

**California Department of Fish and Wildlife
Office of Spill Prevention and Response
OIL SPILL TECHNICAL ADVISORY COMMITTEE
MEETING BINDER, NOVEMBER 5, 2020**

OIL SPILL PREVENTION AND RESPONSE

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Thursday, November 5, 2020, 9:00 a.m. – 1:00 p.m.
Teleconference Meeting

To Participate via Microsoft Teams, use the link [Join Microsoft Teams Meeting](#)

To Participate via telephone: Call [+1 916-535-0984](#), Conference ID: 713 576 159#

Public comments will be accepted for each Agenda item. Five minutes are allowed per commenter per item.

Invitees:

Matt Rezvani, Chair, John Berge, Vice Chair, Janell Myhre, Lynn Korwatch, Joseph Cobb, James Farner, Sejal Choksi-Chugh, Tracy Van Houten, John Ambert, Katherine Cole, Peter Santillan, Jonathan Bishop, Chris Beckwith, Jordan Stout, Doug Allen, Linda Scourtis, Timothy Holmes, Uduak-Joe Ntuk, Kay Lawrence, Thomas M. Cullen Jr., Dr. Julie Yamamoto, Dr. Steve Hampton, Eric Milstein, Jennifer Lucchesi, Gordon Schremp, Elizabeth Jones

- I. Introductions (Thomas M Cullen, Jr., OSPR Administrator, 5 Min.)
- II. Approval of minutes from last meeting (Matt Rezvani, Chair, 5 Min.)
- III. Discussion of TAC Chair and Vice Chair (Matt Rezvani and John Berge 15 min)
- IV. OSPR Update (Thomas M. Cullen, Dr. Julie Yamamoto, Dr. Steve Hampton, 35 Min.)
- V. OSPR and SLC Budget Updates (Dr. Steve Hampton, Jennifer Lucchesi, 30 Min.)
- VI. Agency Briefings (60 Min.)
 - a. California Coastal Commission – Jonathan Bishop
 - b. San Francisco Bay Conservation and Development Commission – Linda Scourtis
 - c. California State Lands Commission - Chris Beckwith
 - d. CALFIRE – Doug Allen
 - e. National Oceanic and Atmospheric Administration – Jordan Stout
 - f. United States Coast Guard - Timothy Holmes
- VII. Lunch (30 Min.)
- VIII. Legislative Update (Dr. Steve Hampton, 20 Min.)
- IX. Renewable Fuels (California Energy Commission, 30 minutes)
- X. Next Meeting (Matt Rezvani, Chair, 10 Min.)

Adjourn Meeting

NOTE: Please contact Elizabeth Vos at (916) 956-3930 if you have any person(s) participating in this meeting who require services for disability related modifications or accommodations.



OIL SPILL PREVENTION AND RESPONSE
TECHNICAL ADVISORY COMMITTEE (TAC)

<https://www.wildlife.ca.gov/OSPR/Preparedness/Technical-Advisory-Committee>

DRAFT Meeting Minutes

Thursday, June 4, 2020, 10:00 a.m. – 3:00 p.m.
Microsoft TEAMS Meeting

The following individuals were in attendance:

TAC members:

Matt Rezvani (Chairman), John Berge (Vice Chair), James Farner, Lynn Korwatch, Tracy Van Houten, Janell Myhre, Sejal Choksi-Chugh, Joseph Cobb, John Ambert, Katherine Cole, Peter Santillan

TAC Agency Representatives:

Jonathan Bishop-California Coastal Commission(CCC), Jordan Stout- National Oceanic and Atmospheric Administration(NOAA), Linda Scourtis-San Francisco Bay Conservation and Development Commission(BCDC), Doug Allen-CALFIRE, James Hosler-CALFIRE, Chris Beckwith-California State Lands Commission(SLC), Jennifer Lucchesi-California State Lands Commission(SLC), Uduak-Joe Ntuk-California Geologic Energy Management(CalGEM)

OSPR Participants:

Thomas M. Cullen, OSPR Administrator, Dr. Julie Yamamoto, Deputy Administrator, Dr. Steve Hampton, Deputy Administrator, Eric Milstein, Assistant Chief Counsel, Christine Kluge, Regulations Analyst, Ryan Todd, Attorney

Guests:

Yvonne Addassi, David Reinhard, David Bell, Jim Bradley, Alex Cheung, Christian Corbo, Nicole Gleason, Kathleen Jennings, Ted Mar, Greg McGowan, Janna Rinderneck, Renee Rose, Damon Williams, Martice Vasquez

1. INTRODUCTIONS

Captain Thomas Cullen, Jr, OSPR Administrator

2. APPROVAL OF MINUTES

Mr. Matt Rezvani, TAC Chairman

Quorum Present

October 24, 2019 Minutes – Matt Rezvani made a motion to accept. Tracy Van Houten seconded that motion.

