

**Summary Notes<sup>1</sup>**  
**Pacific States/British Columbia Oil Spill Task Force**  
**Winter 2004 Coordinating Committee Meeting**  
**Hilton Hotel at Harbor Island, San Diego, CA**  
**January 21-23, 2004**

**MEETING WITH US COAST GUARD PACIFIC AREA, 1/21/2004**

**Attending:**

Curtis Martin, Hawaii Department of Health (HDOH); Stan Norman, Washington Department of Ecology (WDOE); Scott Schaefer and Bud Leland, California Office of Spill Prevention and Response (OSPR); Stafford Reid, British Columbia Ministry of Water, Land, and Air Protection (MWLAP); Larry Dietrick, Alaska Department of Environmental Conservation (ADEC); CDR Spencer Wood, US Coast Guard (USCG) District (D)17; CDR Jeff Brager, USCG D11; CDR Frank Shelley, USCG Pacific Area; Terry Rice, USCG D14; Jean Cameron, Pacific States/BC Oil Spill Task Force (OSTF).

**Discussion:**

**Cruise Ship Pollution**

- All but three cruise ship companies operating in Hawaii are members of the International Council of Cruise Lines (ICCL), and all operators there have agreed to the MOU standards. All cruise ships home-ported in Washington and BC are ICCL.
- US flag cruise ships in Alaska are the smaller vessels, but they did participate in the cruise ship program.
- Curtis and Terry noted that the State of Hawaii is working with the USCG on cooperative inspections of cruise ships in order to monitor compliance with the Memorandum of Understanding (MOU).
- Stan explained that Washington State is working on an MOU with cruise ship operators, which they expect to complete by March of 2004. The MOU will not cover the Columbia River. He doesn't think a bill will pass this year since this legislative session is a short one.
- He explained that when the *Norwegian Sun* discharged raw sewage into the Strait of Juan de Fuca last year they were operating in state waters as established by the state constitution and a Canadian Declaration.
- Stafford Reid explained that Transport Canada is revising the Canada Shipping Act to bring all pollution regulations into one section, and this section will include Cruise Vessel Pollution Prevention standards.
- Scott noted that OSPR is concerned about cruise ships operating between Southern California and Mexico. The ballast water regulations require these vessels to exchange ballast more than 200 miles from shore. These vessels do not operate that far from shore. There is a question whether there is valid scientific research to require these exchanges at 200 miles rather than 50, 100 or 150 miles from shore.

**Places of Refuge Project**

- Jean reviewed the Places of Refuge Project Workgroup membership and explained that the Workgroup would hold its first meeting on Feb. 2-3 in Seattle, to be co-chaired by CAPT Rob Lorigan, USCG Pacific Area and Linda Pilkey-Jarvis of the WA Dept. of Ecology.
- She also reviewed the draft Workgroup charter, discussion of which would drive the agenda for that first meeting.

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

- CDR Wood noted that the AK RRT would be discussing the possibility of a Places of Refuge subcommittee for Alaska.
- Everyone agreed that development of decision-making guidelines would be useful for training as well as justification of final decisions.

### TAPS and other tankers

- Jean explained that Laura Stratton of WA Ecology maintains a report on the double hull conversion status of the TAPS tanker fleet and provided copies. Stan Norman reviewed the elements of the report. Jean noted that this report is available on Ecology's website, and a link can be found on the Task Force web site as well.
- The group discussed the number of foreign-flag tankers operating on the West Coast; it was estimated that the greatest number would eventually be those tankers delivering oil from Russia. Stan noted an increase in foreign-flag product tankers during the time when Washington's pipeline was shut down. In California, only 40% of the tanker traffic is the TAPS fleet; the rest are foreign flag.
- Regarding tug escorts, Scott noted that tankers which are both double hull and fully-redundant are not required to have tug escorts in San Francisco Bay. Washington is evaluating whether a similar waiver should be granted for Puget Sound, but it was noted that tug escorts for tankers are required by federal law in Prince William Sound and Puget Sound.
- The USCG was asked whether there were any trends of concern with regard to the critical area inspection program (CAIP) of TAPS tankers. CDR Brager agreed to research this issue, and reported by email on January 30th that: *I had the opportunity to discuss the TAPS TANKER CAIP with a member of our traveling inspection staff in Washington D.C. He said there have been significant improvements made in the structural integrity of the tankers with virtually no serious (Class I fractures being detected). He did say there is still minor fracturing that are more of a nuisance type taking place. There have been significant improvements made to the vessels over the years by correction of defects when fractures occurred and by redesign and modification when computer stress analysis revealed high stress areas. The Coast Guard is actively monitoring the CAIP program by reviewing the required survey reports and conducting on site inspections if the vessel owners desire to increase the survey interval to align with Class Society intervals.*

