

Summary Notes¹
Pacific States/British Columbia Oil Spill Task Force
Winter 2007 Coordinating Committee Meeting
January 10-11, 2007
Seattle, WA

ATTENDING 1/10: Leslie Pearson, Alaska Department of Environmental Conservation (ADEC); Steve Sawyer, California Office of Spill Prevention & Response (OSPR); Curtis Martin, Hawaii Hazards Evaluation & Emergency Response (HEER); Graham Knox, British Columbia Ministry of Environment; Jon Neel, Washington Department of Ecology (DOE); Mike Zollitsch, Oregon Department of Environmental Quality (ODEQ); and Jean Cameron, Pacific States/BC Oil Spill Task Force. Phil Woods from the Alabama Department of Environmental Management joined the meeting by phone during the Jurisdictional Updates.

JURISDICTIONAL UPDATES:

Hawaii Department of Health, Curtis Martin reporting:

- Curtis reported on an incident on December 28th, when a Japanese fishing vessel hit a sunken object and holed her hull while trying to get into port on Midway Island, which is managed by the U.S. Department of Interior. There was a 50 gallon diesel spill. An OSRO from Honolulu was hired to remove the remaining fuel and do repairs on the vessel.
- The following day, December 29, 2006, a wooden vessel used to gather fish and bring them to market grounded and broke up on Niihau, a small privately-owned island off Kauai. A thousand gallons of diesel, plus propane tanks, were on board. The U.S. Coast Guard removed the fuel tanks by helicopter. The remains of the vessel will be salvaged locally, Curtis explained.
- The Hawaii Legislature convenes January 15th; no legislation affecting the emergency response program is planned.
- The Hazards Evaluation and Emergency Response program is developing regulations to establish cleanup standards for methamphetamine lab cleanups, Curtis noted.

Oregon Department of Environmental Quality (ODEQ); Mike Zollitsch reporting:

- Mike reported that DEQ is working on a legislative package, SB 105, which would provide resources to continue the Spills Program's existing plan review and coordination efforts, as well as allow the staff to be full partners in critical drills and exercises. The budget for this package was included in the Governor's budget. It would increase fees for facilities, tankers, nontank vessels, and oil barges. The fees on oil barges will vary by carrying capacity. The overall increase from all fees would be 35%. Mike noted that the facility fees would automatically increase every two years, thus providing predictability. The Department is working with Legislative Counsel to define a mechanism that would allow the fees to be reduced without further legislative change, when funding is adequate at lower levels.
- No rule changes are in progress at this time, Mike reported.

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

- DEQ is monitoring the preparations for TOPOFF 07, he explained. It will be an Intelligence Exercise with 60 days of pre-Full Scale Exercise (FSE) intelligence play, and a Cyber Exercise is proposed for 30 days prior to the FSE. The FSE itself would run for 7-10 days in October. Since it will be a radiological event, DEQ will only be involved in assisting the Incident Management Team because of their ICS expertise. There will be a 3-day Recovery Tabletop thirty days after the FSE.
- Mike reported on two removal actions:
 1. The removal of the stern of the *New Carissa* is being managed by the Oregon Division of State Lands, which is the Responsible Party. DEQ and Oregon Fish & Wildlife have submitted comments outlining their concerns. Monitoring for tarballs and sediment sampling may be required prior to, during, and after removal. Physical hazards to shorebirds are a concern, and there's also concern regarding the effect of sediment disturbance on crabs, clams, mussels. A number of permits will be required, including permits from the Army Corp of Engineers and the Bureau of Land Management. An oil spill plan for both the *New Carissa* and Titan's jackup barges is voluntary. The owner of the *New Carissa* settled with the State of Oregon for \$22 million, \$3 million of which went for attorney's fees. There is some skepticism regarding whether the \$19 million balance will be sufficient to do the work, but Titan Marine, the salvor, has agreed to do the job for this amount.
 2. Assessment for the removal of the *CW Pasley* is underway in Newport. This 366-foot vessel has a concrete hull. The vessel was scuttled in Yaquina Bay in 1948 and converted into a pier. Oil remaining on board leaked in 1996, resulting in removal activities at that time. Tidal action continues to stress the stern section; the quantity of remaining oil on board is unknown. The Port of Newport has been proactive in raising money to remove the remains of the *CW Pasley* and modernize the port facilities, Mike reported. He provided a number of photos of the removal.

Washington Department of Ecology; Jon Neel reporting:

- Jon reported on three legislative issues which could effect Ecology:
 1. Proposed removal of the export tax credit on the per/barrel oil fee that supports the program would increase funding by 30%. There are a number of sensitive issues surrounding this concept.
 2. State funding for the rescue tug at Neah Bay that currently sunsets on June 30, 2008; Ecology is seeking funding beyond that date at its current level. They also hope that the federal government can provide funding for the balance of the year, since the state program is during the winter months only. Jon noted that a Crowley tug has been on station since January 1st, and was able to rescue a disabled and drifting fishing vessel on the first day of service. The stand-by tug currently costs are \$8,500 plus fuel for a total of as much as \$10,000/day.
 3. Jon commented that the OSAC, is a state-funded group, compared to the advocacy role of the Alaska Regional Citizens' Advisory Councils, which have industry rather than government funding.
- Regarding recent incidents, Jon reported on the *Nancy Jo*, a tank barge set adrift off the Washington coast on 12/27/06 when its tow line broke. He noted that Ecology activated

MSRC under their new contract as a precautionary measure. This incident parallels some of the past towline failures. Ecology is concerned that past recoveries in storm conditions have resulted in a second towline failure. He pointed out that the tug and barge was complying with the AWO agreement to stay 25 nm offshore, which provided critically important response time. He also noted that the operator notified Ecology when the incident occurred. For more information, go to:

http://www.ecy.wa.gov/programs/spills/incidents/nancyjo_brokentowwire_122706/nancyjobrokentowwire_home.html.

