

Summary Notes
Pacific States/British Columbia Oil Spill Task Force
Fall Coordinating Committee Meeting
November 2, 2011
Long Beach, CA

PARTICIPANTS

Betty Schorr, Alaska Department of Environmental Conservation; Graham Knox, British Columbia Ministry of Environment; Mike Zollitsch, Oregon Department of Environmental Quality; Nhi Irwin, Washington Department of Ecology; Scott Schaefer, California Office of Spill Prevention and Response; and Jean Cameron, Pacific States/British Columbia Oil Spill Task Force (Curtis Martin of the Hawaii Department of Health was unable to attend due to a conflict).

JURISDICTIONAL UPDATES

[The Alaska Department of Environmental Conservation \(ADEC\); Betty Schorr reporting](#)

- Pursuant to their Best Available Technology regulatory requirement, ADEC sponsored a Pipeline Leak Detection Technology Conference in Anchorage September 13 and 14. Results from the conference should be available in January 2012 and will be posted on DEC's Industry Preparedness Website at: <http://www.dec.state.ak.us/spar/ipp/index.htm>
- On September 19, 2011 Commissioner Hartig issued a final decision on a challenge to the November 30, 2006 TAPS Pipeline oil discharge prevention and contingency plan approval. His final decision affirmed the division staff's initial decision and directed staff to document considerations of environmentally sensitive areas in their review of the TAPS Pipeline oil discharge prevention and contingency plan currently under review. The expected renewal date for the TAPS Pipeline plan is November 30, 2011.
- The proposed changes to Alaska's underground storage tank regulations contained in 18 AAC 78 Article 1 went out for public comment on September 23, 2011. The public comment period ended October 31, 2011.
- The first meeting of the Advisory Panel for the Cook Inlet Risk Assessment was held in Anchorage on Thursday, October 20. After an opening address by Commissioner Hartig, the Management team consisting of ADEC, USCG and Cook Inlet Regional Citizens' Advisory Council (CIRCAC) set the tone of the project by clearly defining the goal of a cooperative and open process. The panel consisting of 23 representatives of the stakeholder groups in Cook Inlet began discussions on the scope and expectations of the project. A draft vessel traffic study was reviewed and discussed by the panel and recommendations will be included in the final report.
- The first phase of the Aleutian Islands Risk Assessment is complete. A summary report was released which includes six technical studies as well the recommendations of an advisory panel of stakeholders and maritime transportation experts. The technical studies include a risk report analyzing the likelihood of spills based on vessel traffic through the Aleutians, as well as a risk matrix to analyze the potential consequences of spills from marine vessels. The advisory panel focused on identifying and prioritizing measures to mitigate the risks posed by maritime traffic through the Aleutian Islands Region. The guiding principles were that prevention measures take priority over response measures and that all measures should be realistic and practical. Some of the measures identified by the panel are recommended for immediate consideration by government decision makers, while others will require additional study in the second and final phase of the risk assessment. For more information, see <http://www.aleutiansriskassessment.com/>.
- The Division of Spill Prevention and Response has become a formal member of the U. S. delegation to the Arctic Council. Alaska is the only Arctic state and has significant interests in shipping and offshore oil and gas exploration and development (<http://www.arctic-council.org/index.php/en/>). The [Ottawa Declaration of 1996](#) formally established the Arctic Council as a high level intergovernmental forum to provide a means for promoting cooperation, coordination and interaction among the Arctic States, with the involvement of the

Arctic Indigenous communities and other Arctic inhabitants on common Arctic issues, in particular issues of sustainable development and environmental protection in the Arctic. [Arctic Council Member States](#) include Canada, Denmark (including Greenland and the Faroe Islands), Finland, Iceland, Norway, Russian Federation, Sweden and the United States.