### Illegal bypasses of oil-water separation systems

- It was noted that the most recent cases have been whistle-blower cases, prompted in part by DOJ's promise to give an award worth 50% of the total fine to reporting persons. In some cases the witnesses are arrested for their own protection.
- The USCG is concerned that some vessel operators may abandon their ships rather than post bonds and face stiff fines.
- Of 29 cases nationwide, seven investigations were initiated in Portland and two in Seattle. WA Ecology has been very aggressive on this issue and has worked with the USCG to train investigators. Training events are currently planned for Alaska and the San Francisco Bay area.
- Stan noted that Washington hopes to direct funding from a large settlement to construction of reception facilities, since disposal costs are currently a disincentive to compliance.

### Spill data trends

- Jean explained the Task Force's data project and provided copies of graphs and tables for the January - July 2003 data. She noted that 2002 data is available in the 2003 Annual Report on the Task Force website.

### 2004 SONS planning

- The scenarios for the SONS exercise in Southern California will include spill events in San Diego and LA and will address dispersant use (an aircraft will simulate delivery), transboundary coordination, mutual aid between states (approvals only, no actual movement of equipment), salvage, and a Place of Refuge decision. “Unknown” factors such as possible terrorism would involve FEMA and OSHA.
- The event will test the Interim National Response Plan and NIMS (the National Incident Management System). Some American Petroleum Institute (API) member companies are collaborating to create a fictitious company to play the Responsible Party role.
- VADM Cross will serve as the National Incident Commander; a Regional Incident Command will also be set up, and the MEXUSPAC plan will be tested.
- The event will run from 4/20 through 4/23. “Play” will be 24 hours on Tuesday and Wednesday. Participants from Task Force jurisdictions outside of California will either be players or evaluators; most participants will be in LA, with some in San Diego.
- The oiled wildlife care facilities in San Diego and San Pedro will be activated.
- CDR Wood reported that USCG D17 has been training ICS with their Russian counterparts, and will be bringing some delegates from Russia to the SONS event.

#### Task Force member agency initiatives

- On the topic of drills, Stan Norman noted that Ecology is planning to staff an orphan spill response “two deep.”
- Stan also explained DRILLTRAC, the training and certification program that Ecology has developed for spill responders. It’s similar to the USCG’s Personnel Qualification System for ICS, except that it also includes training for support staff.
- Scott and Bud explained that OSPR will be using RADARSAT for a test in February; it is anticipated that they’ll be able to track vessels as well as spills and natural seeps.
- They also reported that OSPR and Chevron Texaco co-sponsored a three-day technology workshop the previous week; 121 people attended, and the sponsors are considering making this an annual event. The three most interesting technology applications were RADARSAT, instant imaging and data transfer, and a trajectory modeling program with 85% accuracy.
- Transponders are being used to track personnel, response vessels, vehicles, and equipment in Washington; MSRC, Ecology, and Clean Sound are participating along with Burrard Clean from BC.
- Stan also noted that USCG D13, Ecology, MSRC, and other interests held a logistics drill on Washington’s outer coast in November.

#### Preparedness/Response updates from BC/Canada

- Stafford Reid reported that the Province is pushing for response drills focused on shoreline cleanup. He’s developing a mechanism to register responders, and is looking into ways to maintain data on their training and skills, medical needs, emergency contacts, assignments, and supervisors’ cell and pager numbers.
- Stafford reported on a workshop focused on management of oily wastes which he attended in Newfoundland. Use of dispersants or in-situ burning obviously reduces wastes, he noted, and stated that it’s also important that SCAT teams make good management decisions regarding waste segregation. Management must also address both temporary and final storage as well as anticipate technical and regulatory requirements.
- In the US, Stan noted, final disposal must be addressed in vessel and facility oil spill contingency plans.

#### General update on Task Force activities

- Jean provided copies of the Task Force’s 2003-2004 Annual Work Plan and briefly reviewed the activities/projects covered in the Plan.

- Among this year's projects is an effort to extend the dialogue on Best Industry Practices to prevent oil spills; Stan Norman will represent the Task Force on panel at MARAD's Ship Operations Cooperative Program meeting 3/3 in Houston to discuss this topic.
- She also noted that the Task Force has a new website at [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)
- The Task Force's 2004 Annual Meeting will be July 20<sup>th</sup> in Portland, Oregon.