- An 18,000 gallon diesel spill occurred on November 3, 2006 from a storage tank near the Crystal Mountain ski resort; the spill contaminated shallow ground water and reached a local creek, Jon reported. More details are available at:
http://www.ecy.wa.gov/programs/spills/incidents/PSECrystalMountainSpill_110306/PSECrystalMountain_home.html.
- Ecology has spent \$6 million removing oil from and stabilizing the vessel *Catala*, an old wreck on the shore at Damon Point State Park near Ocean Shores, Washington. The Washington Department of Natural Resources is now hoping to obtain additional funding to remove the hull. Jon noted that Ecology will be seeking reimbursement from the federal Oil Spill Liability Trust Fund. For more information, see:
<http://www.ecy.wa.gov/programs/spills/incidents/catala/cata.htm>.
- Jon reported that Ecology is in the process of hiring and training six inspectors to implement the new Oil Transfer rule. He also noted that they were hiring a person to track developments in oil spill technology, research, and development.
- Ecology is also considering updating the ECOPRO standards; these are voluntary spill prevention standards for which Ecology provides 3-year certifications for operators as well as the ECOPRO award.
- Jon also noted that the risk analysis planned for the BP refinery might eventually be expanded to a larger geographical area of Puget Sound.
- Governor Gregoire has called for a "summit" later this year with the U.S. Coast Guard, to address key oil spill issues facing the state. Ecology will be involved in planning this event, Jon explained.

California Office of Spill Prevention & Response (OSPR); Steve Sawyer reporting:

- Regarding new regulations, Steve reported that the California amendments to the contingency plan regulations, which include new shoreline protection requirements, are now complete. The rulemaking was finalized and delivered to the Office of Administrative Law (OAL) in December. They expect approval from OAL by the end of February and if approved, the new contingency plan regulations will go into effect April 2nd.
- In the California Legislature, Assembly Bill 2485 would establish a research program focused on reducing sea otter mortality from non-point source pollution. This bill would increase fines for killing a sea otter, marine mammals, or fully protected mammals from \$5,000 to \$25,000. This bill also requires findings about the effect of cat litter on the environment, and requires any cat litter sold in California to include a statement regarding proper disposal.

- Senate Bill 497 would require the California State Lands Commission to adopt regulations on or before January 1, 2008 to implement performance standards for the discharge of Ballast water. This bill also requires the Department of Fish and Game to annually update its inventory of non-indigenous species, and provides funding for the work.
- Steve told the Committee that the *SS Palo Alto* cleanup had been completed. Approximately 505 gallons of oil were removed, as well as 125 cubic yards of oily sand and residue, 173 deceased birds, 2 dead harbor seals and uncountable animal parts were removed. The cost was \$1,229,055. Although the USCG participated in the Unified Command for this cleanup, they declared that it was not an imminent threat. OSPR plans to bill the OSLTF, however.
- From 10/01/06 to 12/31/06 1,758 spills were reported to the Office of Emergency Services, broken down as follows:

Inland:

Total reports: 1470
 Physical response: 40
 Telephone response: 94

Marine:

Total reports: 288
 Physical response: 32
 Telephone response: 210

- OSPR completed its semi-annual Environmental Response to Oil Spills (EROS) training on November 14-17, 2006. This is a 4-day class sponsored by OSPR and NOAA, and designed to provide the spill responder with an introduction to the effects of oil in the environment.
- Steve noted that OSPR performed four unannounced drills from October to December. One resulted in a shoreline protection rating reduction; one in Humboldt Bay gave full rating as requested; one caused a rating reduction to be reinstated to previous level, and the final drill was designed to test changes in response resources in San Diego, which was a success. Steve explained that the drills are helping to ground-proof Geographic Response Plans.
- He also explained that contingency plan holders must use OSPR-rated OSROs. OSPR has shifted from planning to performance standards, and also requires OSROs to have dedicated employees.
- OSPR continues to conduct two statewide internal drills each year to test their own readiness. Their last internal drill was held in Monterey on October 10-12, 2006.
- Steve reported that OSPR has developed a new database to track spill response issues. This project has been under development in various stages for many years. Beta testing was conducted in their northern and southern field offices and was very successful. They hope that this new database will be able to answer the spill-related questions that they receive frequently. OSPR also hopes to use it as a planning tool to address areas that need additional manpower or resources.
- OSPR has agreed to adopt the "Texas model" for contingency-plan submissions and modifications through CDs and online. They are also contemplating drill and exercise submissions online.
- Regarding National Emergency Management System and State Emergency Management System compliance, OSPR is in the process of reallocating primary and secondary rolls during spill response. In addition, they are establishing criteria for individual certification in each

of these rolls. They plan to assign all OSPR responders certain roles and to ensure that they're certified in these roles, Steve explained.

British Columbia Ministry of Environment; Graham Knox reporting:

- Graham reported on the following incidents since the last meeting:
 - Two tank trucks, each carrying condensate, collided in Taylor, BC. The highway was closed and local residents evacuated. Fortunately there was no spill, but the product had to be transferred from the tanks.
 - There have been two more Canadian Pacific train derailments, both caused by landslides. In one case the locomotive slid down a steep hillside and came to rest only 30 feet from the Fraser River. About 400 liters of engine oil and some diesel were spilled; the rest was safely removed. Graham noted that the RP had burned off some product along the river bank.
- Graham also noted that the Responsible Party in the Squamish incident last August is challenging the Province's role in the response and request for reimbursement of costs. This RP had also appealed agency requests to conduct an environmental impact analysis. Most of the product spilled in that incident has now been removed, although some of the affected First Nations and local government still have some concerns with the level of cleanup, he noted. He further noted that the Ministry may take the lead on organizing the Debrief on this response.
- Graham reported that the Canadian Coast Guard is considering various lightering options for the *Queen of the North*; it's uncertain what volume of diesel and lube oils remains on board, since the volume released since she sank is unknown.
- Graham explained that Ministry staff has completed Phase I of the review with Environment Canada regarding railroad spills. They are proposing Phase II to include workshops with industry and other agencies focused on improving spill prevention and response. Transport Canada has primary authority to regulate railroads and would be responsible to introduce any regulatory changes.
- Burrard Clean Operations (BCO) has met with shippers operating in British Columbia waters to explain the various response roles, including wildlife rescue and rehabilitation. RPs are required by legislation to pay for this, but many refuse to pay for Canadian Geese. Although they're protected as a migratory species, many people say they're not worth the cost of rescue/rehab.
- Stafford Reid is working with wildlife rescue experts to draft a wildlife care plan for the Province, Graham said. They hope to get industry, Environment Canada & the Canadian Wildlife Service to agree to a basic response standard and to require the Response Organizations (ROs) to maintain or contract for wildlife response capability. Apparently Transport Canada, which certifies the ROs, is considering adding this to the requirements.
- On another response issue, BCO would like the Province to pre-identify and permit contractors for oily wastes, but the Ministry feels that this is the RP's responsibility.
- Graham reported that the Ministry is meeting with their counterparts in Alberta to better align their emergency response systems. They also plan to meet with Washington State to discuss transboundary coordination.

- A CANUSPAC drill is planned for April and a CANUSDIX exercise is scheduled for September, Graham noted.
- The Ministry is pulling together a working group to respond to a recent analysis of the Province's gaps in response authorities.
- The Ministry's relationship with the Canadian Coast Guard (CCG) is seeing some improvements, Graham reported. The CCG has agreed to include the REET Co-Chairs (the Ministry and Environment Canada) in discussions with the RP during a response.
- Al Allen recently conducted an In-Situ Burn (ISB) course for provincial and federal agencies and BCO. The Ministry still needs to get approval for the ISB plan from their air quality division.
- The Ministry is planning a spill response training workshop for all the First Nations' emergency coordinators along the British Columbia coast; both provincial and federal agencies will participate in the briefing, which will cover the First Nations' roles, training, and cost recovery issues.
- Graham also reported that a private contractor is developing a province-wide spills database; a similar system is already working in Alberta. The system would include ICS and be web-based, allowing for more information sharing.

Alaska Department of Environmental Conservation (ADEC); Leslie Pearson reporting:

- Leslie reported that DEC's new spill prevention regulations for flowlines were approved and became effective on December 30, 2006.
- The spills program has requested a \$2 million budget increase to support the need for increased regulatory oversight on the North Slope. Enforcements and continuing small spills on the Slope are demanding staff attention. Three more responders in Fairbanks would provide fulltime coverage for the North Slope, Leslie explained. The agency is facing a significant backlog of enforcement activities covering the *Selendang Ayu*, the *Seabulk Pride*, and North Slope incidents, she noted. There is also a need to increase the number of staff reviewing contingency plans, she added.
- She noted that the President has lifted the ban on offshore drilling in Bristol Bay on the Bering Sea, raising concerns among Alaskans dependent on the rich fisheries in those areas.
- Leslie reported that there had been a 400-gallon spill from the TAPS line on January 9th. The cause appears to be a faulty weld pack. There was no release to water.
- She reported that high winds at the Valdez terminal in November had prompted a halt to tanker loadings. As a result, the tank farm at the terminal reached maximum capacity, due in part to the fact that some tanks had been taken offline earlier in the year. There was concern that the TAPS line might have to be turned off.
- A number of small fishing boats have been sinking at their docks, due to snow loads, primarily in the SE. Some - but not all - municipalities require boat owners to provide for ongoing maintenance and upkeep of their craft.
- There was a railroad spill in December when a rock hit the fuel tank of a locomotive. Approximately 1000 gallons were spilled. Contaminated soil was removed, but more product was found in an adjacent wetland. When the RP decided to burn this they failed to follow the In Situ Burn guidelines. The burn also served to wick more product from the ballast material under the tracks.

- Leslie explained that the State of Alaska has appropriated \$250,000 to fund development of a risk assessment study for the Aleutians. USCG District 17 is working with DEC to secure study funding from the Marine Board of the National Academy of Sciences and the North Pacific Research Board.
- Upcoming drills include BP's tanker exercise in Prince William Sound, Leslie noted. She also reported that the USCG is planning a cruise ship exercise involving "mass casualties," but DEC does not plan to participate.

Alabama Department of Environmental Management, Phil Woods reporting:

- Phil explained that he was involved in a spill response for a storage tank release on Blakely Island. A tank seam at the bottom of the tank appeared to be the source of a release into a storm ditch. The tank was being emptied into tank barges. He noted that EPA and the U.S. Coast Guard had settled an earlier disagreement regarding jurisdiction.
- There were no legislative changes to report for Alabama, Phil noted.

STATUS REVIEW OF SPILL PREVENTION PROJECTS

Database Project

- Jean reported that the Database Workgroup is in the process of updating the Data Dictionary and hoped to make final decisions during a conference call that month. Jean will send Graham a copy of the final Data Dictionary so he can work to ensure consistency in British Columbia's new system.
- The Coordinating Committee agreed that they'd like to see the 2006 Data Report cover the volume of crude and non-crude products spilled by products, sources, causes, activities, and the number of spills by class size, as well as five-year trends.
- Steve Sawyer reported that the DNV course limit would be 15-17 persons. The Coordinating Committee indicated the following attendance: one from Oregon, one from Alaska, 6 from Washington, with California to fill remaining openings. A date before June 30th would be preferable. DNV has indicated a cost, plus travel, but the final cost per person is not yet set.