- Two major Arctic Council projects are underway. The first is to develop a mutual aid agreement between the member nations that would provide for notification of significant releases and assistance in combating a release; Larry Dietrick recently attended a meeting on this project in Norway. The second project is to develop best prevention practices focused on Arctic shipping, oil and gas exploration and development, pollution from land based facilities and maritime surveillance.
- The Division will have an initial meeting with Yukon and Northwest Territories to discuss establishment of a state/provincial Arctic Caucus Oil Spill Task Force to address spill prevention, preparedness and response issues of common interest. This will include offshore oil and gas exploration in the Beaufort Sea. Pipelines are also of common interest as is increased shipping. Transboundary oil spill planning in the Beaufort Sea (CANUS North) is of interest and, although not as advanced as CANUSDIX, will be receiving increased attention as offshore drilling commences next summer.
- Work has started to develop near shore protection strategies to be included in Area Contingency Plans (ACP). The near shore includes waters within state jurisdiction, which in Alaska, extends to three miles. The OCS area covered by federal plans begins at 12 miles offshore, so there's a gap between the two areas. The purpose is to define the response tactics, equipment, personnel, response resources and logistics needed detect oil within or threatening near shore waters. Tactics and resources will vary based on the operating environments within the near shore area.
- In follow up to the DWH spill the USCG and BOEM are evaluating weaknesses in ACPs and preparing guidance and instructions for improving ACPs and ensuring that they are integrated with facility and vessel plans. EPA apparently will not propose regulatory changes to the NCP to correct obsolete provisions or update NCP plan requirements which have not been changed since 1994; the USCG and BOEM, nonetheless, are carefully evaluating necessary improvements in the form of administrative instructions. DEC is working directly with our D17 counterparts to provide comments and influence positive changes.
- Regarding OCS readiness planning, several tabletop and equipment deployment exercises are planned in anticipation of exploratory drilling in the Beaufort and Chukchi Seas next summer. The first is a tabletop exercise scheduled for December 8 in Anchorage focusing on initial response actions. Worst case scenarios for the Beaufort and Chukchi Seas will be covered. Shell, Coast Guard and State of Alaska IMTs will be stood up for this exercise which is characterized as an awareness and orientation event. Larger scale tabletop and deployment exercises are tentatively scheduled for May 24, 2012.
- Updates to both the North Slope and Northwest Arctic Subarea Contingency Plans are currently in the works and scheduled to be in place by next summer.
- Regarding recent spill events, Betty noted that 329 discharges were reported from August 1 to October 30, including the Port of Nome *LCM Kaktovik II* diesel release. In that event, the landing craft *Kaktovik II* was attempting to retrieve a beached barge when strong winds and waves turned the vessel broadside causing a line to go slack and into the propeller, rendering the vessel without propulsion. The *LCM Kaktovik II* drifted east along the beach toward the harbor entrance and wound up broadside on the armor rocks of the channel. The vessel grounded on the rocks causing a tear on the portside stern, which ruptured the port fuel tank and released 800 -1,000 gallons of diesel fuel into the ocean. The vessel was towed free of the channel rocks by the *F/V Egavik* and into the Nome boat harbor for protection. The Nome Harbor master and other responders deployed boom up the Snake River, at the opening of the harbor turning basin and around the stricken vessel. The wind and swell was too strong to deploy boom in the outer harbor beach area where the spill initially occurred. Lightering operations to remove the remaining 1250 gallons of diesel fuel from the vessel were completed.
- Betty also reported that 14 oil spill response exercises had been conducted so far in 2011, including the annual Prince William Sound Tanker Exercise, which was held in Valdez on September 27-28. The drill

scenario involved a tanker that sustained a major collision with another vessel, followed by the tanker grounding and a major oil spill. The drill tested the transition of the initial response operation from Alyeska Pipeline Service Company's Ship Escort Response Vessel System to the incident management team representing BP Shipping and Alaska Tanker Company. State participants included ADEC, ADF&G, ADNR and the Department of Law.

- On October 5, 2011, staff from ADEC, ADNR and ADF&G participated in a Tesoro Alaska Company spill response exercise in Nikiski. The scenario was a spill caused by an explosion in #1 port ballast tank on the Tank Vessel *Overseas Boston*, which caused damage to both #1 and #2 port ballast tanks. Each cargo tank contained 20,000 gallons of Alaska North Slope and Cook Inlet crude oil. The tabletop exercise focused on all aspects of the initial response, and there was also a field deployment in Kachemak Bay.
- Other exercises/drills included the:
 - American Petroleum Tankers verification of Kodiak scenario tabletop;
 - Alaska Railroad Corporation tank car derailment tabletop;
 - Flint Hills North Pole Refinery DEC initiated unannounced field deployment;
 - ConocoPhillips sponsored North Slope Mutual Aid Drill with field deployment;
 - Pioneer Oooguruk Development field deployment;
 - Cook Inlet Energy Cook Inlet Production tabletop;
 - Petro Star Refinery field deployment;
 - Tesoro Refinery tabletop ;
 - Taku Oil Sales on-water equipment deployment;
 - Valdez Marine Terminal on-water field response;
 - TAPS Pipeline field and on-scene command; and the
 - TAPS Pipeline Pump Station 1/Tank 110 field response.
- ADEC conducted 28 inspections on:
 - 11 Vessels;
 - 6 North Slope Exploration/Production facilities;
 - 3 Cook Inlet Exploration/Production facilities;
 - 5 Terminal and Tank Farm; and
 - also conducted 3 leak detection test observations
- Twenty-five contingency plans have been reviewed; these covered 11 approvals of minor amendments and 14 new or renewed plans. Betty noted that the Trans Alaska Pipeline (TAPS) contingency plan is currently in review. The public comment period ends November 2, 2011.

