

U.S. Coast Guard Pacific Area - Pacific States/British Columbia Oil Spill Task Force
Steering Committee Meeting
Summary Notes
January 21, 2009

PARTICIPATING:

Attending: Stephen Danscuk, Chief, Inspections/Investigations Branch, U.S. Coast Guard (USCG) Pacific Area, Prevention Division; CAPT Bill Devereaux, USCG D13 Prevention Division; LCDR Lance Lindgren, USCG D13 Marine Environmental Response; CDR Scott Schaefer, USCG D11; CAPT Fred Myer, Commander, Sector Portland; LT Jared Owens, Sector Portland; Chip Booth and Jon Neel, Washington Department of Ecology; Curtis Martin, Hawaii Department of Health; Graham Knox, British Columbia Ministry of Environment; Bob Mattson, Alaska Department of Environmental Conservation; Mike Zollitsch, Oregon Department of Environmental Quality; Steve Sawyer, Office of Spill Prevention and Response, California Department of Fish and Game; Jean Cameron, Pacific States/British Columbia Oil Spill Task Force.

By phone: CAPT Anthony Lloyd, Chief, Office of Incident Management & Preparedness (CG-533); CAPT Jack Kenyon, CDR Rick Rodriguez, and LCDR Gary Koehler, USCG D17; LCDR Joe Zwack, MEP & PSC Program Manager, D14; LT Stacey Crecy, DRAT, USCG D14; and George Butler, Passenger Vessel Safety, USCG D14.

USCG/OSTF MEMORANDUM OF UNDERSTANDING

- Jean Cameron and Steve Danscuk reviewed and explained the intent of the Memorandum of Understanding between the U.S. Coast Guard Pacific Area and the Pacific States/British Columbia Oil Spill Task Force, which had been signed in May of 2008. The MOU established a “Steering Committee” consisting of the Task Force Coordinating Committee and representatives from Districts 14, 13, 11, and 17 as well as the Pacific Area.
- This Steering Committee is charged with meeting annually to share information and discuss opportunities for cooperation and collaboration between the member states and the USCG.

UPDATES

USCG District Seventeen

- D17 is planning the Alaska Mass Rescue Exercise, which will take place April 27-29th; it will involve the USCG in Juneau, Customs and Border Patrol in Ketchikan, and the Holland America Lines in Seattle. There will be two phases: a rescue scenario involving 2500 cruise ship passengers following a “major marine disaster” such as a collision or grounding (the exact scenario is to be determined); followed by a test of accountability for the passengers and crew. About 300 persons will actually be involved, although the cruise ship element will be a Table-top exercise, not an actual deployment. More information is available at www.massrescue.us.
- D17 is also initiating several risk assessments for their area of responsibility. These will be undertaken in the following priority order:
 1. The Aleutian Risk Assessment; RFPs are out now for a facilitator; this is expected to take one to two years.
 2. A risk assessment of Cook Inlet; and
 3. An Arctic Ecological Risk Assessment.
- D17 is also deploying into the Arctic, and is working with tribal interests to improve the safety of recreational boating in the area. They are evaluating their emergency response capacity for the Arctic. They noted that there is a spill response team in Barrow, and D17 is considering a Basic Ordering Agreement with Alaska Clean Seas to cover the near-shore areas of the Arctic. The offshore areas need spill response coverage; MMS leases require that platform operators have contingency plans, so this will drive the market for OSROs if platform leases are approved.
- D17 is working with the Canadian Coast Guard to plan the CANUSDIX Transboundary exercise in Prince Rupert, British Columbia in late September or early October. They’ve also met with the Canadian Coast Guard regarding the CANUSNORTH annex to the Canada/U.S. Joint Contingency Plan.

- The Alaska RRT approved In-Situ Burning Guidelines last March, and is currently updating the Dispersant Use Guidelines to encompass more areas. They will also be updating the Unified Area Plan this spring.