#### Tracking compliance with Minimum Distance Offshore Recommendations

- Jean explained that the West Coast Offshore Vessel Traffic Risk Management Project Workgroup had recommended that vessels in coastwise transits stay at least 25 nm offshore, and asked how the USCG might be able to track compliance with this voluntary minimum distance recommendation, which is both indicated on navigation charts and explained in the Coast Pilots. CDR Shelley advised her to contact CDR Steve Danscuk on this issue.

#### Other topics

- Problems with articulated tug/barges (ATBs) was mentioned as an issue of concern; some ATBs have experienced problems with the tugs and barges coming uncoupled while offshore, and reconnecting can be hazardous in rough seas. In other instances the tug and barge stayed connected but were banging against each other. It was noted that ATBs are classed as barge/tows, so the crew standards are lower than standards for vessels of a similar size.
- CDR Shelly advised the Coordinating Committee that the USCG will be switching to a "sector" command concept, whereby Captains of the Port will combine with other USCG groups in their areas such as Marine Safety Offices, air commands, and MTSA programs.

#### **REGULAR COORDINATING COMMITTEE QUARTERLY MEETING 1/22/04**

##### **Attending:**

Curtis Martin, HDOH; Stan Norman, WDOE; Scott Schaefer and Bud Leland, CAL/OSPR; Stafford Reid, BC/MWLAP; Larry Dietrick, ADEC; and Jean Cameron, PS/BC OSTF. Mike Zollitsch, Oregon DEQ was unable to attend.

##### **Jurisdictional Reports:**

##### Washington Department of Ecology, Stan Norman reporting:

- Stan explained that the Washington Legislature convened January 12<sup>th</sup> and is expected to adjourn March 11<sup>th</sup>. Ecology's Spills Program had only expected to work on revenue for the rescue tug, but circumstances and events have led to the possibility of at least two additional bills.
- Funding for the rescue tug comes from the State's vehicle transfer fees, but the designated percentage wasn't generating enough funding; the Legislature is expected to increase the percentage.
- The Washington State Ferry System, which represents 20% of the diesel market in Washington, is now receiving fuel from trucks rather than facilities, and the facility owners are expected to introduce legislation requiring that fueling trucks have oil spill contingency plans. Ecology was planning to introduce legislation in the next session to address this issue, since they recognize that a number of "facilities" such as tanker trucks are regulated by the US Coast Guard, but not by the state. They expect to coordinate with the USCG as they develop this new policy, and are considering requiring a "streamlined" plan for these new sources. (Stafford mentioned that BC and the Canadian Coast Guard have guidelines for such sources; he'll send them to Stan.)
- The oil spill at Pt. Wells is also expected to prompt legislation. Approximately 4800 gallons of heavy heating oil was spilled into the water and another 1200 gallons were contained on deck. Booming took four hours to complete because the boom boats wouldn't start. It also took six hours to get over flights in the air, since the spill began in the early morning hours and no helicopters with infrared were available, they had to wait for daylight. ICS worked well, Stan noted, but recovery did not; overall, only about 10% of the oil was recovered from the water.

- State Representative Cooper of the House Ecology Committee is expected to introduce legislation requiring pre-booming during oil transfer operations. Ecology is concerned that both this bill and one requiring contingency plans from additional sources might result in the need for more staff while not providing the necessary funding.
- Stan reported on the status of Ecology's contingency plan rulemaking, noting that the program is currently conducting a cost/benefit analysis, to be completed later this spring. (All the Coordinating Committee members would like to see the completed study.) They expect to publish a draft rule by July. The process is focused on updating and combining both the vessel and facility rules into one set of regulations, as well as codifying the response planning standards.
- Stan provided copies of the Spills Program newsletter, *Spill Scene*, which covers vessel waste oil dumping investigations, DRILLTRAC, NRDA, and response activities. Stan noted the fact that the number of methamphetamine lab cleanups had dropped for the second year in a row, but opined that this may be due to cuts in funding for law enforcement statewide.
- Stan also reported on the transformer oil spill at the Dalles Dam on the Columbia River, explaining that the exact amount spilled had not yet been determined, but likely ranged between 1000 and 6000 gallons. The Army Corps of Engineers (ACE) has declared that they are exempt from state authority in this matter; Stan anticipates that Ecology may use the same approach which was successful in gaining compliance with from the US Navy with regard to spill prevention and reporting. Stan noted that the federal Oil Spill Trust Fund does cover response costs for ACE spills.