[The California Department of Fish and Game, Office of Spill Prevention and Response \(OSPR\); Scott Schaefer reporting](#)

- Scott explained that some OSPR staff were still assisting the State of Montana with the response to the Yellowstone spill.
- OSPR is concerned about the increased number of Loss of Power incidents experienced by vessels operating in or near California waters. The California Air Resources Board (CARB) adopted regulations in 2009 requiring vessels in to use low-sulfur fuel in California waters as well as within 24 nm of the coastline. The number of Loss of Power incidents has tripled since then. Since OSPR's mission is to prevent oil spills, they're working with CARB and the U.S. Coast Guard (USCG) to evaluate each incident. Jeff Cowan of the OSPR staff had the following article published in 20 maritime publications:
<http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=38374&inline=true>. One option is to have tugs tether tankers earlier where escorts are required. In Southern California, the VTS is tracking vessels further offshore; the San Francisco VTS contacts incoming vessels to advise them regarding fuel-switching practices.
- Scott reviewed the *SS Montebello* project that involved OSPR, NOAA, the USCG and others in an assessment of the oil spill risk associated with this tanker, which sank off the California coast in 1941. Using various methods including a remotely operated underwater vehicle, it has been determined that there the vessel does not pose a risk of an oil spill. The federal Oil Spill Liability Trust Fund paid for the assessment.

- Governor Brown signed Assembly Bill 1112 on October 8. It requires OSPR to conduct comprehensive risk-based monitoring of vessel bunkering operations both at berth and at anchorage. The bill also increased California's per barrel fee to 6.5 cents for the next three years; this is predicted to generate an additional \$7.6 million per year to meet OSPR's budget shortfalls.
- In addition, the Governor directed OSPR to increase the nontank vessel fee; in the nontank vessel fee from \$2500 to \$3250; this fee is required every two years for vessels of 300 GT or larger. Scott explained that the rulemaking for this fee increase will begin as soon as possible in order to achieve a 1/1/12 implementation date consistent with the implementation date for the per barrel fee increase.
- Until these new funds are generated, however, OSPR is anticipating a \$1.9 million budget reduction for 2011-2012, but hopes to have funding restored the following year. They also expect to receive funding next year to support the bunkering monitoring programs. Funding for the Oiled Wildlife Care Network will run out by Fiscal Year 2013-2014.
- Scott explained that OSPR has 10 FTE now assigned to inland spill response, but no funding has been allocated other than a settlement from the 1990s; this is yet another funding challenge.
- Scott reported that OSPR is now in compliance with all recommendations made in the 2008 Audit. AB 1112 will trigger new audits by the Bureau of State Audits and the Department of Finance.
- OSPR is developing BAP standards for Spill Management Teams (SMTs); these standards will focus on spill notification procedures, what to do in the first six hours before a national management team arrives, and the total capabilities of Spill Management Teams. OSPR now regulates SMTs through vessel or facility contingency plans and would need new statutory authority in order to regulate SMTs directly. As a first step, OSPR will host SMT workshops that will provide opportunities for the agency and SMTs to share information and ideas on this issue. The first such workshop will be in Martinez on December 20 ([Workshop Meeting Notice - Spill Management Teams](#)).
- OSPR plans to exercise bunkering companies on boom deployment. They are required to deploy 600' in the first 30 minutes and another 600' in the next 30 minutes. Scott noted that the LA/LB and San Francisco Harbor Safety Committees are developing "best practices" for bunkering operations. These will include a face-to-face meeting prior to the transfer, although there are some concerns regarding how to get the bunkering company rep onto the vessel.

[The British Columbia Ministry of Environment \(MOE\); Graham Knox reporting](#)

- Graham reported that there have been no major incidents in the last quarter, just non-recoverable sheens.
- His program has added two field response officers and one additional staff person at headquarters, plus a new First Nations Intern.
- Public outreach is continuing as a follow-up to the gasoline spill in the Goldstream River in April. MOE's First Nations Intern is doing outreach at each fish hatchery on the Goldstream and MOE is asking the spiller to propose a restoration plan.
- Following the loss of power incident with the *Tacoma Horizon*, the Ministry is questioning the Coast Guard and Transport Canada regarding their failure to advise the Province on as timely a basis as the U.S. Coast Guard advises the State of Washington.
- Graham explained that the CANUSDIX exercise in September involved workshops that focused on various aspects of one scenario, such as waste management, wildlife care, choosing a Place of Refuge and environmental sensitivities. This format allowed for better integration of the Canadian and U.S. players.
- MOE will conduct Incident Management Team training in late November; this will include some training by U.S. EPA on dealing with sinking oils, based on their experience with the Kalamazoo spill. ICS training and a HAZMAT refresher will also be included.
- The new Minister of Environment has been briefed on the proposed industry-funding model, proposed shoreline cleanup standards and the proposal to establish a new terrestrial (inland) response organization (RO). He has asked for more industry consultations prior to submittal of a final cabinet proposal.

- Graham noted that MOE is providing HAZMAT training to staff from other Provincial ministries so they can respond to spills before the MOE team arrives. Graham's program would also like other Provincial staff to provide technical support during spill response – e.g., air monitoring, wildlife and waste management – so his program will deliver training at their offices or through the internet in order to save them travel expenses. Once an inland RO is in place, other agency staff could be involved in exercises with MOE and RO personnel, with his program covering their travel costs as needed.
- MOE was recently provided an opportunity to comment on the Enbridge proposal to build a pipeline from Alberta to British Columbia's north coast.