Alaska DEC

- Bob Mattson noted that the Alaska Legislature has appropriated \$250,000 toward the Cook Inlet Risk Assessment. The state is also closely involved with the Aleutian Risk Assessment, but not particularly with the risk assessment for the Arctic.
- He also noted that the Emergency Towing System developed for Dutch Harbor will also be implemented at Kodiak.
- Bob further reported that DEC has contracted with a team of Emerald and ABS Consulting to design and implement the Alaska Risk Assessment of Oil and Gas Infrastructure project, which is expected to be conducted in three phases and completed by June 1, 2010.
- Additional projects are underway to develop Potential Places of Refuge (PPOR) data for Southeastern Alaska. Also, additional GRSs are being considered for Prince William Sound; this initiative will be funded by the Prince William Sound Regional Citizens Advisory Council. DEC is funding a project to update existing GRSs based on changes in tactics (from actual field deployments) and general information. A similar project is also underway to update existing PPOR documents.
- Bob further noted that Larry Iwamoto, former Planning Section Manager has been hired as the new Section Manager for the Preparedness Section, which now combines the previous Planning and Preparedness sections.

British Columbia

- Graham Knox reported that the British Columbia Ministry of Environment is working with the Canadian Coast Guard to improve their working relationships during marine spill responses; part of that effort focuses on coordinating the public message from the agencies.
- He also noted that there have been no major spills on the British Columbia coast, only one red diesel spill into the Fraser River from a railroad yard. A jet-fuel barge had been floating loose along British Columbia's outer islands; fortunately, no spill occurred. This incident has raised concerns regarding Transport Canada's regulation of barges as well as the response capabilities beyond the greater Vancouver area.
- Graham also noted development proposals in NW British Columbia that will affect the CANUSDIX area. The port of Prince Rupert is expanding their container ship capability; it's currently at 500,000 TEUs and will expand to 2 million TEUs. Mining development has also been proposed for that area. The port of Kitimat currently receives tankers bringing in condensate which is then shipped by rail to Alberta for use in the oil sands operations there. Enbridge is proposing a pipeline to carry this condensate to Edmonton, as well as another pipeline back to Kitimat to carry crude oil for export to the Pacific Rim. This would result in increases in tanker traffic in/out of Kitimat. The Province would like to see Transport Canada lead a risk assessment for the BC coast to ensure that the capacity and response requirements of the Western Canada Marine Response Corporation (Burrard Clean) match the level of risk along the BC coast.

USCG District Thirteen

- CAPT Devereaux reported that D13 personnel meet with Department of Ecology staff quarterly to review their Memorandum of Understanding protocols, thus ensuring that everyone involved - even newly assigned staff - can understand and implement these protocols.
- D13 is proposing Restricted Navigation Areas (RNAs) for all the "breaking bars" on the Oregon and Washington coasts. This provides the USCG more authority to close the bar crossings during adverse wave and weather conditions, or put restrictions on small commercial vessels in order to cross during certain conditions.
- D13 is also spearheading "Operation Safe Crab" focused on improving safety for crab fishing boats off the Oregon and Washington coasts through voluntary examinations. CAPT Devereaux noted that four or five vessels had been sent back to port to correct problems found during boardings at sea.

- He also reported that he would be participating in meetings to finalize the top five priorities for the Olympic Coast National Marine Sanctuary.
- Regarding personnel changes, CAPT Devereaux reported that he was retiring, and that CAPT Scott Bornemann would replace him as Chief of the Prevention Division at D13. CAPT Klipp, Chief of the Incident Management branch and the RRT Co-Chair for D13, will be leaving to captain the Coast Guard Cutter *Mellon*; CAPT Salvatore Palmeri will replace him. CAPT Mark D'Andrea, Chief of the Response Division will be retiring. CAPT Eric Chamberlain will replace him. RADM Gary Blore will be the new District Commander this summer. CAPT Anne Ewalt will be the new Chief of Staff.
- He also noted that D13 has proposed to Headquarters that Air Station Port Angeles combine with Sector Seattle, which would then be known as Sector Puget Sound. Similarly, Air Station Astoria would combine with Sector Portland to become Sector Columbia River, with the Sector Commander assigned to the Astoria area. The USCG is also considering establishing Sector North Bend to cover the southern Oregon coast area. If these changes are made, they would probably be phased in beginning in late 2009.
- LCDR Lance Lindgren explained that he is the new Chief for the D13 Marine Environmental Response Branch. They are also planning to assign a lieutenant billet for the MER branch.
- LCDR Lindgren also reported that their three large oil skimmers have been deployed to Nome, Alaska to test in arctic conditions. He also reported that the Emergency Towing System developed in Dutch Harbor will be deployed in either Neah Bay or Port Angeles. He noted that D13 is considering reducing the number of boom trailers deployed in areas where other response resources already exist.
- LCDR Lance Lindgren reported that Heather Parker-Hall has been hired to replace Matt Bernard as staff for the NW RRT and Area Committee. He also noted that their annual oil spill course, which is open to persons outside of the USCG, will be held in August.