Alaska Department of Environmental Conservation, Larry Dietrick reporting:

- Governor Murkowski gave a keynote speech to Alaska Chadux, one of Alaska's oil spill coops. Commissioner Ballard has also made a keynote speech to the Prince William Sound Regional Citizens Advisory Committee and is scheduled to do the same for the Cook Inlet Regional Citizens Advisory Committee. Larry noted that Governor Murkowski had sponsored the amendment to the Oil Pollution Act to create both organizations in federal law while he was a US Senator.
- A legislative proposal to charge fees for financial responsibility and contingency plan review for non-crude facilities has been submitted to the Alaska Legislature, Larry reported. He explained that the Legislature was promoting fee-based funding as a preferred option to use of the General Fund. In the last session the Spill Response Fund was moved into the budget reserves. The Legislature appropriated \$18 million for the spill program, but with the fund moved there was no money to cover the appropriation, so the division is now using funds from capital projects to meet expenses. Funds from fee mechanisms approved this session will go into special accounts in the Response Fund.
- The first phase of revisions to ADEC's contingency plan regulations has focused on exploration and production facilities. These have been will be forwarded to the Department of Law for review. The second phase of the contingency rule making will focus on spill prevention regulations.
- Larry explained that there is some exploration activity in the National Petroleum Reserve, which lies west of the current production area on the North Slope. The reservoirs there are more scattered, he explained, thus making recovery more expensive. He noted that all the oil companies active in Alaska are also active in Russia and Western Asia.
- Larry noted that there have been corrosion problems with the feeder lines on the North Slope. This corrosion is caused by the seawater that's injected, along with gas, into the reservoir to maintain pressure. Thirty to forty thousand gallons of corrosion inhibitor have been used by the operators to protect the lines.
- No significant spills have occurred in Alaska in the past quarter, only small events. The number of significant spills has dropped off since last fall; this is somewhat due to seasonal considerations such as the reduced level of vessel activity during winter months.
- A conditional approval was given for automating the TAPS pipeline by converting existing pump stations to un-manned diesel electric driven pumps. These changes alter the logistics of

responding along the 847-mile pipeline. Changes to the Pipeline Contingency Plan are needed to adjust for these alterations.

- The division has finalized a scope of work for a contractor to conduct a Best Available Technology (BAT) analysis and conference. The purpose of the conference would be to gather subject matter experts for selected technologies to determine what the best available technology is for Alaska. This conference is likely to be held in late summer or early fall
- Analytical standards, cleanup levels, sampling protocols and cleanup guidelines are being prepared for four contaminants associated with methamphetamine labs. ADEC is in the process of implementing new legislation in this regard.
- A 7-year analysis of spill data has been completed; Larry provided copies for the Committee members. This is the first in-depth analysis, and the information is being analyzed to determine trends and set priorities for a risk-based approach to spill prevention.
- The division continues to monitor developments in Alaska's rapidly evolving homeland security program.
- Larry explained that the State of Alaska is authorized to request up to another \$100 million in additional NRDA claims on the *Exxon Valdez* spill if it can prove that it's necessary, but there's \$150 million remaining in the original account. The punitive fine currently in the news is based on 3<sup>rd</sup> party claims and doesn't affect the State's cost recovery.
- Larry also reported that ADEC Commissioner Ballard had requested more EPA oversight of BP, contending that BP had not complied with an EPA agreement to develop a sound environmental management program and to track and report spills in a timely manner.
- California Office of Spill Prevention & Response, Scott Schaefer and Bud Leland reporting: Scott reported that the Schwarzenegger administration has appointed Mike Chrisman as Secretary of Resources and Ryan Brodrick as the new Director of Fish and Game, noting that Brodrick was once enforcement chief at OSPR. They expect the OSPR Administrator to be named in the next couple of months.
- Scott and Bud explained that OSPR's funding is not from general fund, so they are applying for exemptions from general restrictions on out-of-state travel, purchasing, and contracting. OSPR is approved for 149.5 FTE (full-time equivalents), but not all positions are filled because statewide personnel restrictions are keeping OSPR from filling vacant positions. Some FTE may eventually be transferred from general fund agencies into designated fund agencies like OSPR. The Marine Facilities Division at the State Lands Commission has lost 13 positions to budget cuts.
- OSPR is considering an update of California's oil spill legislation. The legislation is still being developed and will be carried by Senator McPherson.
- Regarding Oil Spill Response Organization (OSRO) mergers, Bud explained that Clean Bay and MSRC are now called "MSRC California Region" and Steve Ricks is the Manager. MSRC's merger with Clean Coastal Waters is expected to be finalized in April. NRC has met with OSPR re: their merger with Foss; Barry McFarland will be their regional manager. The main problem with all this from OSPR's perspective is that there are fewer OSROs and therefore the States' need to pay closer attention to overall aggregate equipment levels.
- Scott reported that all attempts to simplify the contingency plan regulations in-house have are still being debated in-house, but OSPR is still intends to streamline these regulations.
- Noting that spill trajectory calculations in contingency plans were usually not consistent, OSPR has developed standardized trajectories.
- OSPR has found that meeting the 2-hour standard was a problem in low-volume ports, where pre-staging of response equipment would be expensive when only a few vessels would be underwriting the costs.
- The State of California is now facing an interesting dilemma: citizens in Ventura believe that abandoned oil wells drilled in the late 1800s off their beaches are leaking, and local residents want the leaks stopped. But all responsible parties are gone, except the State Lands Commission who