[The Washington Department of Ecology; Nhi Irwin reporting](#)

- Nhi explained that the Spills program was not initially part of the Governor's supplemental 5, 10, and 15% budget reduction exercises; however, that has now changed and the program has been asked to participate in the latest reduction proposal. As a result, the following four program areas were identified to meet the potential State Toxics Control reduction of \$695,000 for this exercise. Nhi reviewed the following proposed reductions:
 - Spill prevention, preparedness, and response administrative support (\$267,000 and 2.5 FTE);
 - Spill web site, education, and outreach (\$146,000 and 1 FTE);
 - Oil spill policy work and spill preparedness management (\$160,664 and 1.0 WMS FTE); and
 - Reduction of the number of staff that will be on "standby" after regular hours to respond to spills. (\$121,500)
- As a result of House Bill 1186 passed in 2011 legislative session, Ecology is conducting rulemaking in the following areas:
 - Oil Spill Contingency Plan (WAC 173-182):
 - Update state oil spill preparedness planning standards to incorporate best achievable protection and best available technology.
 - Improve the state's current vessels of opportunity system. This will address the timing requirement to call out vessels of opportunities. This will also address training requirements for vessel of opportunity operators.
 - Establish a volunteer coordination system. This is not expected to be part of the rulemaking; instead, they plan to work this process through the Northwest Area Contingency Committee. Nhi will be the lead on developing this program.
 - Improve the state-required notification process to include potential spill threats as well as actual spills. This requirement is already in place, so their approach is to be in an educational phase until the rule is completed.
 - Change contingency plan requirements for nonprofit "umbrella" organizations. This will formalize Washington's unique framework for umbrella plans to apply a tiered approach to planning standards for multiple levels of spill potential based on the worst case discharge of vessel covered.
 - Make other changes related to oil spill contingency plans and Ecology's contingency plan review and approval process.
 - Require joint large-scale equipment deployment drills.
 - Update definitions.
 - NRDA (WAC 173-183 - pursuant to legislation passed two years ago)
 - Update the monetary amount of compensation that can be calculated for spills of 1,000 gallons or greater in volume. This will change the current range of \$1 to \$100 to a new range of \$3 to \$300 per gallon spilled.
 - Amend the mathematical formula multipliers contained in WAC 173-183 sections 830, 840, 850 and 860 to reflect the above update.
 - Define persistent oil, non persistent oil, primary recovery liquids, secondary recovery liquids and persistent oil recovery liquids.

- Codify the method to provide credit to a spiller for their early on-water recovery actions by moving the Resource Damage Assessment Committee Resolution 96-1.1 from guidance into rule (24 hour recovery credit for non-persistent oils).
 - Develop the method to provide credit back to a spiller for their early on-water recover actions by allowing for a 48 hour recovery credit for persistent oils.
- Nhi explained that an internal rulemaking workgroup is in place. Five Advisory Committee meetings with stakeholders will be initiated in January of 2012. The Notice of Proposed Rulemaking is scheduled for June of 2012, with final rule adoption by December of 2012. To follow rulemaking process, see: <http://www.ecy.wa.gov/programs/spills/rules/main.html>
- During the week of October 10, 2011 Ecology was dealing with five incidents, of which two were serious maritime transportation casualties and three were significant oil spills. These incidents were:
 - On Monday Oct. 10, the large barge *St. Elias* carrying military munitions, flammable chemicals and other materials ran hard aground on Bird Rocks east of Lopez Island in the San Juan Islands. This incident highlights the vulnerability of these islands to ship casualties and spills in the confined waters of Rosario Strait. (http://www.ecy.wa.gov/programs/spills/incidents/st_elias_bargegrounding/st_elias.html)
 - On Tuesday Oct. 11, the large grain ship *EDFU* carrying about 100,000 gallons of fuel, threatened our coast when it lost propulsion in heavy seas about nine miles west of the mouth of the Columbia River. The crew was able to anchor the ship and complete repairs before it was safely escorted across the Columbia River by two tugs. Both this and the *St. Elias* incident highlighted the importance of placing additional emphasis on risk assessment and risk management. (<http://www.ecy.wa.gov/programs/spills/incidents/MVEdfu/MVEdfu.html>)
 - On Friday Oct. 14, a highly visible and complex oil spill occurred south of Alki Point in West Seattle when the 75-foot landing craft *Justin* sank. This spill and the *EDFU* propulsion failure highlighted the importance of early state notification by responsible parties when spills and vessel emergencies occur. (<http://www.ecy.wa.gov/programs/spills/incidents/WaterfrontConstructionVesselSinking/WaterfrontConst.html>)
 - On Saturday Oct. 15, an oil spill occurred in the Hylebos Waterway in Tacoma when the Trident fishing tender *Eastern Wind* was transferring fuel. Thanks to Trident's corporate position to pre-boom all their vessels while docked, the majority of the fuel was contained, the clean-up expedited and environmental damage minimized.
 - Also on Saturday Oct. 15, a diesel fuel spill occurred when a work barge sank in Gig Harbor. The barge has been re-floated and the response concluded. This spill demonstrated the value of providing response equipment caches to local government first responders. Local personnel were able to quickly boom off the barge adding an additional measure of protection to the companies boom before more extensive damage could occur.
- Nhi noted that it was fortunate that the environmental damage from these five incidents was minimized by rapid and aggressive teamwork by federal, state, local and industry responders. This type of assertive response is critical since most of the incidents had the potential to impact our local communities, the environment, economy and quality of life. These five incidents also tested the ability of federal and state authorities to work together to concurrently co-manage several significant incidents using the Unified Command structure.