Oregon

- Mike Zollitsch of the Oregon DEQ reported that the Columbia River Harbor Safety Committee had been established. Their area of concern focuses on the Lower Columbia River, and does not include Coos Bay, Grey's Harbor, or the upper Columbia River.
- He noted that ODEQ is coordinating the scheduling of drills and exercises with the USCG through a NW RRT task force. There will be an NPREP exercise on the Willamette River in May of 2009, and ODEQ and Sector Portland are cooperating on the planning.
- Mike also noted that the NW Area Committee/RRT has established a logistics workgroup chaired by Preston Slegger from DOE; Scott Knutson from USCG and Tim Archer from Clean Rivers are also participating.
- Mike noted that the Smith River NPREP exercise in May 2008 had been a good opportunity for the state to work with California, as well as for D13 and Sector Portland to coordinate with D11 and Sector San Francisco.
- Regarding the various LNG proposals in Oregon, Mike explained that Oregon law requires that LNG tankers and facilities file oil spill contingency plans with ODEQ. Most of the current proposals are in the federal permit process at this point. Mike explained that the pipelines serving such facilities have become the most controversial elements of the proposals. The group discussed whether escort tugs would be required for LNG tankers; if so, this would be a COTP decision.

Washington

- Jon Neel explained that the State of Washington is facing a \$5+ billion shortfall. The Spills Program is funded by a 5 cent/barrel fee on oil imported into the state. The Prevention/Preparedness sections are facing a 60% cut. However, if the Governor's budget is adopted that would reduce the "cut" to 15 to 20%. The program is hoping to have that proposed cut further reduced by the legislature. It is no likely that a fee bill will be proposed in the current legislative session.
- He noted that funding for derelict vessels and Chemical, Biological, Radiological, and Nuclear Emergency response teams would probably be postponed. He also noted that the Governor's budget eliminates funding for the Oil Spill Advisory Council and proposes moving that function into the Puget Sound Partnership Council.

- Jon also anticipates that a bill that would require industry to maintain the Neah Bay tug. The bill as currently drafted would add firefighting and spill response capabilities to the tug's emergency towing duties. Ecology is coordinating this bill with Senator Cantwell, the prime sponsor of the Coast Guard Reauthorization bill which would also include an industry funding element for the tug. He noted that, while under current arrangements, the Neah Bay tug cannot be cited in vessel contingency plans; this would change once the tug is provided by industry
- In discussing Canadian-bound vessel traffic using U.S. waters according to the Traffic Separation Scheme in the Straits of Juan de Fuca, Jon noted that these vessels are covered by the agreement between Burrard Clean Operations and the Washington State Maritime Cooperative for oil spill contingency planning.
- Jon reported that significant flooding had occurred in Lewis County in January, with the usual spills of oil and hazardous materials that occur during such an event.
- Chip Boothe reported that Ecology is cooperating with the Portland and Puget Sound marine exchanges, AWO, and the CVTS for the Straits of Juan de Fuca to compile vessel entry data for 2008 for all Washington waters, including the Columbia River.
- He also noted that his staff has met with the ECOPRO and Exceptional Compliance Program members to develop new standards.
- The Prevention Section at Ecology now has five inspectors to enforce the oil transfer rule; they've monitored approximately 10% of the 16,000 transfers that occur annually. They've found that 80% are boomed and the rest meet requirements for alternative measures. Studies indicated that 60 % to 80% of any oil spilled into pre-contained areas is recovered, he noted.

Hawaii

- Curtis Martin reported that Hawaii had experienced a number of small spills associated with heavy weather conditions, such as a sailboat as well as one of the Marines' amphibious assault vessels which had sunk with minor releases. A boat had sunk at Hickham AFB and there had been a minor pipeline release at Chevron's refinery.
- He further reported that the Area Committee is addressing wildlife transport between the islands as well as salvage issues.