issued the lease. In addition, there are natural seeps in the area already putting tarballs on the beaches on a regular basis.

- The Marine Facilities Division (MFD) has held public hearings on their Marine Oil Terminal Engineering and Maintenance Standards; the only comments have come from the Western States Petroleum Association, which contends that these are building standards and therefore not within the authority of MFD. MFD has asked the Building Standards Commission for an opinion.
- Scott also noted that some Harbor Safety Committees in California are considering the issue of whether certain non-tank vessels and chemical or LNG tankers should be required to take tug escorts.
- Scott also reported that OSPR's Technical Advisory Committee (TAC) would have a presentation on LNG the following week. One issue is whether State Lands has authority to regulate proposed LNG facilities.

#### Hawaii Department of Health, Curtis Martin reporting:

- Curtis reported that Hawaii's Legislature had convened Tuesday of that week. He expects education to be the big issue facing this session, since the economy is looking strong with an increase in tourism. The main legislative issue facing his department is the cruise ship issue, and the Administration wants to stick with the MOU for another year.
- Hawaii's MOU with the Northwest Cruise Line Association covers sampling, reporting, cooperative USCG/state inspections, and spill response plans based on Alaska's streamlined model. Spill drills are also covered.
- The Hazards Evaluation and Emergency Response section has primarily been dealing with combined sewer overflow events caused by heavy rains from a big storm that hit the islands earlier in January. The same storm caused a small navy ship to drift aground in Port Allen on Kauai; some diesel fuel was lost but most was recovered.
- Curtis also reported a 1000 gallon spill of #6 oil from a Chevron pipeline at an inland location.

#### British Columbia Ministry of Water, Land, and Air Protection; Stafford Reid reporting:

- Burrard Clean and the Canadian Coast Guard recently conducted a 10,000 ton exercise in Tofino; the focus was on ramping up a command post in a remote area. Stafford noted that ICS integration went well. Both the Province and the State of Washington were represented at the exercise.
- Stafford explained that the Canadian Coast Guard (CCG) had been moved out of Transport Canada and into Fisheries and Oceans several years ago, but the Canadian Parliament is reconsidering this decision. The possibility exists that the CCG will be moved into Transport Canada yet again.
- Stafford noted that the CCG subscribes to ICS, but not to the concept of Unified Command. Their ICS guidance has been "tweaked by Ottawa" so that terminology and forms are no longer consistent with the US version, he explained.
- Transport Canada will be sponsoring a major conference in Vancouver this year on IMO's Port State Control and Safety Management Code conventions.
- Environment Canada will be identifying facilities that handle hazardous materials and requiring them to prepare response plans, Stafford stated.
- The Emergency Response program in MWLAP will be getting a new manager after Heather Taylor resigns in March, although that person has not yet been named.
- New provincial legislation, the Environmental Management Act, will combine all existing environmental authorities.
- Stafford noted a near-grounding incident of a container vessel near Victoria on December 4<sup>th</sup>. The deep-sea container vessel "ZOIS" lost engine power while en route to Seattle via Canadian waters in the Juan de Fuca Strait. It drifted for approximately 11 minutes - driven by 30 knot winds - to within approximately 400 meters of Trial Island before regaining propulsion.
- Also see BC updates on page 4 above.