[The Oregon Department of Environmental Quality; Mike Zollitsch reporting](#)

- Mike reported that no state legislation was passed in the last session relating to oil spills or pollution.
- The Emergency Response Program is developing a trial Expedited Enforcement Option for small releases to waters of the state. As part of the process, they will define which types of spills would qualify for such an option. A spiller can only use this option one time; a second violation would track into the regular

enforcement process. Mike also explained that the Expedited process is “optional,” so a spiller may defer to the regular enforcement process.

- The Region 10 RRT/Northwest Area Committee is scoping out projects for the next year and will be setting priorities including areas for GRP updates.
- Regarding drills and exercises:
 - KinderMorgan was subject to an unannounced exercise on October 27 as part of the approval process for their integrated plan;
 - BP Portland Terminal and Olympic Pipeline combined for a worst case exercise scheduled for November 3rd, 2011; and
 - the MFSA/Sause Brothers exercise is scheduled for July.
- Mike reviewed the Abandoned Vessel Work Group, explaining that since the initial response activities associated with the Davy Crockett. DEQ, Ecology and other state agencies have been working with the USCG to identify and monitor potentially abandoned and derelict vessels in Oregon and Washington waters. Abandoned vessels are vessels where the previous owner has relinquished ownership of the vessel and derelict vessels refer more generally to vessels in poor or failing conditions. DEQ had identified eight vessels of various size and class that could present pollution problems if not addressed. In addition to the risk posed by oil and hazardous materials on board these ships, they could become a risk to navigation. The USCG has put several vessels on their watch list to ensure that dismantling in place or unpermitted salvage operations do not take place.
- Barge 202, an abandoned barge anchored near Lyle, Washington, in the Columbia River sank. The barge had previously broken free of its moorage near The Dalles, Oregon. The barge was free of petroleum but loaded with bags of garbage and other potential pollution. Several bags of garbage suspected to be from the vessel washed up in an Oregon State Park; the material was suspected to be asbestos, however after further analysis the material was determined to be an inert pumice-like material. The barge was inspected by the U.S. Army Core of Engineers with a ROV on October 11th. The submerged vessel sits upright on its hull and lies parallel to the Washington shore with the eastern end in seven feet of water and the western end in 25 feet. It is anchored at its western end, and appears firmly secured by bottom/mud suction. The vessel does not appear to be a hazard to navigation or in the navigation channel.
- Mike reported that DEQ has responded to 17 oil spills of 100 gallons or more since August 1st.
- Like Ecology, DEQ monitored the *MV Edfu* incident, since the vessel experienced propulsion problems while in transit to the Columbia River. The ship anchored approximately nine miles off the coast of Oregon and once repairs were completed, it was escorted into Astoria, Oregon for inspection.
- Mike also explained that Jeff Christensen recently retired as Manager for the Emergency Response program. Mike is serving as Acting Manager.

STATUS REVIEW OF SPILL PREVENTION PROJECTS:

Database Project

- Jean noted that the data for January – June of 2011 had been compiled and sent to the Coordinating Committee.
- Two issues came up during the data collection process: one was whether to include ethanol spills, since not all member agencies collect that data. The Coordinating Committee agreed to include the data where it's available.
- The other issue related to the date that a spill is recorded; sometimes a spill is not recorded in the same month when it occurs, so that it could show up in our database in a different time period. The Coordinating Committee deferred to the Data Workgroup's judgment regarding how best to address this, but felt that as long as the event was included, that was the key point.
- Jean and Camille will convene a conference call for the Data Workgroup to address these issues prior to submittal of the July-December 2011 data.

- She also advised the Coordinating Committee that the National Transportation Safety Board (NTSB) will be conducting a marine accident investigation course in Virginia December 5-9.