Prevent Pipeline Spills

- Leslie reported that DEC had sponsored two pipeline spill prevention conferences. One was focused on maintenance pigging technology and the other on intelligence pigging technology. Approximately 200 persons attended each session, but no proceedings are available.
- Jean reviewed the draft Pipeline GRP report that she had emailed to the Coordinating Committee and asked for their review and comment on both the data and conclusions. She noted that this aspect of the Pipeline Project was carried over from last year, so she's eager to wrap it up and send this report to the Task Force Members with their mid-term update.
- Regarding the Regulatory Matrix, Jean explained that U.S. EPA still hadn't replied. Nor has she received replies from the National Energy Board of Canada or the British Columbia Oil and Gas Commission. Nevertheless, she plans to compile the answers she does have and hopes to finish the first draft by the end of February.
- The Coordinating Committee decided to host the Pipeline Roundtable on April 24th in conjunction with their quarterly meeting on 4/25-4/26. The Committee discussed which

industry, stakeholder groups, and regulators to invite as speakers. They also recommended coordinating the Roundtable with the Clean Pacific session on regulations.

West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) 5-Year Implementation Analysis

- Jean walked the Coordinating Committee through the draft that she'd sent them, asking for their review and comment.
- After all the current information gaps are filled, she'll send an official "first draft" to the project workgroup as well as to the Coordinating Committee for their review and comment. Any recommendations for further action which come out of that process will be featured in the final report, which she hopes that Rick Holly (CA OSPR) and Steve Danscuk (USCG) will present their findings at the Clean Pacific Conference.

Recommended Best Industry Practices (BIPs)

- Jean reported that she'd had email and phone contact with Jason Lewis of AWO, and that he's committed to convening a Pacific Region AWO/USCG Quality Steering Committee. No date has been set yet, however.
- Jean provided the Coordinating Committee with a compilation of the replies from West Coast Harbor Safety Committees (HSCs) and the U.S. Coast Guard regarding local port efforts to incorporate the BIPs as Standards of Care. For the most part, no action has been taken by any HSC other than Puget Sound. Jean recommended that they discuss this with the USCG when meeting the following day. She also offered to brief the California HSCs and recommended that the other Coordinating Committee members do outreach to their local HSCs.
- Jon Neel noted that Ecology is considering adopting the California model for Harbor Safety Committees, i.e., establishing them by statute, providing staff support, and acquiring authority in concert with the Coast Guard to appoint members.

POSPET

- Jean reported that the summary notes from POSPET's October meeting are posted on their website.
- She also noted that Gary Folley from ADEC is now a POSPET member, as well as Linh Hoang, Program Coordinator for the Washington State Parks & Recreation Commission.

Monitor TAPS Conversions

- CAPT Laura Stratton had reported that there were no updates necessary to the TAPS report.

Spill Prevention Topics of Concern (only those topics with updates are noted below)

- Cruise ship operations with regard to spills and other water pollution impacts: [Leslie noted that, as a result of a recent ballot measure, DEC needs to hire "marine engineers" to serve as part-time "Ocean Rangers" to monitor cruise ship compliance with pollution regulations.](#)

- Oil spill prevention research and development, including Best Available Technology (BAT) and Best Achievable Protection (BAP): Jon reported that Ecology is hiring someone to coordinate spill technology information, with a primary focus on dispersants.
- Oil spill risks from sunken vessels:
 - Steve reported that an aircraft carrier sunken off San Luis Obispo is at high risk for releasing oil remaining on board.
 - Jon said that Washington is hoping to appropriate more funding for removal of derelict vessels this year.
- Salvage capabilities and regulations: Steve explained that OSPR took the word "salvage" out of their regulations requiring that vessel c-plan holders have arrangements for emergency rescue and firefighting, since these are the priorities rather than traditional "salvage."
- Liquefied Natural Gas shipping and terminal operations:
 - Mike reported that the Jordon Cove project at Coos Bay is filing an application with FERC; the Bradwood project on the Columbia River has already filed.
 - Both Oregon and California officials are trying to determine whether LNG should be regulated under their statutory definitions of "oil."
 - Members expressed concern regarding state access to the USCG's Waterways Suitability Assessments.
- Tug escort requirements: Mike noted that LNG tankers serving Coos Bay would have to pick up an escort tug at the pilot station.
- Track the development of "Green Port programs" including waste oil reception facilities: Jean provided the Coordinating Committee with a revised and prioritized list of criteria defining a "green port," thanking Jon for his input. She indicated that she and Jon had discussed the possibility of the Task Force sponsoring a stakeholder workgroup to address this issue next year, and also noted that a Green Ports session had been proposed for Clean Pacific. The Coordinating Committee recommended including the ship operators' perspectives in the Clean Pacific session.
- Federal preemption issues:
 - Regarding the Amicus Brief filed on behalf on the U.S v. Massachusetts, which Alaska, Washington, Oregon, and California all signed on to, Jon noted that one issue was a state's right to adjust COFRs to reward companies that use high standards. He and Steve also explained that another reason to challenge the initial court decision was the need to further define conflict preemption; does it require an actual conflict that precludes a regulated entity from complying with both standards, or does conflict occur just because federal agencies are regulating in the area of law in question?
 - Steve noted that the signers to the Amicus Brief can't be present for the oral argument, but he hopes that the Massachusetts Attorney General will consult with the other states' AGs.
 - Steve also noted that this case is likely to go through the Court of Appeals this year and could eventually reach the Supreme Court, if it does, in 2008. There's no way to know whether they'd agree to hear the case.
 - The Coordinating Committee expressed frustration with being prohibited from taking spill prevention initiatives.
 - Jean encouraged the Coordinating Committee to review a handout she provided regarding the key elements of Washington Senator Cantwell's bill (S.2440 last session).