### **Service Awards and Appreciation:**

- Jean presented Stafford Reid with an Exceptional Service Award honoring his dedication and determination in creating and maintaining the Oil Spill Task Force's original website. She noted that Stafford had taken initiative to set up the original Task Force website and has maintained it with great patience and creativity for many years. It was a huge effort, and one he made as a volunteer until changing demands on his time made it clear that we needed to bite the bullet and hire someone!
- She also thanked Scott for OSPR staff time invested in making hotel arrangements for these meetings, and for the assistance with the Cruise Ship Roundtable provided by Megan Walton, Bud Leland, and Larry Espinosa of OSPR.

### **Review status of Spill Prevention projects:**

#### Database Project

- Jean reminded the Coordinating Committee that they had reviewed the spill data for the first six months of 2003 at their October meeting, that she had summarized that data in her Midterm Status Report to the Task Force Members, and that key graphics were provided at their meeting with the USCG yesterday.
- She then reviewed the key topics of discussion at the Database Workgroup's Conference calls on 11/24 & 1/12. The Workgroup's current emphasis is on refining data, especially the "other" and "unknown" categories. Development of a final, more refined database, was also discussed on the January conference call. Jack Barfield of Ecology, the Workgroup Chair, will work with Spencer Ung of OSPR to develop a workplan for development of a database that each agency can submit data to directly.
- Jean asked whether ADEC was planning to host an investigator training event in 2005; Larry will look into it. California would send 5-6 investigators, Scott said; Stan will check to see how many would attend from Washington. Hawaii doesn't plan to send additional staff; nor do Oregon or BC. The advantage of hosting for ADEC would be to eliminate out-of-state travel costs.
- The Coordinating Committee asked whether the spill data could be broken down by marine/inland spills, then by source, product type, and cause.
- Scott also noted that he prefers pie charts to bar charts for percentages, and that the range of colors used can be confusing since some are very similar.
- Stafford described the Spill Incident Database that he's designing for BC, which includes risk evaluation elements.

#### Recommended Vessel Best Industry Practices

- Jean noted that the Annual Workplan calls for extending the discussion of Best Industry Practices for Oil Spill Prevention to non-tank vessels, so she and Stan Norman, Project Chair, are working with MARAD's Ship Operations Cooperative Program (SOCP) to include a panel discussion on this topic at their 3/2-3/3 meeting in Houston.
- Stan will moderate the panel and make a presentation on the ranking process we used (NOTE: This project report is available on our website at [http://www.oilspilltaskforce.org/docs/project\\_reports/VesselBipReport.pdf](http://www.oilspilltaskforce.org/docs/project_reports/VesselBipReport.pdf) )
- Jean is recruiting panelists. Michael Bohlman of Horizon Lines LLC has agreed to be on the panel and she's awaiting replies from Michael Nesbitt of Moran Towing and Stu McRobbie of SeaRiver Maritime.

#### POSPET

- Eric Olsson of Washington Sea Grant reported in October that he has increased his emphasis on the OILS 911 response number during recent spill prevention presentations at Fishermen's Terminal. He also highlighted this spill reporting number on handouts and on posters for distribution and use at Fish Expo in November.

- It has been difficult to assemble POSPET members over the last two years due to travel restrictions, so much of the regional sharing regarding outreach techniques and successes has not occurred. Eric's efforts are largely directed at Washington State, Jean said, but she hopes to help him identify new POSPET members and arrange a conference call this Spring so they can discuss what strategy would work best for them.

#### Debrief Cruise Ship Roundtable

- Jean provided the Coordinating Committee with copies of *A Shifting Tide: Environmental Challenges & Cruise Industry Responses*, which had been sent by ICCL.
- The Committee asked that she track EPA's report and keep them informed. Otherwise, no further Task Force action is anticipated on this topic other than posting summary notes of the Roundtable on our website.

#### Spill Prevention Topics of Concern

- Regarding BUNKERING AND OIL TRANSFER STANDARDS, see the Washington DOE report on page 5 above regarding pre-booming legislation and mobile facilities.
- Regarding OFFSHORE LIGHTERING, Scott explained that MSO San Diego had developed Standards of Care for Chevron's lightering operations offshore, but they don't address collision hazards. There is a plan to apply dispersants by vessel if a spill occurs at the lightering location.
- Regarding HIGHWAY AND RAILROAD SPILL TRENDS, Stan noted that there have been some vehicle spill incidents in Washington with serious environmental impacts as well as fatalities. He also noted that the state ferry system's switch to fueling by truck will result in an estimated additional 400-600 fuel trucks per year on the roads.
- Regarding DEVELOPMENT OF A "THREAT MATRIX" TO PRIORITIZE OIL SPILL RISKS FROM SUNKEN VESSELS in California, Scott reported that 1600 sunken vessels had been evaluated by vessel type, cargo, and date of sinking. Those that sunk prior to 1920 are considered low risk. The top ten highest risk wrecks have been identified.
- Regarding PORT AND FACILITY BEST AVAILABLE PROTECTION STANDARDS, see information on California's Marine Oil Terminal Engineering and Maintenance Standards on page 8 above. Also note that Washington hopes to direct monies from fines on illegal bypasses of oil/water separator systems towards construction of reception facilities in Washington ports.
- Regarding OIL/WATER SEPARATOR BYPASS CASES and issues, please see notes on pages 2-3 above.