USCG District Fourteen

- LCDR Zwack reported that D14 is evaluating the marine environmental pollution associated with the 1949 sinking of a US Navy tanker, USS CHEHALIS, in American Samoa. CHEHALIS is the suspected source of numerous "mystery spills" over the years. The CG COTP Honolulu has opened an OSLTF case to fund the US Navy's efforts in conducting an underwater survey, and potential removal of 115,000 gallons of gas and oil. The CG will eventually attempt to recoup expenditures from the US Navy.
- He also noted that they do not expect any SONS exercise in the District 14 area as had been previously considered.
- LCDR Zwack also reported that:
 - The National Response Team Co-Chair and Co-Coordinator conference will be in Charleston in March;
 - In concert with the Clean Islands Council and American Samoa's BP facility, D14 is coordinating NRDA & HAZWOPR training, and tabletop/field oil spill drill exercises in American Samoa during the April ORRT meeting in Pago Pago.
 - President Bush had declared additional national monument areas in the Hawaiian Island chain; and
 - CAPT William Marhoffer has replaced CAPT Fred Tucher as Chief, D14 Prevention Division
- LT Crecy advised the group that there are no certified OSROs covering American Samoa, although one response organization is working to be certified. The result is that visiting vessels are only cleared for daylight transits. When there are no certified OSROs, as in American Samoa, the Captain of the Port can issue single voyage exceptions, but would prefer that criteria be outlined in the Area Plan, with USCG Headquarters approval. D14 is trying to address this through the National Strike Team. They're also negotiating with East Asia Response Limited

(EARL) from Singapore to apply for USCG certification in order to provide additional coverage. Clean Islands Council is assisting with training.

California

- Steve reported that OSPR filed a regulatory notice regarding their intent to modify their contingency plan regulations to shorten response times in high volume ports (San Francisco Bay and LA/LB). The regulatory change would shorten response times from 6 hrs to 4 hrs and further shorten response times within ½ mile of designated OPRAS to 2 hours for containment.
- He also noted that OSPR is creating a work group to look at Best Achievable Technology, including radar-satellite imaging, PORTS, SLAR (side locating airborne radar), applied response technologies and mechanical response.
- Steve also explained that OSPR had been contacted by California Assemblyman Sam Blakesley regarding the U.S.S. Montebello, a 440-ft tanker that was sunk in 1941 in California waters, 900 ft down. There are concerns that the vessel is starting to deteriorate and that the 75,000 bbls of crude could be released. OSPR will be exploring available technology in hopes of determining the structural integrity of the vessel.
- Steve reported that the state has filed legal complaints with regard to the *Cosco Busan*. CALTRANS has also filed a suit for damages to the Bay Bridge, and Regal Stone has indicated it will not deal with any other demand until that lawsuit is settled.
- Although the state has unlimited liability and requires a \$300 million COFR, the federal limits of liability have been exceeded (approximately \$99 million so far) for the *Cosco Busan*, so it looks like the Oil Spill Liability Trust Fund will be accessed to pay for some of the response costs. The question remains whether California's costs will be reimbursed by Regal Stone or the OSLTF.

USCG District Eleven

- CDR Scott Schaefer reported that District 11 would be having a Change of Command this summer with RDML Castillo assuming the duties of District Commander. Captain Steve Metruck, who was Commander for Sector Seattle until 2008, will take over as Chief of Staff. CAPT Gwyn Johnson will be the D11 Chief of Planning and serve as the RRT co-chair. CAPT Roger LaFerriere will assume command of Sector LA/LB.
- Scott also reported that he will be leaving active duty and returning to OSPR as the Deputy Administrator as of March 9th. Scott will remain in the Coast Guard reserves.
- He also noted that the Harbor Safety Committees in D11's area have been doing an excellent job, and specifically noted the low visibility guidelines developed by the San Francisco Bay Harbor Safety Committee.
- Scott also noted that California's Area Plans need to be updated to include the mutual aid agreement with Hawaii and D14 for access to their ADDS pack.
- He reported that the recent "soft grounding" of a double hull tanker in San Pablo Bay had received considerable attention from both the Pacific Area and the D11 Commanders.
- Regarding the recent oil spill from Platform A in the Santa Barbara channel, Clean Seas provided a quick response, and the Ocean Imaging System helped them compute the volume of the oil spilled. The initial spill report was only for one barrel; the latest Coast Guard estimate up to 150 bbls. The USCG is developed some "lessons learned", from the spill response. The USCG is placing more emphasis on "eyes on" the scene. They're also emphasizing the need to improve quantification procedures rather than relying on the responsible party. D11 is looking at the spill response levels at their Sector levels. He said the Sectors need to identify persons to fill key positions, and that district is encouraging sectors to request personnel and resources from the Strike Team and the PACAREA Incident Management Assist Teams when needed.