Roll Call was taken: Matt Rezvani-AYE, John Berg-AYE, Peter Santillan-

ABSTAIN(Absent), Tracy Van Houten-Aye, John Ambert-ABSTAIN(Absent), James Farner-AYE, Joseph Cobb-AYE, Sejal Chocksi-Chugh-AYE, Janell Myhre-AYE, Lynn Korwatch-AYE, Katherine Cole-ABSTAIN(Absent).
Minutes Approved.

March 4, 2020 Minutes. Matt Rezvani made a motion to approve and Tracy Van Houten seconded.

Roll Call was taken: Matt Rezvani-AYE, John Berge-AYE, Sejal Choksi-Chugh-AYE, Joseph Cobb-AYE, Peter Santillan-AYE, Tracy Van Houten-AYE, John Ambert-AYE, Lynn Korwatch-AYE, Katherine Cole-ABSTAIN(Absent)
Minutes Approved.

3. OSPR UPDATE

Captain Thomas Cullen, Jr., OSPR Administrator

Administrator Thomas Cullen, Jr. offered a brief update of each branch of the Office of Spill Prevention and Response, touching on a few highlights. Further updates can be found in the report provided.

- With the Covid pandemic OSPR went into a full telework posture the week of March 16, 2020.
- A week later OSPR had to respond to a significant spill event that happened in Santa Maria when a tanker truck carrying 6,000 gallons of crude oil went off the road and into a river, fifteen miles upstream of a reservoir. The response went very well even though a minimal number of OSPR staff were deployed due to personnel safety concerns. No oil got further than two miles from the spill site with minimal wildlife impact.
- The pandemic has caused OSPR to re-evaluate its response in terms of identifying what essential activities need to be done on scene and what of those things can be done virtually.
- The pandemic caused the Governor to revise his original budget announced at the beginning of the year.
- The State Attorney General's office and the U.S. Department of Justice reached a settlement with Plains and negotiated the terms of a Consent Decree to resolve claims arising from the May 19, 2015 discharge of approximately 2,934 barrels of crude oil from Plains' Line 901, located near Refugio State Beach in Santa Barbara, California. The settlement requires Plains to pay \$22 million in natural resource damages, and \$24 million in penalties. Plains also paid all outstanding response and natural resource damage assessment costs. A total of one million and fifty thousand dollars (\$1,050,000) in penalties will be paid to CDFW-OSPR for Lempert-Keene penalties, plus another \$25,000 will be paid for violating Fish and Game Code 5650.
- As the OSPR Administrator, I issued our first ever Cease and Desist Order against Greka, HVI Cat Canyon, down in Santa Barbara. All five of their facilities were ordered to stop production until they could comply with our regulations, contingency plans and financial assurance. They are now in

compliance and have been released from that order.

- There was a call for 10,000 state employees to become trained contact tracers. OSPR offered up 14 names, and they are going through training for 6 to 9 month deployments.
- At the last TAC meeting, we talked about our budget crisis and going into a structural deficit within the next two years, and our need to look at increasing the per barrel fee. The decrease in the demand for oil has made that impossible. The state is working to help us sustain our program until such time that industry can recover, and then look at a more permanent fix.

4. OSPR and SLC Budget Updates and Discussion

Dr. Steve Hampton, Deputy Administrator

OSPR has two main funds; Fund 320 and Fund 321. Fund 320 is the OSPAF, the Oil Spill Prevention and Administration Fund, that is used to run our day to day operations. Fund 320 is funded by the six and a half cent per barrel fee on oil collected at the refinery door, and the non- tank vessel fee. Fund 320 also funds a significant part of State Lands Commission and a significant part of the Oiled Wildlife Care Network. Fund 321 is the Response Trust Fund, which currently has a balance of about \$52 million. It basically lives off its interest and we use it for emergency spill response.

OSPR is anticipating Fund 320 to go negative next spring, due to the drop in oil demand. With the extent that the gasoline demand recovers, the hit to revenue may not be as severe. However, OSPR does not think it will be solvent for the next fiscal year. A proposal of a loan of up to \$6 ½ million from Fund 321 to Fund 320 has been proposed as a contingency by the Department of Finance.

The Response Trust Fund, Fund 321, has a balance of \$52 million. The administration is borrowing \$30 million for the general fund and possibly \$ 6½ million on top of that for the OSPAF, Fund 320. This will leave about \$12 million in the Response Trust Fund.

5. AGENCY BRIEFINGS

California Coastal Commission – Jonathan Bishop

Commission staff attended the following meetings:

- Six Harbor Safety Committee (HSC) meetings.
- One Area Committee (AC) meeting.
- Staff participated in the online open house for the Refugio Oil Spill Restoration

Coastal Development Permits

- San Diego Airport fuel storage tank expansion
- Laguna Beach Diesel Spill Emergency Permit for the May 7th, 2020 incident

of 2,100 gallons of red dye diesel fuel that was released from a holding tank at Mission Hospital. The emergency permit authorizes emergency development consisting of removal of diesel fuel from the underlying groundwater table and excavation and removal of contaminated beach sand from Totuava Beach.