#### **Review Status of Spill Preparedness/Response projects:**

##### Places of Refuge Project

- See project discussion on pages 1-2 above.
- Jean explained the unsuccessful efforts she'd made to recruit environmental organizations from Oregon and California to participate on the Places of Refuge project workgroup, noting that she'd been turned down by three organizations in each state. At this point she feels we need to go ahead with the membership that is in place, which includes both RCACs in Alaska and the David Suzuki Foundation from BC. Outreach to environmental organizations will be emphasized when the Workgroup has drafted recommendations for public comment.

##### Contingency Plans for Non-Tank Vessels

- Jean noted this update received by email from USCG CAPT Joe Saboe: "Language requiring contingency plans from non-tank vessels is included in both the House and Senate versions of the Coast Guard reauthorization bill, although the language does not match. The House version has been passed. The Senate version has not. When it does, the two versions will have to go to conference for resolution of the differences."
- The Coordinating Committee asked her to draft a letter to Oregon Representative Peter DeFazio, who has been supportive of this issue, and ask that final language NOT preempt

state contingency plan regulations governing non-tank vessels. Funding for delegation of plan review to states would be also desirable, they noted.

#### OILS 911

- Jean provided a report on the July – December 2003 usage of the oil spill reporting number, which shows that 8 calls were made in BC during that time, 2 in Washington, one in Oregon, and 50 in California. The higher number in California reflects their superior outreach program, she stated.

#### 2004 SONS exercise and Mutual Aid Agreements

- See discussion on page 3 above.
- Stan noted that four persons would be participating from WDOE; it's not certain yet whether anyone from ADEC would be participating.
- Curtis reported that HDOH is developing a policy statement to include in the Task Force's Mutual Aid Agreement.
- Regarding mutual aid, discussion focused on the issue of equipment compatibility; the Coordinating Committee asked Jean to contact APICOM members regarding West Coast coop mutual aid agreements and efforts to address the equipment compatibility issue.

#### Executive Coordinator's report on meeting with Canadian authorities

- Jean reported that she had attended a meeting of the Marine Spill Coordinating Committee in Vancouver, BC on December 10<sup>th</sup>. Participants included Heather and Stafford from MWLAP, Don Rodden from the Canadian Coast Guard, Fred Beech from Environment Canada, Kevin Gardner of Burrard Clean, and Karen Hutton from the Department of Fisheries and Oceans.
- Jean gave a presentation on Task Force activities and asked to be included in future meetings of this group.
- For more information on Provincial and federal initiatives discussed at this meeting, please see Stafford Reid's reports on pages 4 and 9 above.
- Jean noted that Kevin Gardner was advocating development of decision-making guidelines on issues such as use of dispersants and in-situ burning.
- Jean reported that she had also met with an official at Transport Canada regarding the Places of Refuge project that same day.

#### Spill Preparedness and Response Topics of Concern

- Regarding UNANNOUNCED DRILL PROGRAMS, Scott noted that OSPR will be drilling the new "merged" response organizations: NRC/FOSS and MSRC/Clean Bay pursuant to their OSRO application process. Their primary focus will be on response capability for the first 24 hours, since additional equipment can be cascaded in after that. Scott noted that OSPR drills deployment capability for the first six hours only. They then check that equipment is available to respond for the balance of the first 24 hours.
- Another concern was expressed regarding a Responsible Party's ability to supply an Incident Management Team (IMT) after the coops' responsibilities are met in the first 24 hours. Stan noted that the Washington State Maritime Cooperative only brings an IMT to the spill; all response resources are under contract. Larry Dietrick noted that ADEC is beginning to drill IMTS, as well as a couple of small response organizations. Scott also remarked that OSPR includes Qualified Individuals in their unannounced drills of non-tank vessels.
- Regarding HAZARDOUS MATERIAL SPILL CONTINGENCY PLANNING, Jean said she thinks that this USCG rulemaking was put on hold while they were expediting the security plan rules. Stafford noted that BC has a hazmat plan; Stan noted that Washington's Toxics Fund is covering Ecology's response to hazmat incidents.
- Regarding the RESCUE TUG IN WASHINGTON, Stan reported that Ecology will be looking for a longer contract period for the next contract.