USCG Pacific Area

- Steve Danscuk reported that CAPT Bingaman is now serving as Acting Pacarea Chief of Staff and will go on to serve as the Force Readiness Command (FORCECOM) Force Management Branch Chief. CDR Bob McFarland will be the acting Pacarea Prevention Division Chief for the time being. CAPT Charley Diaz will eventually

relieve CAPT Bingaman and serve as the new Executive Director for FORCECOM. RADM Jody Breckenridge will be assuming command of PacArea/FORCECOM this summer when VADM Pekoske returns to HQ as Vice-Commandant. RADM Tim Sullivan (currently the Commander of Maintenance and Logistics Command Pacific) will move shortly to a new role as Deputy Command of FORCECOM.

- Regarding the transition of PacArea to “FORCECOM” and LantArea to OPCOM, Steve explained that there would be no significant changes at the District and Sector levels. The two area commands change focus from geographical areas to functional structures; this is intended to improve consistency throughout the USCG nationwide.
- OPCOM will be headquartered in Portsmouth, Virginia (currently LantArea). Districts will report to OPCOM and missions will be performed at the District/Sector level.
- FORCECOM will be headquartered in Alameda, CA (currently PacArea), and will oversee doctrine, training and readiness, and standardization for equipment such as aircraft and vessels, as well as for the Strike Forces, Incident Management Teams, and the Deployable Operations Groups. FORCECOM will also develop doctrine. An increase in staffing is anticipated.
- USCG Headquarters will be responsible for policy, regulations, and interface with IMO and Congress. There will also be a Deputy Commandant for Mission Support (DCMS) along with the current Deputy Commandant for Operations (DCO).
- Clarification is still needed regarding how specific marine safety functions will be divided between OPCOM and FORCECOM.
- Regarding the OSTF/USCG Pacific Area MOU, it will probably be handled by the Prevention Division in OpsCom, but that needs further clarification. Steve expects that the primary interface for the Task Force will be directly with Districts 11, 13, 14, and 17.
- These changes are intended to be effective by June 1, 2009, but Steve also explained that the proposed dissolution of PacArea and LantArea will require new legislation by Congress, so this plan is not final.

Pacific States/British Columbia Oil Spill Task Force

- Jean briefly explained the following projects in the Task Force’s 2008-2009 annual work plan (http://www.oilspilltaskforce.org/docs/2007-2008_annual_work_plan.pdf):
 - Under the Spill Prevention Objective:
 - Maintaining a regional spills database;
 - Comparing state/provincial and federal regulations governing petroleum pipelines;
 - Promoting Best Industry Practices;
 - Supporting the Pacific Oil Spill Prevention Education Team, which includes the USCG Auxiliary; and
 - Sharing information on prevention topics of common concern.
 - Under the Spill Preparedness/Response Objective:
 - Advocating that facility limits of liability be increased by the CPI since 1990;
 - Reviewing the status of planning and preparedness for marine oil spills on the CANUSDIX and CANUSPAC border areas;
 - Tracking changes in the ICS system;
 - Maintaining existing tables comparing contingency plan requirements;
 - Maintaining the 1-800-OILS-911 spill reporting system for the non-regulated public; and
 - Information sharing on preparedness/response topics of common concern
 - Under the Spill Communications Objective:
 - Hosting the 2009 Clean Pacific Conference;
 - Maintaining stakeholder involvement through project workgroups, meetings, information requests, and the website (www.oilspilltaskforce.org);
 - Tracking and commenting on federal initiatives;
 - Maintaining partnerships with federal officials;

- Maintaining the annual Legacy Award program;
 - Expanding outreach to other coastal states and provinces;
 - Improving communications among member agencies; and
 - Strategic and annual planning.
- Several additional projects outlined in the current Annual Work Plan were discussed in more detail as potential partnership projects pursuant to the MOU (please see below).