STATUS REVIEW OF SPILL PREPAREDNESS/RESPONSE PROJECTS

Promote Remote Sensing Capability

- Jean reported that USCG CDR Blalack reported that the USCG is working with their intelligence group in DC to implement RADARSAT on both coasts, primarily for Marine Domain Awareness applications. USCG District 1 had worked with Environment Canada and the Canadian Maritime provinces on RADARSAT and are enthusiastic supporters, CDR Blalack had noted. He also explained that, once the system is approved, he will develop Tactics, Training, and Procedures for its use in spill response applications.
- Judd Muskat reported that there were no technology updates since October.

Contingency Plans for Non-tank Vessels

- Jean pointed out that the USCG's October 2006 report to API's Spills Advisory Group had explained that Section 608 of the Coast Guard and Maritime Transportation Act of 2006 contained provisions that defined the applicability of the contingency plan requirements for nontank vessels. The USCG was completing the rulemaking workplan and drafting the NPRM text, which it anticipated releasing in 2007.

Monitor Places of Refuge Annex

- Jean reviewed the agenda for the 2/6 workshop in Oakland on Places of Refuge (POR), noting that it would cover the decision-making guidelines, how to incorporate POR decisions into ICS, and how Alaska has conducted their Planning for Potential Places of Refuge. Larry Iwamoto and John Bauer from ADEC will be presenters for these last two topics; in addition, CDR Drew Tucci from USCG HQ will present a job aid he's developed for POR decision-making. She expects attendance by folks from D14, D13, and the California Area Committees. Mike and Jon expressed interest in sending staff as well.
- Jean contacted Rob Turner at Transport Canada in Ottawa regarding the status of their POR Guidelines; he referred her request to Terry Melhuish, their Manager of Environmental Response, since his section took over the project last spring, but she had not heard from Mr. Melhuish.

Maintain the IVRP & C-Plan matrix

- Since Jean will need to incorporate contingency plan changes from Ecology, OSPR, & DEC, she was advised who to contact in each of those agencies.

Maintain OILS 911 Spill Reporting

- Jean reported that 147 calls have been made using the OILS 911 system between July 1 and November 30, 2006. 88 of those were in California, 4 in Oregon, 7 in Washington, and 48 in British Columbia.

Update Mutual Aid Agreements

- The Coordinating Committee discussed the 1993 Mutual Aid plan, noting the protocol guidance regarding the responsibilities of both lending and receiving agencies.
- Curtis pointed out that language should be added to clarify that loaning of equipment and personnel between agencies can also occur even when there is not a response.

- The Committee agreed to divide into 3 teams of two agencies each to test the protocols and report back regarding necessary changes. California and Hawaii will test access to both the ADDS pack and the Oiled Wildlife Care Network (OWCN). Washington and Oregon will be another team, and Alaska and British Columbia the third. Each team will design their own "scenarios" and will take turns acting as both the lending and receiving agencies.
- The Coordinating Committee agreed that each member jurisdiction has a responsibility to do as much as possible to address wildlife care, and not to just assume that California's OWCN will cover for them. Nevertheless, in the spirit of mutual aid, the OWCN is there for backup where appropriate. Considering the risks inherent in shipping oiled wildlife, the OWCN contribution is more likely to be expertise rather use of their facilities, anyway.
- Regarding the 1996 Mutual Aid plan, each Coordinating Committee member agreed to conduct internal reviews of their jurisdictional-specific policies to determine whether any changes are needed. In addition, they will incorporate tests of this Agreement into upcoming drills/exercises being planned in their jurisdictions.
- Regarding the communication process following a decision by Unified Command that additional equipment is needed from outside the jurisdiction of the spill, it was noted that the equipment provider should notify their contingency-plan holders simultaneously with the notification between member agencies. The c-plan holder then verifies approval with the "lending" agency to close the loop. There will be times, however, when a private response organization will want to send people and equipment to a drill even though Unified Command hasn't requested it; we need to ensure that Unified Command clarifies whether they have contingency plan obligations in other jurisdictions before they accept such offers.
- The Coordinating Committee also noted that the new passport requirements for people traveling between the U.S. and Canada need to be addressed. Each Coordinating Committee member agreed to develop and maintain a list of their personnel and equipment available for mutual aid - including the training/certification status of personnel - and furthermore, to ensure that all personnel on those lists maintain current passports.

Clarify states' roles and authorities

- The Committee discussed their conference call with the Gulf of Mexico state contacts, as well as the information that Jean had forwarded from CAPT Hanewich regarding the 12 working groups proposed to work on revisions to the National Response Plan. CAPT Hanewich is to send a contact point at the Department of Homeland Security's Preparedness Directorate, so states interested in working on any of these work groups can contact that person.
- Mike reported that the FEMA website for ICS courses includes a useful acronym glossary (<http://training.fema.gov/>).

Preparedness/Response Topics of Concern (only those TOCs with updates are noted below)

- Oil spill drill programs: Jean provided the Coordinating Committee with a copy of the PREP schedule for 2006-2008 for Districts 11, 13, 14, and 17 as published in the Federal Register on 12/29/06.
- Financial responsibility requirements, state and federal:
 - Jean reviewed the status of the Task Force's rulemaking petition for Limits of Liability, noting that the U.S. National Pollution Funds Center would be initiating rulemaking to raise

the Limits of Liability for those facilities under the Coast Guard's jurisdiction. The Coordinating Committee directed Jean to also send EPA, DOI, & DOT letters petitioning them to increase their Limits of Liability requirements for oil-handling facilities under their authority.