The California Coastal Commission was awarded an interagency grant from OSPR that has been extended for an additional 3-year term.

San Francisco Bay Conservation and Development Commission - Linda Scourtis:

- Staff attended San Francisco Harbor Safety Committee meetings from March through May.
- Two out of service cruise ships remain docked at the Port of Oakland, which in March also served as the disembarkation location for passengers of the quarantined Grand Princess.
- Draft EIR for the proposed ballpark at Howard Terminal continues to be under review by the Air Resources Board.
- The EIR/EIS for deepening the Baldwin Ship Channel in the Carquinez Strait was completed.
- BCDC staff has begun to update the Harbor Safety Plan to reflect 2019-2020 activities.
- BCDC staff attended Area Committee meetings in Oakland in February, May and one scheduled in August.
- BCDC permitting staff was approached to permit the construction of a bird habitat on the Berkley Pier, a project funded through the Cosco Busan settlement.

State Lands Commission - Jennifer Lucchesi

- Since March, State Lands Commission has been continually adapting to the Covid situation.
- 74% of our staff are teleworking.
- We have instituted modified inspection practices and procedures for our inspectors and engineers who are still inspecting marine oil terminals and oil and gas production facilities, monitoring transfers, and boarding vessels as part of the Commission's oil spill prevention and marine invasive species programs.
- Here is a brief update on our two major plugging and abandonment projects. There are over seventy wells associated with the Rincon Island operation. We continue to plug and abandon those deteriorating wells and made significant progress on that over the last couple of months. We continue to operate under our estimated budget on that. We have completed the plugging and abandonment on the island 35 out of the 50 wells and onshore we have completed 24 of the 25 wells.
- Platform Holly is a little bit of a different story. Exxon is primarily the company

that is doing a lot of the plugging and abandonment work in coordination with our onsite contractors. Because of the size of Platform Holly and the travel limitations for Exxon Mobile, we had to stop plugging and abandonment activities when the covid pandemic hit and Exxon instituted their pandemic response plan. The Commission continues to work with all the parties involved to figure out how to move forward and restart that plugging and abandonment work.

State Budget/Commission Budget/OSPAF

- Oil and gas production are down. The Oil Spill Prevention and Administration Fund (OSPAF) depends on fees that directly correlate to oil prices, meaning the fund will see significant cuts to revenue for the duration of this economic slowdown.
- The Marine Invasive Species Control Fund is also likely to see declining fee revenues with normal shipping disrupted. Staff estimate a six percent reduction to fees due to reduced vessel visits to California ports.
- The Commission is working closely with OSPR in reviewing the condition of the OSPAFA to identify and implement solutions moving forward to ensure fund viability.
- The Commission is developing a “zero-based” budget for the OSPAFA portion of the Commission’s larger budget in order to ensure they have “right-sized” their OSPAFA operational budget to its leanest and most efficient form.

2021-2025 Strategic Plan

The Commission has begun the process of developing its new five-year Strategic Plan. Public access, climate change and sea-level rise, environmental justice, tribal relations, sustainable economic development, and environmental protection are among the key issues the plan will cover.

State Lands Commission - Chris Beckwith:

Staffing

The Marine Environmental Protection Division is in the process of recruiting to fill five field staff positions and one Marine Safety Supervisor position.

Oil Transfer Monitoring Statistics

- Months of January, February and March of 2020, staff monitored an average of 27 percent of oil transfers (390 of 1,461 transfers) at marine oil terminals. Spills directly resulting from oil transfers during this time was zero.
- Staff conducted fourteen spot and annual inspections.

Regulations Update

- Staff are starting the process of updating several sets of regulations including Article 5 (operations) and Article 5.5. (pipelines).
- Want to add a section about Safety Management System Program, that we are going to be initiating soon. Very similar to marine terminal safety assessment, we are going to try to adopt that model. That would be an audit that would be done by the operator and then submitted to State Lands.

MOTEMS

- Engineering staff reviewed multiple MOTEMS audit reports, designs, drawings, and inspections related submittals from all 34 MOTs in California. Overall, MOTs in California continue to make substantial progress towards full MOTEMS.
- Commission engineers are working with the Port of Los Angeles and several MOT operators on major rebuild and rehabilitation projects in the port. There are seven projects in various stages of permitting and design.

Prevention First Symposium

Prevention First will be rescheduled due to the Covid-19 pandemic, and we are looking to a future date in the fall of 2021.

Safety and Oil Spill Prevention Audit Activities

- The Commission's Safety and Oil Spill Prevention Audit program is used to verify regulatory compliance and conformance with design, maintenance, spill prevention, and other safety management practices that are key safety elements in preventing accidents and spills for offshore oil and gas production facilities.
- Safety audit results continue to show a high level of commitment on the part of operators to comply with applicable regulations, codes, and standards, as well as vigilance for safety and spill prevention.

Pipeline Inspection Program

During the first quarter of 2020, Commission engineers witnessed hydrotesting of four Fiberspar mudlines from Platform Emmy; reviewed Platform Esther to shore pipeline corrosion coupon reports; reviewed Exxon Mobil's pipeline preservation reports for Platform Hermosa and Harmony.