WCOVTRM Recommendations and the Harbor Safety Committee Summit

- Jean noted the report from the U.S. Coast Guard Pacific Area Prevention Section regarding their review of coastwise vessel traffic from August 1-8, which showed that 96% of the 576 vessel transits observed were in compliance with the recommended distances offshore. The few areas where vessels are coming closer than recommended were at the headlands. She also noted that – due to the high compliance rate and the Coast Guard’s own budget constraints - this will be the USCG’s last analysis of voluntary compliance for the near future.
- Jean and Scott Schaefer reported on the Harbor Safety Committee Summit co-sponsored by the Task Force and OSPR on October 25-26, as follows:
 - The chairs and some vice chairs of the following Harbor Safety Committees attended: San Diego, LA/LB, Port Hueneme, San Francisco Bay Region, Humboldt Bay, the Lower Columbia River Region, Puget Sound, and the Hawaii Ocean Safety Team.
 - Jean handed out copies of the Summit agenda and noted that attendees other than OSPR staff and the Harbor Safety Committee representatives included Gerry Wheaton for NOAA, several USCG representatives (some as speakers) and representatives from the California Air Resources Board.
 - The Harbor Safety Committee chairs were enthusiastic for a regional venue and would like the Task Force to set up and support a listserv for them. They also agreed to meet again next fall, most likely in California in conjunction with the Prevention First conference.
 - They acknowledged that working together and sharing information promotes consistency, which the maritime industry appreciates. In that regard, they also supported the idea of a regional bunkering video, with the understanding that the bunkering “best practices” being coordinated between the San Francisco and LA/LB Harbor Safety Committees would be incorporated.
 - The Harbor Safety Committee Chairs had common concerns regarding recruiting and keeping members. It was noted that the U.S. Navy participates with the San Diego HSC (unofficially), but does not participate in either the Hawaii or Puget Sound Harbor Safety Committees.
 - The issue of liability was raised at the National Harbor Safety Committee Conference, so OSPR staff asked these Harbor Safety Committee chairs about it; they noted that their Standards of Care are recommendations, not regulations, so any decisions are ultimately those of the master.
 - It was acknowledged that outer coast ports in both Oregon and Washington are not covered by either Puget Sound or Lower Columbia Region Harbor Safety Committees; the Lower Columbia River Region Harbor Safety Committee has asked USCG Sector Columbia River to address this gap.
 - Some of the major topics being addressed by various West Coast Harbor Safety Committees include:
 - Loss of Power issues – all California Harbor Safety Committees and OSPR are tracking this;
 - Disaster/Tsunami planning – Humboldt Bay is developing a model plan that the others will track;
 - Updates to the Tank Vessel Escort regulations – the LA/LB Harbor Safety Committee and OSPR are working on this;
 - Recreational Boater outreach – the San Francisco and San Diego programs are good models;
 - Large Event Planning (e.g., the America’s Cup) - San Francisco and San Diego are developing models;
 - Heavy Weather BMPs – San Diego is developing these;
 - Bunkering Standards of Care – LA/LB & San Francisco are coordinating on this;
 - Japanese tsunami debris – the Hawaii Ocean Safety Team (HOST) and NOAA are tracking this;
 - Ocean spatial planning – NOAA is in charge of this program and will endeavor to include Harbor Safety Committees.

- For the Task Force, Jean will set up a listserve for the Harbor Safety Committee chairs, vice-chairs, and OSPR's Harbor Safety Committee staff. She will also coordinate with OSPR staff to produce summary notes of the Summit.

Best Industry Practices and Bunkering Video

- Nhi provided copies of Ecology's original bunkering video to each Coordinating Committee member; they watched and discussed the video. She also provided copies of Washington's Bunker Procedure Checklist and Communications Guide.
- They reviewed the project description in the Annual Work Plan and agreed to the following steps to update the original bunkering video:
 - Ted Mar from OSPR will be Bunkering Video Workgroup lead; the other U.S. member agencies will determine whether they wish to participate and if so, designate a Workgroup member to review the video and propose updates.
 - Regarding HSC input, OSPR will liaison with the California Harbor Safety Committees, Ecology with Puget Sound and Columbia River and Curtis with HOST to get their input.
 - Ecology will explore subcontracting with the Washington company that produced the original video, but OSPR will cover most costs, although each agency will pay for own copies of the video. Each agency will need to determine how many copies they wish to order.
 - Ecology will contact the production company to clarify the difference between an update (~ \$11,000) and a new video (~\$30,000); they will also ask for a copy of the script so the Workgroup can determine where to make changes.
 - OSPR will contact the USCG Pacific Area and Jean will contact John Yeung at Transport Canada to see if they wish to participate in reviewing and updating the video.
 - Jean will work with Ted Mar to convene the Workgroup in early 2012.

POSPET

- Jean provided the Coordinating Committee with a report on POSPET's 10/13 meeting and reviewed the members' outreach activities to boaters and marinas.
- Summary notes of this meeting will be posted on the *Spills Aren't Slick* webpage after the draft is reviewed by the POSPET members.

Sharing Vessel Information and CAIP Inspections

- There were no updates at this time.

Prevention Topics of Concern (only Topics of Concern with updates are included below):

- Oil spill risks from sunken and derelict vessels
 - [See the jurisdictional reports above.](#)
- Vessel and Facility Oil Transfer regulations
 - Scott reminded the Coordinating Committee that the Marine Facilities Division of California State Lands has regulations called the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) which vary according to the size of the tankers served by a terminal. (http://www.slc.ca.gov/Division_Pages/MFD/MOTEMS/MOTEMS_Home_Page.html)
- Pipeline spills and ADEC's pipeline leak detection efforts
 - [See the Alaska report above regarding the Pipeline Leak Detection Technology Conference.](#)
 - DEC adopted flow line regulations in 2006 that incorporate industry standards by reference; flow lines are not regulated by any federal agency. DEC will audit pipeline segments as well as maintenance records for both valves and pipelines.
- Spills from trucks and railroads
 - [The inland Response Organization initiative being developed by the British Columbia Ministry of Environment would cover railroad spills.](#)