- Information on the status and solvency of the US federal Oil Spill Liability Trust Fund as reported by Craig Bennett from the National Pollution Fund Center at the October API Spills Advisory Group was that the Fund limit is now \$2.7 Billion, and that it should fluctuate between \$1 and \$2.7B. But the Fund is only at \$600M at this time, with significant potential claims (including about \$200M in NRDA), so it may not be back to the \$1B threshold when the tax is scheduled to sunset again in 2014.
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid, and response capabilities: Steve explained that OSPR is changing their OSRO certification program to emphasize ratings for geographic-specific areas, which they will test through unannounced drills (see page 4 above).
- Applied Response Technologies: Curtis reported that the Clean Islands Council would be hosting an offshore drill of the ADDs pack and helo bucket system, including SMART monitoring and aerial observations, on February 21-23rd. They intend to produce an educational video on the exercise.
- Coordination of inter-jurisdictional wildlife care: Jean reported that the interagency protocols put in place by DOI and Environment Canada for the Dixon Entrance area still need to be replicated for the Puget Sound/Juan de Fuca area. Fred Beech of Environment Canada had indicated that he doubts that the upcoming CANUSPAC exercise in April of 2007 would include much emphasis on wildlife care issues, since it will be focus on dispersant decisions instead. Graham explained that the Ministry is working with wildlife rehab groups and Environment Canada to improve the wildlife care capability in the Province as well as to define responsibilities and authorities.

ADMINISTRATIVE & COMMUNICATIONS ISSUES

The Clean Pacific Conference

- The Coordinating Committee discussed the Program Planning Committee meeting the day before and members were pleased with the level of participation and enthusiasm for the event.
- Jean reminded them that the Task Force Members would be expected to present their jurisdictional updates on September 14th, and that it would be nice for them to attend both days. Jon recommended that we plan a dinner get-together during the conference. He also recommended that we consider having additional speakers and/or the Legacy Awards presentations during the luncheons.
- Jean also noted that Jay Manning, as the host Task Force Member, should plan to introduce the keynote speaker on 9/13 as well as moderate the opening session on 9/14.
- California and Washington will staff individual booths; the other member agencies will share the Oil Spill Task Force booth.

Stakeholder Outreach

- Jean reported that she plans to give a Task Force update at OSPR's TAC meeting on January 30th, as well as attend API's Spills Advisory Group meeting on 3/8 in Washington, DC.

- Noting that total travel and registration costs would probably be between \$4,000 and \$5,000, she recommended against attending Spillcon in Australia on 3/26-3/30; the Committee agreed.
- Regarding the Annual Work Plan task to meet with U.S. and Canadian federal agencies, she reminded the Coordinating Committee that they would be meeting with representatives from the U.S. Coast Guard the following day. The Committee also briefly reviewed their meeting with the Canadian federal agency representatives in October; Graham explained that Ottawa had increased their control of the regional offices under the new administration. Ottawa's tighter control of decision-making and reduced funding have frustrated the Ministry's efforts to work with federal agencies.

Track Federal Policies

- Jean provided copies of a 12/21/06 Federal Register Notice of Proposed Rulemaking from the Pipeline and Hazardous Materials Safety Administration regarding rail transport of hazardous materials. Noting that she checks the U.S. Federal Register and the Canada Gazette monthly, Jean also pointed out that she forwards Federal Register notices listed in the daily Holland & Knight newsletters.

Maintain Web Site

- Jean reported that she's provided several updated Events Calendars to their web master, plus the new DEQ link.

2007 Legacy Awards and Annual Report

- The Coordinating Committee discussed the Legacy Award schedule, noting that since the presentation would be in September rather than July this year, the process would not need to begin until April. Jean will post a web notice in early April requesting nominations, with a May 31st deadline.
- The Coordinating Committee also agreed that the 2007 Annual Report production schedule would be later as well. Jean will advise them of the deadlines for their jurisdictional reports, and will plan on publication in time for distribution at the Clean Pacific Conference. She'll get quotes for 500, 750, and 1,000 copies.

Outreach to other states/provinces

- The Coordinating Committee approved the following outreach for East Coast coastal states and provinces: Jean will work with Committee members and other sources to identify East Coast contacts and will send an outreach letter, with follow-up to be done by email and phone.
- The Committee was satisfied with the liaison effort with the Gulf of Mexico Points of Contact.

Administrative Issues

- Jean plans to email the Mid-term Report to Task Force Members in February.
- The Coordinating Committee confirmed the change in their April meeting date and decided to hold their quarterly meetings in January, April, June, and September under the new Clean

Pacific Conference/Annual Meeting schedule. The June 2007 meeting will be held in conjunction with the Oiled Wildlife Conference in Monterey, CA.

- Jean provided a copy of the YTD Expense report; the Coordinating Committee members also asked to see a copy of the Goods/Services YTD report.
- Jon will lead a process of evaluating the Executive Coordinator's performance and either amending the existing contract or considering a new one.
- The Coordinating Committee recommended that the Task Force use electronic holiday greetings in 2008.

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**Pacific States/British Columbia Oil Spill Task Force Coordinating Committee
Meeting with representatives from the U.S. Coast Guard
Pacific Area and Districts 11 and 13
January 11, 2007**

ATTENDING 1/11: Steve Danscuk, Prevention Section, USCG Pacific Area; CAPT Patrick Gerrity, Commander, Sector Portland; CDR Christopher Keane, Chief, Prevention Section, Sector Portland; LT Rom Matthews, Chief, Incident Management Response, Sector Portland; CDR Scott Schaefer, Incident Management, District 11; LCDR Marty Smith, Chief, Incident Management Division, Sector Seattle; CAPT Kevin Cavanaugh, Planning, District 11; CDR Mark Huebschman, Deputy Commander, Sector Seattle; Matt Bernard, RRT/JRT Coordinator, District 13; CAPT William Devereaux, Chief of Prevention, D13; Steve Sawyer, California Office of Spill Prevention & Response (OSPR); Curtis Martin, Hawaii Hazards Evaluation & Emergency Response (HEER); Graham Knox, British Columbia Ministry of Environment; Jon Neel, Washington Department of Ecology; Mike Zollitsch, Oregon Dept. of Environmental Quality (ODEQ); and Jean Cameron, Pacific States/BC Oil Spill Task Force.