Structural/Facility Engineering Projects

Commission engineers continue to review:

- Offshore platform structural inspection reports for Platforms Holly, Eva and Esther
- Rincon causeway pile thickness inspection reports
- Eva Amine unit removal project
- Ellwood Pier Gangway landing project

CALFIRE – Doug Allen:

Regulations:

- Assembly Bill 864 – stemmed from the Santa Barbara spill and is going through regulation process now. It requires pipeline operators to identify pipelines near geologically and environmentally sensitive sites, submit a risk analysis assessment evaluating spill volumes and dispersion that could impact those sites and propose the use of best available technology to reduce spill volumes that are subject to review and approval by the Office of the State Fire Marshal (OSFM). Operators will be required to retrofit existing pipelines with best available technology in a specified time frame. The draft regulation will be going to a fourth 15-day comment period with non-technical revisions required by the Office of Administrative Law (AOL).
- OSFM is continuing to prepare for the new regulation and anticipated workload associated the Best Available Technology (BAT) Program.
- OSFM completed the Annual Pipeline Operator Report (APOR) project on May 1, 2020. The APOR allows the operator to submit required reports to the OSFM through a secure web-based application. The APOR was designed to replace two annual pipeline reports and a manual update process by OSFM.

CALFIRE - Assistant Deputy Director James Hosler

COVID-19 Impacts

- OSFM cancelled the 2020 Hazardous Liquid Pipeline Safety Seminar that was scheduled for April 21, 2020.
- Staff have been assigned to either a partial or full telework schedule. Those on a partial telework schedule are asked to stagger their office days.
- Pipeline Safety Engineers are conducting some inspections remotely. We are continuing to monitor pipeline construction and anomaly repairs in person using mitigations to limit exposure.
- OSFM has reached out to hazardous liquid pipeline operators to identify the need for cloth face masks as part of the FEMA distribution to the transportation sector. As a result, approximately 1,000 cloth masks have been ordered for pipeline operator employees.

NOAA Emergency Response Division (ERD) Report- Jordan Stout

Current Operational Status:

- Like many other agencies, all travel has been cancelled. Emergency and mission critical travel may be approved on a case-by-case basis at the Deputy NOAA Administrator's level.
- Currently evaluating NOAA remote sensing assets to leverage on-scene support while minimizing on-scene staff.
- Focusing on aerial observations of oil in the open water to support trajectory modeling and assessing oiled shorelines to drive cleanup decisions.

Current Training Status

- In-person trainings, meetings, and gatherings have been cancelled or postponed for the remainder of the Federal fiscal year.
- Weekly "You Don't Know What You Don't Know" webinar lecture series featured for the spill response/spill community across the US. Held every Thursday from 1200-1300 hours (Pacific), 250-300 people typically log on.
- Evaluating ERD training content to host on-line now and in the future, including Shoreline Cleanup Assessment Technique, Science of Oil Spills, and Science of Chemical Releases.

Remote Sensing

NOAA ERD was recently funded to advance the use of Un-manned Aerial Systems during oil spills and disaster responses. Expected products include an operational guide for flights and data processing for efficient creation of ERMA-friendly products available for both response and NRDA personnel.

Sunken Oil Mats Response Guide

NOAA ERD completed a new response guide outlining the formation, behavior, detection, and recovery methods of Sunken Oil Mats.

Incorporating AI into disaster response

Data management lessons learned from recent hurricane responses to oil and hazmat releases have prompted NOAA ERD to begin using artificial intelligence to automate ESF- 109 target identification from high resolution, post disaster aerial imagery.

6. Inland Oil Production Issues and Risks during COVID-19 ***Uduak-Joe Ntuk, State Oil and Gas Supervisor, CalGEM***

California Geologic Energy Management (CalGEM)

- California Geologic Energy Management's (CalGEM), formerly known as the Division of Oil, Gas, and Geothermal Resources (DOGGR), mission is to protect public health and safety and environmental quality, including reduction and mitigation of greenhouse gas emissions associated with the development of hydrocarbon and geothermal resources in a manner that meets the energy needs of the state.
- It requires the State Oil and Gas Supervisor to coordinate with other state agencies and certain entities in furtherance of the goals of the California Global Warming Solutions Act of 2006.
- Made up of four Districts: Northern, Southern, Inland and Coastal.
- Consists of eleven programs: UIC, Well Stimulation, Idle Wells, Enforcement, PSU, Monitoring and Compliance, Pipeline and Facilities, Data Management, CEQA, GIS, and Underground Gas Storage.

Division utilizes permitting procedures, field surveillance and injection project reviews for:

- Overseeing drilling of oil, natural gas, and geothermal wells.
- Maintaining active well sites.
- Verifying plugging and abandonment procedures.
- Protecting the environment, groundwater, preventing pollution, and ensuring public safety.

