programs
  - Financial responsibility requirements, state and federal
  - Spill reporting requirements as they apply to the US Navy and foreign-flag vessels operating outside of US territorial waters.
  - Hazardous material spill contingency planning
  - Response technologies, including research and development
  - Salvage capabilities and regulations
  - Response training standards for member agency personnel

**2:00**            **Review/discuss USCG meeting topics** (45)

**2:45**            **Break**

**3:00**            **Review status of Communications Objective Tasks**

- Stakeholder Outreach
  - Oceans Commission statement (1)
  - Legacy Awards schedule (4)
  - API SAG meeting 2/20; (5)
  - SOCP meeting 3/5 (5)
  - 2003 Roundtable (15)
  - Environmental Group Survey (5)
  - Feedback on Management Report (3)
  - Feedback on Quarterly Report(2)
- Tracking federal policies (20@)
  - Alternative response technologies NPRM
  - USCG Risk Assessment?

**4:30**            **Task Force Administration**

- Budget update (5)
- IOSC booth/conference (10)
- Spring Coordinating Committee meeting (10)
- Annual Meeting (10)
- Feedback on Long Range Planning Retreat (5)

**5:10**            **Adjourn**

**Wednesday, January 15<sup>th</sup>**                      **US Coast Guard District 14, 300 Ala Moana Blvd.**

8:30 to Noon:                      Meeting with US Coast Guard Pacific Area Marine Safety Officers

**Discussion Topics**

- Tanker safety post-*Prestige*:
  - Working with tanker owner/operators to develop voluntary tanker management and operations standards
  - Task Force report on the status of double-hull conversions in TAPS fleet
  - USCG report on CAIP inspections and any “trends of concern”
  - Any legislative or rulemaking proposals at Federal level in reaction to *Prestige* incident?
- Places of Refuge issue
- Adequacy of Spill Response during *Prestige* event
- Status review of implementation of WCOVTRM project recommendations
- Review plans regarding DNV Investigator Training session February 25-27 in Sacramento
- Oil-Water Separator Enforcement/Training
- Oil spill fingerprinting buoy
- Plans for the 2004 SONS drill in California
- A regional approach to Salvage and Marine Fire Fighting
- Coast Guard transfer to Dept. of Homeland Security and impact on states
- Homeland Security rule development
- 2003 Changes of Command

**Return to Clean Islands Council location**

1:30                      EC contract, RFP and any other Administrative issues carried over from Tuesday afternoon

2:30                      Begin contingency planning project discussions

5pm                      Adjourn

**Thursday, January 16<sup>th</sup>**                      **Clean Islands Council location**

8:30 to 10:30                      Continue Contingency planning discussions  
10:30                      Break

10:45 to Noon                      Continue Contingency planning discussions  
Noon                      Lunch

1:30 to 3pm                      Continue Contingency planning discussions  
3pm                      Break

3:15 to 4:30                      Continue Contingency planning discussions  
4:30                      Wrap-up, Next steps

5pm                      Adjourn