DISCUSSION:

- Jean reviewed the Oil Spill Task Force's progress on the projects in their 2006-2007 Annual Work Plan, including the Five-Year Status Review of the West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project recommendations, promoting the Vessel and Tug/tow Best Industry Practices, efforts to reduce small spills, the Places of Refuge workshop on 2/6/07, efforts to "test" and update the Mutual Aid Agreements, the Legacy Awards, and their petition of the National Pollution Funds Center to increase the Limits of Liability. She noted that LNG is one of the Task Force's Spill Prevention Topics of Concern, and that the states would be interested in reviewing the navigation portion of an applicant's Waterways Suitability Assessment which they must submit to the USCG. CAPT Gerrity explained that access to the security component of that assessment is restricted, but that states could review and comment on the safety component.
- The Coordinating Committee members also provided brief updates on activities in their jurisdictions; for more information on both of these updates, please reference the meeting summary on pages 1-14 above.

- Steve Danscuk provided the Pacific Area update, noting that:
 - CAPT Gugg sent his regrets, but was busy with the report on the icebreaker *Healey* diver fatalities that was to be released the next day.
 - Steve is the point of contact for the USCG for the 5-year review of the WCOVTRM recommendations, since many of those recommendations were made to the USCG.
 - CAPT Gugg is working with Jason Lewis of the American Waterways Operators to convene a Pacific Region Quality Steering Committee meeting this spring.
 - Pacific Area is working on numerous security projects, including the recently announced Final Rule for Transportation Worker Identification Credential (TWIC) cards. He noted that Port Security grants had just been announced and that Pacific Area Captains of the Port would be involved in ranking the applications.
 - USCG Pacific Area sponsored a Prevention Officers' conference in Seattle last fall, he reported.
 - Although Steve noted that the points of contact for the Task Force vary among districts, Jean responded that this was not a major concern as long as she was referred to the appropriate contact as needed.
- CAPT Kevin Cavanaugh and CDR Scott Schaefer provided the following updates from D11:
 - CAPT Cavanaugh explained that the RRT was being assigned to the Planning section.
 - Many lessons were identified as learned from NOAA's Safe Seas exercise last August.
 - D11 recently participated in the "Golden Guardian" earthquake exercise.
 - RRT9 will soon host a JRTMEXUS meeting in San Deigo to update the MEXUSPAC plan.
 - All the Pacific Area RRTs plan to hold a joint meeting in conjunction with the Clean Pacific Conference in September.
 - Regarding staff changes, ADM Breckenridge will be staying and CAPT John Long will replace CAPT Lorigan as Chief of Staff. CAPT John Bingaman will replace CAPT Swanson, who will be assigned to duty in Japan.
 - CDR Schaefer noted that dispersants are "a big thing." California now has pre-approval outside of the National Marine Sanctuaries (NMS), so the current focus is on field operations. The Regional Contingency Plan will also be updated, he said. Within the NMS waters, there's a "quick-approval" process involving the RRT.
 - Regarding assets, Scott explained that MSRC has a dedicated C-130 on 24/7 standby in Arizona, although it doesn't use an ADDS pack. MSRC also has a small plane on station in the Gulf region what would serve as a spotter plan.
 - It was agreed that guidance should be developed regarding which oils are dispersible, and that an inventory should be done of dispersant supplies available to the Pacific Region.
 - It was also reported that most USCG personnel have done the ICS 100, 200, and 700 courses. Designated responders are taking the IS 800 course and officers are taking the 300 course.
 - There are 20-person Incident Management Teams, as well as Joint Field Office teams, established throughout the Pacific Area. Flag officers will serve as the Principal Federal Officials (PFOs).

- There are two emergency management systems in use: the states primarily use RIMS and the Department of Homeland Security has generated the HSIN system; the two systems are not compatible.
- CAPT Bill Devereaux provided an update for D13, as follows:
 - Although he's primarily focused on Prevention, CAPT Devereaux will be our point of contact for D13. Darryl Verfaillie and Scott Knudson represent the Response side, he noted.
 - Regarding staffing changes, Bill reported that ADM Currier will relieve ADM Houck, and the new Response Division Head will be Capt Mark D'Andrea (who is now the Commanding Officer of Group/Air Station Port Angeles). There will be no change in the Puget Sound and Portland Sector Commanders.
 - The Region 10 RRT is also co-chaired by their Planning section, he explained, and went on to describe some of their current activities, including:
 - Scott Knudson chairs a committee that tracks new technology; Scott has been able to modify the speed on their Mark 5 skimmers, and Sector Seattle is also restoring a number of skimmers "previously owned" by the Pacific Strike Team. In addition, Scott is working to define equipment needs for various offshore conditions.
 - The dispersant chapter of the Area Plan covers an area three miles off the coasts, not including certain cultural areas and the Olympic National Marine Sanctuary. Decisions in the Straits of Juan de Fuca and Puget Sound will be made on a case-by-case basis.
 - He noted that the USCG is interested in working with Ecology to set up a "summit" between ADM Houck and Governor Gregoire.
 - Oregon and Washington are working to standardize both coastal and inland GRPs. The U.S. Navy is funding a project to electronically layer the GRP information. CAPT Gerrity further noted that the GRPs will be GIS-integrated and that the Coast Guard Academy will host these on their website so they're available from the internet as well as on CDs.
- CAPT Gerrity, CDR Christopher Keane, and LT Rom Matthews reported for Sector Portland, which covers the Oregon coast, the Columbia and Willamette Rivers, and the southern Washington coast:
 - Preparations are underway for the October 2007 TOPOFF exercises, in which a total of 20,000 people are expected to participate. The City of Portland is taking the lead.
 - Sector Portland is dealing with several LNG proposals on the Columbia River and in Coos Bay. Several others are possible, he said.
 - There were two more casualties off the coast recently, involving a fishing vessel and a yacht, in addition to the *Nancy Jo* barge incident. Jon noted that the tug and barge had been 25 miles offshore in compliance with AWO's voluntary agreement. It was also noted that the tow line was recaptured with an Orville Hook, a device that Sause Brothers developed after the *Nestucca* barge spill off Grey's Harbor in 1988.
 - CAPT Gerrity noted further successes associated with a cruise ship incident in the Columbia River at Washougal. The ship grounded, but their sister ship was able to