Economic Outlook

- Global GDP expected to decrease
- Oil demand destruction
- Very low oil prices expected in 2020, and high prices expected in 2022
- Global investments expected to fall \$100 billion for 2020
- Oil price collapse, negative crude oil prices for the first time
- Industry layoffs, up to 200,000 jobs
- Hundreds of U.S. oil companies could go bankrupt

CalGEM issued a Covid-19 Pandemic Notice to Operators on May 1, 2020.

- Case by case basis
- A 60-day delay of fee payments and idle well management plans until July 1, 2020.
- CalGEM held virtual online meetings for public health rules and electronic reporting through WellSTAR.

CalGEM has successfully implemented telework with existing technology and constant support from the Enterprise Technology Service Division (ETSD). Engineers continue to perform inspections and witness testing in the field. The Operations segment continues to process Notices of Intent to operate on wells, Underground Injection Control applications are being evaluated and Aquifer Exemption

proposals are being reviewed. The Natural Resources Agency Mandate to go paperless is accelerating.

- CalGEM's operations continue with Districts operating near normal capacity, processing applications and facility inspections.
- Legislative mandated inspections are prioritized by the higher risk sites.
- Engineers are in the field daily and when deployed to witness a job, they are required to file a report on the operation.
- Permits issued have decreased between April and May.

7. Offshore Oil Storage in Tankers-

Lynn Korwatch, Executive Director of Marine Exchange of the San Francisco Bay Region:

In San Francisco, we are seeing tankers come in, wait for a berth, then discharge and leave. Tankers remaining at anchorage has not been a problem in northern California.

Ted Mar, Prevention Branch Chief, OSPR:

- OSPR has been monitoring the number of tank vessels in California and in the last few months there have been over 40 tankers per day. This last week we have seen that number drop into the 30's. In Southern CA, tankers move between anchorages. I think the actual numbers of tankers that are being used for storage is decreasing.

Matt Rezvani, TAC Chair:

- When the demand for oil goes down, pipelines are also used as storage. The cost of leasing tankers as storage facilities is cost prohibitive

James Hosler, Assistant Deputy Director, CALFIRE

- Currently in CA there are no pipelines being used for storage. CALFIRE's regulatory authority has not allowed that.

8. Legislative Update and Refugio Update

Christine Kluge, Regulations Analyst

REGULATIONS

Spill Management Team Certification

- Regulatory language complete
- Pending agency (CNRA) review
- No additional informal scoping meetings are anticipated
- Regulatory Timeline: Commencement of formal rulemaking process anticipated within next couple months. Submit final regulations to OAL by fall of 2020.

Non-tank Vessel Fee

OSPR intends to promulgate revisions to the regulations governing non-tank vessel fees. The proposal is to increase fees collected by non-tank vessel owners/operators by 15% to address the increased costs to administer a comprehensive non-tank vessel program and ensure best practices. This increase takes into consideration inflation that has occurred since the last fee increase in 2012.

- Non-tank vessel fees are collected at time of application for certificate of financial responsibility and every two years thereafter with the certificate renewal.

Non-Floating Oil

- A.B. 936 - Introduced by Assembly Member Rivas on 2/20/2019; approved by the Governor 10/12/2019
- Regulatory Timeline: Scoping sessions with interested stakeholders anticipated in fall of 2020.

Articulated Tug Barge

Revisions necessary to include specificity to the combinations of tanker and tank barge based on the mechanical connection system. OSPR hopes to commence rulemaking activity in 2021.

LEGISLATION

A.B. 3124 -Oil Spill Criminal Penalties & Financial Responsibility, Introduced by Assembly Member Limón on 2/21/2020, this bill would:

- Double criminal penalties for a spill and other violations to \$1 million
- Create an additional \$10,000 per gallon criminal penalty for each violation
- Double financial responsibility amounts for tank vessels from \$1 billion to \$2 billion
- Double financial responsibility for non-tank vessels from \$300 million to \$600 million

A.B. 2028- Bagley-Keene Open Meeting Act, Introduced by Assembly Member Aguiar-Curry on 1/30/2020, this bill would:

- Require all materials provided to a member of a state body by the staff of a state agency intended to be shared/discussed at an open and public meeting of a state body be included with the notice of the meeting.

9. Next TAC meeting

Matt Rezvani, TAC CHAIR

Next meeting – Thursday, November 5, 2020; 10 a.m. to 3:00 p.m.

Matt Rezvani: A motion to adjourn the meeting,

Lynn Korwatch: I so move

Tracy Van Houten: I second

Roll Call Taken: Matt Rezvani-Aye, John Berge-Aye, Tracy Van Houten-Aye, Lynn Korwatch-Aye, Joseph Cobb, Aye, Peter Santillan-Aye, James Farner-Aye, John Ambert-Aye, Katherine Cole-Aye, Janell Myhre-Aye, Sejal Choksi-Chugh-Aye
Unanimous Agreement

Meeting Adjourned: 1:56 p.m.