- Tug escort requirements
 - Scott reviewed the process currently underway to update the LA/LB tank vessel tug escort regulations.
- Vessel traffic trends and risk assessments or studies
 - See the Alaska report on page one as well as information on the Abandoned Vessel Work Group on page seven above.
 - Graham reported that the Canadian Coast Guard is developing a risk assessment process for their oil spill response program.
 - He also noted that Canadian federal agencies are evaluating risks associated with an increase in vessel traffic in British Columbia resulting from the Pacific Gateway Pacific project.
- Liquefied Natural Gas shipping and terminal operations
 - Graham explained a proposal to build an LNG plant in Kitimat to export gas which would be piped from Alberta.
- Ballast water regulations preventing spread of invasive aquatic species
 - Nhi reported that Washington Fish and Wildlife may have to cut their ballast water program due to the deficit.

STATUS REVIEW OF PREPAREDNESS/RESPONSE PROJECTS

Promote U.S./CN Transboundary Spill Project

- Jean gave a presentation on the Transboundary project and report at SEAPRO's annual meeting October 20th. She will also cover it in a presentation to the California Statewide ACP meeting January 18th.
- Graham will raise transboundary issues with Transport Canada at an upcoming meeting. He also noted that the Canadian Coast Guard is cutting 800 positions nationwide.
- Jean reported that Heather Parker of USCG District 13 reviewed the Transboundary Report at an Ottawa meeting of all Joint Response Teams, and they plan to establish some mechanism for coordinating and information sharing.
- She also noted that, in addition to SEAPRO applying to Transport Canada to be an approved response organization, Island Tug and Barge is also petitioning Transport Canada to correct the error in the last version of the Canada Shipping Act which resulted in a lack of responder immunity for U.S. OSROs.
- Betty reiterated that DEC is working closely with CANUSNORTH (see page one).

Increase U.S. Limits of Liability

- Jean noted that she plans to initiate this project in December and submit the petitions in January.

Track changes to the ICS & Promote PQSs

- The ICS Workgroup has not needed to convene.
- Scott reported that OSPR has drafted Position Qualification Standards (PQSs) for the Environmental Unit Leader, the SCAT Coordinator, and the person in charge of Resources at Risk; he has sent copies of these drafts to all Coordinating Committee members. OSPR will be using the Coast Guard's PQSs for other positions. He noted that Shell and Chevron are also using the Coast Guard qualification guidance.
- Scott further explained that OSPR has developed a process to qualify persons based on past experience, and noted that the Coast Guard evaluation sheet includes references to past experience.
- Nhi noted that Ecology currently has four staff working to complete their qualification books.

OILS 911 REPORT

- Jean provided an update on the usage of 1-800-OILS-911 for the first quarter of this work year (July – September). For that period, 101 spills were reported through the system (5 in British Columbia, 34 in Washington, 3 in Oregon, and 59 in California).

Monitor Mutual Aid Issues

- The Coordinating Committee discussed what sources they use in making a decision to request specific equipment for the purpose of Mutual Aid. Many use the Western Response Resource List (WRRL)

(http://www.wrrl.us/fmi/iwp/res/iwp_auth.html), but agreed that there needs to be a typing standard for a national response equipment database.

Maintain an R&D Workgroup

- Jean will work with Judd Muskat to set up a conference call for December in December.

Preparedness/Response Topics of Concern (only Topics of Concern with updates are included below):

- Oil spill drill programs
 - Scott reported that OSPR is focusing their unannounced drills on nontank vessels; they're finding that most operators do poorly in the drills.
- Applied response technologies and regulations
 - It was reported that MSRC wants the Canadian and U.S. agencies to sign indemnification forms prior to application of dispersants.
- Oil Spill research and development, including BAT and BAP
 - Betty reported that the TAPS tanker operators are developing a fuzzy disc skimmer and ADEC is working on de-rating it for ANS crude. Since this skimmer picks up less water, the TAPS operators would like to place one less storage barge in Prince William Sound. The skimmer is also being tested on refined product in the CISPRI test tank.
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid and response capabilities
 - Scott reported that three new OSROs have applied for an OSPR rating in California.
- Joint Information Center (JIC) planning, training, and guidelines
 - Mike reported that the NW Area Committee will update their JIC guidelines during the next update process.
- Natural Resource Damage Assessment (NRDA) initiatives, issues, and activities, including NRDA assessments and collections
 - Jean briefly reviewed the 10/11 West Coast Joint Assessment Team (JAT) meeting and Scott reviewed the *Cosco Busan* NRDA settlement.
 - Jean asked the Coordinating Committee to consider adding a contingency plan standard in the future which would require facilities to collect baseline environmental data at their sites.
 - She also noted that an Alaska JAT is being formed.
- Coordination of inter-jurisdictional wildlife care
 - Scott reported that Mike Ziccardi, Director of the California Oiled Wildlife Care Network, has been helping with the *Rena* response in New Zealand.
- Lessons learned from the Deepwater Horizon Spill of National Significance
 - It was noted that the U.S. Coast Guard has a draft SONS Instruction out for comment.