ISSUES RAISED AT THE API SPILLS ADVISORY GROUP MEETING November 2008

- CAPT Anthony Lloyd, Chief, Office of Incident Management & Preparedness (CG-533) joined by speaker phone; he explained to the group that his office meets with API's Spills Advisory Group twice/year to update them on USCG planning and response activities and to share information and perspectives. The discussion is at the policy level. Other federal agencies also provide briefings, as does the Task Force. California OSPR attends occasionally, as does the Texas General Land Office.

Coordination of state and USCG drills and exercises

- When CAPT Lloyd explained at the November 2008 SAG meeting that his office was developing guidance for unannounced drills (the program is known as Government Initiated Unannounced Exercises), the industry representatives at the meeting expressed concern that there would be too many unannounced drills, since some states also have such a program. With that in mind, Jean had invited CAPT Lloyd to "join" this meeting to discuss whether and how the West Coast states coordinate unannounced drills with their local USCG Sectors and Districts.
- Mike Zollitsch explained that the NW RRT/Area Committee is developing procedures and guidance on this subject. He also noted that Oregon DEQ will coordinate drills with adjacent states as well as with federal agencies, including USCG Sector Portland.
- Steve Sawyer explained that CA OSPR does unannounced notification drills with nontank vessels. Otherwise, they do unannounced 6-hour drills with the OSROs cited by their contingency plan holders. CDR Schaeffer noted that there is good coordination with the state on drills, including those that are industry-led.
- Bob Mattson explained that ADEC conducts unannounced drills on both the regulated industry and OSROs, both of which are well coordinated with the USCG. CDR Rick Rodriguez further explained that D17 conducts approximately 20 unannounced drills each year, and noted that travel is a limiting factor due to the size of Alaska.
- The representatives from D14 noted that they coordinate well with the State on their regular drill program, but are not currently conducting unannounced drills.
- Jon Neel and Chip Boothe explained that any vessel calling on the State of Washington for the first time will get a notification drill as part of their inspection visit, which is coordinated with the USCG; there were 600 of these last year. They also noted that District 13 and the State have drill protocols in their MOU (Procedure 3 in the Protocols Manual available at <http://www.ecy.wa.gov/programs/spills/ecyuscg/protocols.html>).
- CAPT Lloyd explained that the guidance which his office is developing will include guidance on coordination with states, and will recommend doing so through the RRT/Area Committees. He also noted that they haven't decided whether to set targets for how many unannounced drills should be conducted annually.

Environmental Unit leads

- Steve Sawyer explained that as a result of their internal *Cosco Busan* hot wash OSPR is seeking to amend the San Francisco and LA/LB Area Plans to indicate that a trustee agency should fill that position IF AVAILABLE and IF QUALIFIED. They believe that a biologist familiar with the local region would be qualified. OSPR is meeting with representatives from the Western States Petroleum Association (WSPA) to draft acceptable language.
- Jon Neel explained that Washington State believes it is critical that a response run effectively - and instill public confidence - from the beginning. With that in mind, they believe that someone familiar with the local issues, culture, and players should be in both the EU and Public Information Officer positions. They prefer that

someone from Ecology be appointed in order to meet these goals. The NW Area Plan provides a trustee agency to assume the EUL role initially, as well as for a transition to another person after the initial response, if the Unified Command requests it.¹ Jon also noted that Ecology provides extensive training for their response personnel; he believes that five years of experience is necessary before handling large spill events.

- Curtis Martin from the Hawaii Department of Health had a different perspective, however, explaining that they have told industry to have qualified people to fill all the ICS positions and not to expect it from the state.
- CAPT Lloyd noted that this is required in vessel and facility contingency plans, which are also required to be consistent with Area Plans. The challenge is for industry to use response personnel who are involved with and understand local cultural, social, and environmental issues as well as the software and data formats used by the state agencies. He acknowledged that the FOSCs should understand this and be able to exercise their authority on the subject of appointments to key positions during a response.

Local government inclusion in Unified Command

- While CAPT Lloyd was on the line, he was asked about the San Francisco Area Committee's planning to have a local government OSC in Unified Command. He noted that once there, they are likely to realize that the issue is not whether they're in UC, but whether they're getting the accurate information they need during a response. He also noted the importance of including local governments in planning efforts.