Department of Fish and Wildlife
Office of Spill Prevention and Response's
Report to the Technical Advisory Committee, November 5, 2020

Executive Branch

Verbal update provided by Administrator Cullen.

OSPR Law Enforcement Branch: March - May 2020 TAC Summary

Spill Response and Investigation: From June 2020 through October 2020, Wildlife Officers responded to, and investigated, over 320 oil spills throughout inland and coastal California. These incidents varied from abandoned vessels, pipeline discharges and truck accidents, to oil field surface expressions and tanker spills. The most significant or notable events included:

June / July:

20-2763: Oil Production Field Discharge. The Central Field Response Team (FRT) responded to a surface expression in the Cymric oil production field in McKittrick, Kern County. The incident threatened wildlife and waterways of the State. Wildlife Officers assisted CALGEM and Sentinel Peak LLC in responding to the incident and initiated cleanup operations. The FRT used wildlife hazing measures near the pooled oil and monitored the spill response efforts.

20-3227: Vehicle Accident. Wildlife Officers from the Central FRT responded to a vehicle and trailer accident that ended up in the Stanislaus River, near Deadman Creek, Tuolumne Co. Officers discovered and on-going emergency vehicle extraction and assisted with site safety. Once the scene was deemed safe, officers coordinated cleanup operations and assisted CHP, CalFire, the U.S. Forest Service with removing the pollutants from the water. After several days of clean up, all visible signs of debris and pollution was removed from the waterway.

20-3524: Sunken Vessel. The Southern FRT responded to a sunken vessel in Ventura Harbor, Ventura Co. Wildlife Officers and USCG personnel took immediate measures to secure the 45' commercial fishing vessel from being completely submerged. Their quick efforts at deploying pre-positioned absorbent and containment boom led to the containment of the diesel discharge and eventual raising of the vessel by the Harbor Patrol.

20-3630: On-going Petroleum Sheen. The Northern FRT responded to the report of a significant rainbow sheen near the Hyde Street Pier, San Francisco Co. Wildlife Officers assisted USCG personnel with the response and investigation to the incident. They discovered droplets of a petroleum-like product coming from below the pier. The droplets appeared to be weathered and were consistent with a similar incident reported several years ago. This is an on-going response and is believed to be tied potentially to an historic discharge of lube or heating oil.

20-3678: Vessel Fire. Southern FRT members responded to a significant vessel fire at the 32nd. St. Naval Station, San Diego Co. FRT members arrived at the Naval Station and learned that the vessel on fire was the USS Bonhomme Richard. This historic amphibious assault ship was in port for repairs when the fire started. The ship contained a large quantity of petroleum products and numerous response challenges. Due to the on-going threat, FRT members

maintained watch and were used as subject matter experts by the USCG. Within a few days, Naval and local firefighters extinguished the blaze, preventing a catastrophic oil spill.

August / September

20-4023: Sunken Vessel. Southern FRT members responded to a sunken vessel at the Island Yacht Anchorage in Wilmington, Los Angeles Co. Wildlife Officers arrived on-scene and discovered a 33' vessel partially submerged discharging red-dye diesel fuel to the water. Booms and absorbents were put in place to contain the spill and measures were taken to raise the vessel. After a multiple day response, a clean up contractor was able to remove over two hundred gallons of diesel from the salvaged vessel.

20-4113: Hazardous Waste Discharge. Northern FRT members were notified by local officials of a potential hazardous materials discharge (including waste oil) near the Carquinez Strait, Crockett, Contra Costa Co. FRT members assisted Contra Costa County with securing the scene and began an investigation on the ownership of 12 leaking drums at an abandoned industrial facility. Wildlife Officers monitored the eventual clean up and completed an investigation on what led to the abandonment of the waste. In addition, measures were taken to prevent contaminated soil and debris from reaching the Strait during high tide events.

20-5146: Marina and Vessel Fire. Northern FRT members responded to a fire at the Oxbow Harbor Marina, Isleton, Sacramento Co. Wildlife Officers arrived at the marina to find a section of the covered marina fully engulfed, with four large pleasure crafts on fire. The vessels all had a potential fuel capacity of 300 gallons each and averaged 45' in length. Wildlife Officers monitored the fire response and assisted with deployment of containment boom that was supplied to the response via an OSPR Grant Boom Trailer from the City of Pittsburg Fire Department. The fire resulted in a large sheen on the water's surface and a sustained and successful cleanup effort.

October

20-5669: Sunken Vessel. Southern FRT members received a report of a sunken pleasure craft just north of Channel Islands Harbor, Ventura Co. Wildlife Officers responded to the reported incident location and discovered a vessel grounded on the beach with 11 people on board. The vessel had a propulsion system failure and drifted into the waves and became stuck on the beach. Wildlife Officers and USCG personnel assisted the stranded tourists and were able to float the vessel at high tide with minimal release of petroleum products.