STATUS REVIEW OF COMMUNICATIONS & ADMINISTRATION PROJECTS

Clean Pacific Conference

- The Coordinating Committee members reviewed which "tracks" they would be working with during the Clean Pacific Program Committee meeting the following day.

Annual Meeting Evaluation Report

- Jean handed out a summary of email responses to the 2011 Annual Meeting evaluation survey. Noting that there was only a 4% response rate, she reviewed the rankings for the various sessions. On a scale of 1 (low) to 5 (high), the overall average for "useful information" was 4; the overall average for "interesting presentations" was 4.3.
- Those who returned the survey suggested that the Clean Pacific Conference consider regulatory updates based on the Deepwater Horizon, more on dispersants and presentations from "actual Deepwater Horizon responders."

2012 Annual Report

- Jean gave the Coordinating Committee copies of the 2012 Annual Report timeline, noting that their jurisdictional reports will be due to her by February 24, 2012.
- Nhi confirmed that Ecology will print the 2012 report for the Task Force.
- Since the cover illustrations are normally geared to the meeting location, Jean asked for cover art suggestions specific to California. Scott suggested using either a blue whale or a Least Tern.

Conduct Stakeholder Outreach

- Jean reviewed her “outreach travel” activities since the Annual Meeting, as follows:
 - She attended and gave a Task Force update at API’s Spills Advisory Group meeting in Washington, DC on September 21. Her report on the meeting was emailed to the Coordinating Committee on 10/4;
 - Copies of the 2011-2012 Annual Work Plan and the 2011 Annual Report were mailed to the Governors and Premier on 10/6;
 - She participated in the West Coast JAT in Portland on 10/11;
 - She participated in the POSPET meeting in Portland on 10/13;
 - She gave a presentation on the Task Force at SEAPRO’s Annual Meeting in Ketchikan, Alaska on 10/20; and
 - She helped facilitate the Harbor Safety Committee Summit in Monterey, CA 10/25-10/26.
- Looking forward, Jean will attend a FEMA Liaison Officer Training course in Salem, OR 11/7-11/8 and she has been invited to make a presentation at California’s Statewide Area Committee meeting on 1/18/12.

2012 Legacy Awards

- Jean will post a nomination request on the Task Force website in November; the deadline for nominations will be January 31. She asked the Coordinating Committee members to promote the request for nominations in their jurisdictions.
- She reminded the Coordinating Committee that Task Force member agencies and their personnel are NOT eligible for Legacy Awards.
- If member agencies know of likely candidates in their jurisdictions, they should identify someone to submit a nomination. Direct nominations by member agencies are allowed, but not encouraged.

Task Force Web Site updates

- Jean reported that the Task Force web site had been updated to include the following:
 - Annual Meeting videos, photos and speaker bios;
 - The 2011 Mutual Aid Agreement adopted at the Annual Meeting;
 - The final 2011-2012 Annual Work Plan;
 - Updates were made to the POSPET page (*Spills Aren't Slick*) to include the 1999-2011 OILS 911 trends and the April meeting notes;
 - The Events Calendar has been updated;
 - The Clean Pacific information was updated to include the request for abstracts and new photos;
- The Coordinating Committee reviewed their agency contacts for the Point of Contact document to be updated on the Website.

Track and comment on Federal Policy initiatives

- Jean provided a handout for the Coordinating Committee’s review and discussion that summarized key points from the USCG’s Notice of Proposed Rulemaking (NPRM) regarding Inspection of Towing Vessels.
- She asked the Coordinating Committee to send her their draft comments on the NPRM by 11/14. She’ll compile them into a draft comment letter from the Task Force and send that out for their review and comment on 11/21. The final deadline for comments on the NPRM is 12/9.

Expand Outreach to other Coastal States/Provinces

- There were no activities to report under this Task.

Improve Communications among Member Agencies

- Communications among member agencies seems to be working well, but Jean reminded the Coordinating Committee to share information on any upcoming training events that would be open to other member agencies.

Maintain Partnerships with Federal Officials

- Jean recommended that the Coordinating Committee hold their annual meeting with the U.S. Coast Guard Pacific Area in conjunction with the Clean Pacific Conference in May.
- Graham will advise the Coordinating Committee regarding opportunities to meet with Canadian federal officials.

Extending the Strategic Plan

- Jean will provide the Coordinating Committee with draft amendments to the current plan before the February conference call.

Dates for the February conference call

- The Coordinating Committee agreed to the following times/dates for their February conference calls:
February 7: 9:30– 11:30 a.m. and 2 – 4 p.m. PST
February 9: 9 – 11 a.m. and 1:30 – 3:30 p.m. PST

YTD Fiscal Report

- The Coordinating Committee reviewed the financial report for the first quarter of the 2011-2012 fiscal year.

Hiring new Executive Coordinator

- Jean asked the Coordinating Committee to clarify the level of detail they wanted in the Executive Coordinator's job description and budget template. She will send this out for their review this month (November 2011).