POTENTIAL STEERING COMMITTEE "PARTNERSHIP PROJECTS"

Implementing the 2008 Recommendations of the West Coast Offshore Vessel Traffic Risk Management Project

Noting that this is already a cooperative project between Pacific Area and the Task Force, the group reviewed the WCOVTRM 2008 recommendations specific to the USCG, including:

- **Recommend to the U.S. Coast Guard and Transport Canada that all vessels of 65' or longer be required to carry Automatic Identification System (AIS) signals:** the USCG published a Notice of Proposed Rulemaking 12/16/2008 which would do this as well as expand AIS covered beyond VTS areas to all navigable U.S. waters. CAPT Devereaux noted that the USCG's AIS infrastructure is expanding and is able to process more signals.
- **Work with appropriate U.S. and Canadian federal agencies to maintain aggressive outreach campaigns to recreational boaters regarding the Rules of the Road and the value of voluntary AIS carriage:** Jean noted that the POSPET program would be a vehicle for this, since the group includes USCG Auxiliary members.
- **Recommend to the U.S. Coast Guard that they complete Critical Area Inspection Program inspections on all TAPS tankers:** Steve Danscuk will investigate the status of this program.
- **Work with appropriate U.S. and Canadian federal agencies to promote fishing vessel safety through regulations, voluntary standards, and aggressive education programs:** See reports above regarding Operation Safe Crab and the RNAs in District 13. It was further noted that the USCG can inspect fishing vessels which are "processors", so their ability to inspect depends on the activities on board. It was also noted that D13 and D17 cooperate in their outreach/inspection programs, since so many fishing vessels from NW ports work in Alaska. Dan Hardin is the POC for D13 and Ken Lawrenson for D17.
- **Support expedited promulgation of U.S. Coast Guard salvage and firefighting regulations, advocate for adoption of similar salvage/firefighting regulations by Transport Canada, and recommend that the U.S. Coast**

¹ The language on page 4000-5 of the NW Area Plan reads as follows: *Given the importance of the Environmental Unit's duties, and because the responsibility and knowledge base for public resources lies with trustee agencies, it is in everyone's best interest to ensure that early critical response decisions are made by the most knowledgeable individuals quickly, efficiently and effectively. Therefore, it is the policy of the Northwest Area Committee that the Environmental Unit be led by a representative of a government natural resource trustee or environmental agency, if available. If no such agency representative is initially available or willing to lead the environmental unit, a responsible party representative may fill that role. Furthermore, as the response action matures, a transition to a responsible party designated Environmental Unit Leader may occur with the concurrence of the Unified Command. The Northwest Area Committee also encourages spill response plan holders and responsible parties to designate a Deputy Environmental Unit Leader, who will participate in all the meetings attended by and briefings made by the Environmental Unit Leader.*

Guard coordinate with Transport Canada to harmonize these regulations: The USCG published the final Salvage and Marine Firefighting rule on 12/31/2008. It becomes effective January 30, 2009 except for Section 155.1050, which is effective 2/12/2009. The rule only applies to tank vessels, although it is anticipated that the final oil spill contingency plan requirements for nontank vessels will include similar salvage and firefighting requirements. It was noted that the Districts will be getting additional billets to facilitate the salvage planning.

- **Communicate the Workgroup's recommendations to the U.S. Coast Guard regarding monitoring observance of the recommended voluntary distances from shore; to MISNA regarding improving and sharing their data on offshore transits:** Greater AIS coverage and Long Range Identification and Tracking (LRIT) may help the USCG accomplish this. LRIT is to be effective by the end of 2009. It will apply to all vessels within 1000 miles of the U.S. coast, but it's not clear what type of vessel data will be accessible (size, full tanker, cargo type, etc) and whether it would be usable for tracking whether vessels are observing the recommended routes. Northrop Grumman has been hired to manage the LRIT data; Jean requested that the USCG Pacific Area request that the data be capable of providing this information on an annual basis. Jean will also coordinate with Chip Booth to evaluate whether MISNA could provide this information.
- **Recommend that member agencies as well as federal agencies develop systems to track the outcomes of vessel casualties:** CDR Schaeffer reported that USCG D11 and California OSPR are addressing this in their MOA.
- **Ask the U.S. Coast Guard to evaluate Advanced Notice of Arrival information for Last Port of Call and Next Port of Call data in order to maintain information on the volume of coastwise vessel traffic:** See the vessel tracking discussion above; the discussion participants were uncertain whether the LRIT or AIS data would provide this information, so more research is needed.