20-5688: Tanker Truck Accident. Central FRT members responded to a tanker truck accident near Bakersfield, Kern Co. Wildlife Officers and OSPS technical experts arrived on scene to find an overturned truck and trailer near an agricultural drainage canal. Measures were taken to prevent the trailer's hot tar cargo from flowing into the waterway and a cleanup contractor was dispatched to assist in response activities. The contractor removed the spill tar and created a berm to reduce the threat of further spillage during the salvage phase of the cleanup.

20-5770: Industrial Facility Diesel Spill. Central and Southern FRT members responded to a report of a diesel spill in an industrial area near Sylmar, Los Angeles Co. Wildlife Officers responded to the spill's location and found that approximately 300 gallons of red-dye diesel

was spilled from an agricultural warehouse and had entered the adjacent storm drain system. Clean up efforts removed the diesel, and an investigation is on-going.

20-5943: Tanker Truck Accident. A Wildlife Officer responded to tanker truck accident on Interstate 80, Richmond, Contra Costa Co. A motorcycle and tanker truck collided on the highway resulting in a significant fire that shut down Interstate 80 for several hours. The tanker was carrying approximately 8,000 gallons of petroleum products. The accident led to a release of diesel and firefighting foam. Both substances were contained within the storm drain system and to a small section of San Pablo Creek. No sheen or foam were found at the outfall of the creek into San Francisco Bay.

Personnel:

On November 1st, 2020, we welcomed 3 veteran Wildlife Officers to OSPR's Law Enforcement Branch. These officers are stationed in Los Angeles, Santa Maria, and on the OSPR' San Francisco Bay response vessel (PB Cabezon). All 3 have extensive law enforcement experience and are expert vessel operators and investigators. Although we filled these positions, we also had 2 veteran officers transfer out of our unit, leaving us with 4 statewide vacancies. These vacancies will be filled by transferring veteran officers in 2021.

TAC Update: Environmental Response Branch (ERB) November 2020

Readiness:

Recently Filled Positions:

Environmental Scientist Alice Nash for SFRT out of Los Alamitos

Vacancies:

Environmental Scientist for CFRT out of Bakersfield

Senior Environmental Scientist (Specialist) for NFRT out of Redding

Status Changes:

MST Ron Wooden out of West Sacramento and MST Marita Espiritu out of Fairfield have volunteered for COVID-19 Contact Tracing Program and are currently on standby.

ES Hailey Harrell temporarily displaced due to Glass Fire Incident.

Senior Environmental Scientist (Supervisor) Melissa Boggs out of San Luis Obispo will be retiring at the end of the year.

Preparedness:

Geographic Response Plans (GRPs):

OSPR Statewide Internal GRP Workgroup Meetings

Jun. 23, 2020

September 22, 2020

Current GRPs in progress:

Kern River June 2019 version - contact list and strategy sheets being updated.

Klamath River (Siskiyou, Humboldt, Del Norte Counties) – limited field work underway to identify strategy sites.

Lower Sacramento River (Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo, and Sacramento Counties) - limited field work underway to identify strategy sites.

Lower American River (Sacramento and Yolo Counties) – limited field work underway to identify strategy sites

Salinas River (Monterey and potentially San Luis Obispo County) - still working on

finalizing upstream boundary. Field reconnaissance and ground truthing will begin once boundary finalized.

Santa Ana River (San Bernardino, Riverside, and Orange Counties) - Lower Santa Ana River first draft complete and starting review process

Santa Margarita River (Riverside and San Diego Counties) - Nearing first draft completion

Area Contingency Plans (ACPs):

OSPR Statewide Internal ACP Workgroup Meetings

Jun 23, 2020

September 22, 2020

Sector San Francisco

ACP 1 Meeting held via audio call on September 17, 2020

ACP 2 meeting conducted by USCG/OSPR using MS Teams on August 11, 2020

ACP 3 Meeting held on July 9, 2020 and meeting scheduled for October 8, 2020 was cancelled due to minimal updates

NFRT ES's and CFRT ES currently working on ACP revisions for ACP1, ACP 2, ACP 3 (Sector SF) due 2022

Sector Los Angeles/Long Beach

ACP 4 and 5 Area Committee Meeting held on August 20, 2020 via Zoom Application

Sector San Diego

ACP 6 Area Committee Meeting held on September 1, 2020 via Zoom Application

SFRT completed Annual Updates to ACP 4 and 5

Shoreline Protection Table Workgroup Meetings

September 28, 2020

October 7, 2020

November 9, 2020

Risk-based assessments being developed.

Post-Refugio Incident Products Workgroup Meetings

No Meetings Scheduled through October

Statewide Area Committee Meeting

Next meeting planned for July 2021.

Sensitive Site Strategy Evaluation Program (SSSEP)

Workgroup Meeting

No Meetings Scheduled through October

State Parks Permit Follow-up – OSPR to continue SSSEP with individual State Park Districts being able to independently require permitting.