take the off-loaded passengers. While they were being rescued, LT Matthews supervised the successful lightering of the fuel without any spills.

- Sector Portland will be getting a new response chief.
- There was good stakeholder participation in the updates to the Oregon GRPs; they're working to integrate Native American tribes into the process as well.
- Sector Portland is working with both EPA and the Oregon State Police to develop an environmental crimes task force that will focus on causes and prevention.
- Sector staffs are actively engaged with ICS training, they noted.
- They have reviewed recommendations from a number of studies and reports regarding offshore casualties, LT Matthews explained; they plan to report to the RRT in April.
- They have increased the amount of spill response equipment that's cached on the Oregon coast, especially south of Newport. All the USCG units have had First Responder training, as have local responders. They're also doing outreach to the tribes along the Columbia River to discuss notification procedures and response expectations.
- CAPT Devereaux noted that Sector Seattle is also doing this and that the tribes have requested three seats on the RRT.
- Sector Portland recently discovered an illegal bypass on the new cargo ship *Irika*, which was subsequently fined \$750,000.
- Sector Portland is also working with the Oregon State Marine Board on outreach to marina operators.
- LCDR Marty Smith opened the report from Sector Seattle, noting that:
 - Their Coast Guard Auxiliary is active with POSPET. The Auxiliary members are also serving as trained oil observers and are helping to identify derelict boats before they sink. 150 derelict or abandoned vessels have been identified in Washington State, he noted.
 - He called the *F/V Heron* a "hazardous waste site" due to the number of hazardous materials on this old metal vessel, and noted that their release poses an imminent threat to the environment. Cleanup has been complicated by the fact that several ospreys are nesting on the vessel.
 - LCDR Smith reported that the USCG monitored the Washington State Oil Spill Advisory Committee meetings, although they were not official participants.
 - He noted that the U.S. Navy hosts a regular meeting of tribal council representatives, and the USCG may co-chair this group with the Navy, since it's a good venue for information exchange.
 - Sector Seattle is helping to plan the ConocoPhillips exercise, which will be the CANUSPAC exercise for this year. In a table-top drill on 3/22, a simulated JRT conference call will focus on dispersant use, since dispersants are the primary focus of the drill. The dispersants will be provided from Canada, the USCG will use helicopters, and MSRC will provide vessels. A second table-top drill on 4/26 will exercise Conoco's new vessel response plan.
 - A port security exercise was planned for January 23rd.

- Sector Seattle plans to comment concurrently with D-13 on NOAA's draft recovery plan for Puget Sound orcas.
- Sector Seattle personnel are actively participating in ICS training, and are working on updates for the NW Area Plan, which are due in April. There will be a new Salvage annex including resource contacts and a job aid.
- Sector Seattle has been focusing on enforcement regarding small spills in Neah Bay.
- They anticipate a NOAA "Safe Seas" drill in the Olympic NMS in 2008.
- Since media helicopters are out on traffic watch from early morning to early evening, Sector Seattle has been training them on accurate oil observations and notifications.
- A new "harbor operations center" will have access to data from sensors around Puget Sound; the center could also function as a command center.
- During other discussions, it was noted that the SBX radar platform will be moored in the Aleutian Islands with more than 2 million gallons of oil on board to power its generators.
- The status of planning for the Clean Pacific conference was reviewed.
- Jean explained that the Task Force is encouraging the USCG Pacific Area to implement RADARSAT, since it can be used to spot oil slicks from illegal dumping. CDR Blalack has been tracking this, and had reported that the USCG Maritime Domain Awareness group is working on plans to fund and deploy RADARSAT on both coasts.
- CDR Schaefer reported that D11 has four POPEIEs certified to drop from C-130s; they're working now on procedures for releasing these devices safely from helicopters, but need funding from headquarters for this work.
- Regarding the status of USCG regulations, Scott reported that he'd heard at Clean Gulf last October that the dispersant and response capacity regulations would be out by the end of 2007 with an 18-month phase-in period. The second priority will be the NPRM for nontank vessel contingency plans and the third would be the salvage regulations.
- The group briefly discussed access to Hawaii's dispersants for a response in California; Curtis explained that the USCG C-130 could fly from Hawaii to California if the applicator equipment was empty and the dispersant was subsequently loaded in California; trained staff could accompany the aircraft. If necessary, Hawaii could use boats and helos while the C-130 was away.
- Noting that CAPT Rob Lorigan had distributed a memo to the Districts in March 2005 at the Task Force's request, recommending that the Vessel Best Industry Practices (BIPs) be adopted as Harbor Safety Standards, Jean provided the USCG representatives with a compilation of the survey replies from West Coast Harbor Safety Committees and the U.S. Coast Guard regarding local port efforts to incorporate the BIPs as Standards of Care. For the most part, no action has been taken by any port other than Puget Sound. The handout included a table compiled by Puget Sound indicating the BIPs and their ranking (from the Task Force website) with status comments.