Tracking the double-hull status of tank vessels

- Step 2 of Task 6 in the Task Force's 2008-2009 Annual Work Plan calls for the Task Force to *"Work with the American Waterways Operators, Pacific Region, the Western States Petroleum Association, the British Columbia Chamber of Shipping, the Council of Marine Carriers in Western Canada, **the U.S. Coast Guard**, and Transport Canada to develop an annual report on the double-hull status of all tank ships and tank barges carrying petroleum products on the West Coast. This report will be based on the year of build of each tank vessel making a port call on the West Coast during the reporting period. This information will be included in the Task Force Annual Report."*
- The group discussed possible ways of doing this, noting the possibility of cross-referencing a tank vessel's identification number with the Lloyd's database to determine whether it's a double hull. Chip Booth and Laura Stratton at Ecology will work with Jean on this one. There was no solid commitment from the USCG to participate, since the means of capturing this data is still uncertain, but it may need to be done on a District by District basis.

ADDITIONAL DISCUSSION TOPICS

JIC Coordination with states & Training for USCG + states

- Everyone agreed on the need for training and experience, and it was called "critical" that the USCG and states both receive training and experience working together. Jon Neel noted that Ecology is training their Public Information Officers (PIOs), and will only use their best PIOs for a spill response.
- CDR Schaefer noted that District 11 plans to use District level PIOs for spill responses, rather than rely solely on collateral duty Sector personnel.
- It was noted that the Strike Teams, as well as the District and PacArea IMATs have PIOs. To reach the USCG Public Information Assist Team (PIAT) in Elizabeth City, NC, contact:
 - CWO Brandon Brewer Ph: (252)331-6000x3028 Email: Brandon.S.Brewer@uscg.mil
 - PAC Mark Mackowiak Ph: (252)331-6000x3025 Email: Mark.M.Mackowiak@uscg.mil
- It was also noted that any press releases from a JIC must be approved by the Unified Command, and that the messages provided to key stakeholder groups through liaisons must be consistent with the media messages.

- Steve Sawyer reported that California is designing a website template that will include volunteer information. Alaska DEC has had great success with their incident websites, and Bob Mattson explained that they keep them on the web long term. He also cautioned that photos posted on the sites should be vetted through Unified Command and the Safety officer.
- The critical importance of training senior leadership with regard to their roles vis-à-vis the Unified Command and the JIC was noted.

New USCG Salvage Regulations

- See discussion on page 8 above.

NRDA and ICS

- Jean reported that the West Coast Joint Assessment Team (industry and state/federal trustees) has been discussing coordination of NRDA activities with spill response, and had concluded that that NRDA coordination needs are adequately addressed in the USCG's IMH, Chapter 19. The problem they've identified is that many persons at drills/spills are not familiar with the NRDA coordination element, so the West Coast JAT will take the following steps:
 - Adopt a basic statement regarding NRDA coordination with ICS;
 - Promote this concept with Area Committees (NW ACP Section 2250, for example;
 - Address NRDA Coordination in ICS training (NOAA and USFW both have "NRDA 101" models which the JAT will review); and
 - Drill, drill, drill!

USCG Nontank Vessel Contingency Plans

- The Notice of Proposed Rulemaking has not been released on this. The USCG report to API's Spills Advisory Group in November 2008 stated that "the Coast Guard is anticipating a winter 2008/2009 release of the NPRM with public hearings to follow. The Final Rule is projected to be published in 2010. To date the Coast Guard has received approximately 2500 nontank vessel response plans covering approximately 12,000 vessels." This latter statement refers to voluntary compliance with published USCG guidelines.

Compatibility of Response software

- Jean noted that this issue was being explored for the U.S./Canadian borders between Alaska, British Columbia, and Washington as part of the Task Force's project on transboundary spill preparedness.

MARPOL

- Steve Danscuk reported that the U.S. has signed MARPOL Annex VI and the USCG is evaluating port facilities available for receiving oily water discharges from vessels. Ports must hold a "certificate of adequacy" from the USCG.