- Regarding the IMPLEMENTATION STATUS OF RECOMMENDED CONTINGENCY PLAN ELEMENTS, Stan reported that Ecology is looking to follow California's lead regarding COFRs, Alaska's lead regarding streamlined contingency plans, and California State Lands' lead regarding transfer standards.
- Regarding the MSRC & NRC MERGERS, the Committee's concern lay primarily with a reduction in response equipment inventories since duplicate equipment is not likely to be replaced over the years.
- Regarding NRDA activities, Stan reported that two restoration projects, each valued at \$300,000, are being funded by settlements from cases involving illegal bypasses of oil/water separation systems. Scott reported that NRDA negotiations are still underway for the Stuyvesant spill.

### **Administrative & Communications Projects:**

#### Project Timelines

- Jean provided timelines for the 2004 Legacy Awards and the 2004 Annual Report. The Committee agreed that they did NOT wish to change the appearance or format of the Task Force's Annual Report. Jean commented that, with the new website, she anticipates printing a much smaller number of annual reports this year.
- She referred the Coordinating Committee to pages 14-15 of the Annual Work Plan for the timeline for development of the 2004-2005 work plan.
- The Coordinating Committee agreed to a conference call at 10am on May 11<sup>th</sup> to discuss the Legacy Award nominations.

#### 2004 Annual Meeting

- Jean referred the Coordinating Committee to page 2 of the Midterm Status Report regarding logistics and reservation information for the 2004 Annual Meeting. She stated that she'll be announcing the block of rooms on our website in May, so the Coordinating Committee and Task Force Members should get their reservations made before that time.

#### Spring Coordinating Committee Meeting

- May 20-21 were confirmed as dates for the Spring Coordinating Committee meeting in Alaska, and the Committee agreed to meet in Juneau, with Anchorage proposed as the site for the 2005 Annual Meeting.
- Larry's staff will forward hotel and activity information to the Coordinating Committee members.
- Jean will schedule a briefing session with Ernesta Ballard, Alaska's Task Force Member, while there.

#### Task Force website update

- Jean reported that we are just in posting and rearranging mode now.
- The Committee asked her to work with the webmaster to research the costs of adding a search mechanism to the site.

#### Budget status

- Jean referred the Coordinating Committee to the July – December budget report in the Midterm Status report and explained that the Goods/Services portion of the 2003-2004 budget will be exceeded, due to the fact that the Task Force has incurred expenses for two Roundtable events in one budget year. Startup costs for the new website were also higher than expected.
- Fortunately, she explained, the extra funding which HDOH had provided for the 2003 Annual Meeting, plus the balance transferred by ODEQ at the beginning of the revised budget year, as well as the fact that the 2003 Annual Meeting costs were largely prepaid in the previous budget year, all meant that there is enough money in the overall budget to cover these expenses. However, \$591 needs to be transferred from the Travel/Conferences budget to Goods/Services.

- Jean provided a breakdown of the revised Goods/Services budget for this year and also proposed a revised Goods/Services budget for the 2004-2005 Fiscal Year, based on this year's revisions.
- The Coordinating Committee agreed to her recommendations.

#### Other Administrative Issues

- Jean reported that she'd participated in the 1/15 API meeting via conference call, and had updated attendees on Task Force activities. API's Spills Advisory Group has scheduled their next meeting for May 6<sup>th</sup>, she reported. (NOTE: The date has since be rescheduled to May 20<sup>th</sup>).

#### **Strategic Planning**

- Beginning on the afternoon of January 22 and continuing through the morning of January 23<sup>rd</sup>, the Coordinating Committee reviewed and discussed the first draft of the Task Force's 2004-2009 Strategic Plan.
- Larry suggested significant format changes to make the document more dynamic. In addition to revising the draft language, the Committee deleted some tasks, combined others, and added more.
- Jean provided the Committee with a timeline which schedules a 3<sup>rd</sup> draft be posted on our website for public comment by April 16<sup>th</sup>. Those comments would then be discussed at the May Coordinating Committee meeting and incorporated into a final draft to present to the Task Force Members for their review, comment, and subsequent adoption at the 2004 Annual meeting.
- Jean noted that the 2004-2005 Annual Workplan, which should also be adopted at the Annual Meeting, would be the first one to implement the new Strategic Plan.