SSSEP Testing Since Mid-March. 2020

ACP 5

-115 Topanga Creek was tested on September. 4, 2020

5-350 Santa Ana River was tested on October 15, 2020

5-360 Lower Newport Bay was tested on October 19, 2020

5-250 Golden Shore Marine reserve was going to be tested on October 26, 2020 but postponed to November 5, 2020 due to wildfire smoke

5-330 Talbert Marsh will be tested on November 10, 2020

ACP 6

6-400 San Diego Bay Entrance was tested on October 27, 2020

Major Oil Spill Exercises:

Phillips 66 Virtual Tabletop Exercise on August 30, 2020
Foss Maritime Virtual Tabletop Exercise on September 9, 2020
BNSF Virtual Tabletop Exercise on October 14, 2020.
Aera San Ardo Virtual Tabletop Exercise August 18, 2020
Carbon California Virtual Tabletop Exercise August 19, 2020
OWCN Virtual Tabletop Exercise August 26, 2020
Sentinel Peak Resources Virtual Tabletop Exercise September 2, 2020
Tractide GUIE September 24, 2020
Exxon Los Flores Virtual Tabletop September 10, 2020
Beacon West Virtual Tabletop September 23, 2020
Torrance Logistics Corporation Virtual Tabletop Exercise October 5, 2020

Training:

Environmental Response to Oil Spills (EROS) Training Class

October 2020 training for inland northern California was cancelled due to COVID-19
EROS Workgroup Meeting on September 1, 2020. Workgroup Chair Lea Gibson has transferred out of OSPR.
Virtual EROS Training on Effects of Oil on Ecosystems was delivered on September 21, 2020.
Next Virtual EROS Training on Resources at Risk scheduled for November 17, 2020

Miscellaneous Training

All ERB (and some HQ) ESs continue limited field testing of SCATologue Application in their areas, as well as during small spills.
SFRT ESs participated in NRDA training August 12-13, 2020. NFRT NRDA training scheduled for November 5-6, 2020.

All in-person training postponed due to Covid-19 protocols; additional training opportunities through LEARN, OWCN, NOAA.
Native American Law Training on September 17, 2020
BNSF Railroad Emergency Response and Hazardous Materials Awareness training August 5, 2020 (ES Roy Kim)
Media training (some staff took on August 25 and some took on August 26, 2020)
Multiple ESs and Supervisors Attended RRT 9 webinar Oil Map: A Planning Tool for Remote Testing of Sensitive Site Strategies on August 19, 2020.
ERB Supervisors attended Implicit Bias Training on August 31, 2020

Selected Responses:

NFRT responded to the following:

20- 3676 NFRT responded to a sunken sailboat in Noyo Harbor, Fort Bragg. Warden opened fund to refloat the vessel, as location was outside USCG and USACE jurisdiction. The USEPA would not provide funds until local jurisdiction's funds were exhausted.
20-5146 NFRT responded to Oxbow Marina Incident, Isleton, where three vessels sunk due to explosion and subsequent structure fire. Apx. 300 gallons of gasoline, diesel, motor oil and other hazmat released to the water. OSPR boom trailer deployed. EUL

activities included recovery of an oiled dove that subsequently was determined to be invasive.

CFRT responded to the following:

20-4519 Aera Energy 747 12S: A valve on temporary piping was opened to verify it was not under pressure and it released approximately 40 gallons of crude oil. The crude oil was released as a spray which covered vegetation and a dry stream. Cleanup operations removed approximately 0.091 acres of vegetation (~60 Atriplex shrubs). No observed wildlife impacts. Signed off on August 26, 2020.

20-4579 Eocene Water Injection Line: CRC August 21, 2020. 14 bbls of produced water spilled from a pipeline into a dry unnamed tributary to the Santa Clara River. The produced water impacted a length of 0.67 miles.

20-4877 Berry Petroleum/Fellows: 1bbl produced water released to Buena Vista Creek. The produced water soaked into the soil and based on sample results no cleanup was recommended.

20-5060, 1122SX Drilling Mud Incident on September 10, 2020: Drilling operations resulted in a surface expression of 5 bbls of drilling mud. Site inspection and SCATatalogue survey completed; impacted small area of waterway. Chevron cleaned released drilling mud.

20-5195 Arroyo Simi Diesel Spill: 100 gallons of diesel from punctured fuel tank. Approximately one gallon entered Arroyo Simi Creek. Remediated.

20-5503 vehicle accident, 10 gallons gasoline released to storm drain on October 1, 2020. ES responded October 2 to verify fuel did not enter creek; vac truck removed fuel from storm drain and no evidence of sheen in creek.

SFRT responded to the following:

20-3732 - The US Navy Assault Ship, USS Bonhomme Richard caught on fire on Jul.12. Several ACP Sensitive Site Strategies were deployed or on standby in San Diego Bay. The fire was extinguished several days later and there was no release of fuel.

20-4394 – A pleasure craft in Marina Del Rey Harbor released diesel fuel through its pump impacting over 1 mile of marina shoreline. The release dissipated naturally with no noticeable impact to fish/wildlife.

Other

OSPR Incident Tracking Database Coordination Meeting on August 3, 2020

CFRT staff continuing to lead on Guadalupe Trustee Council and Torch Trustee Council. Overseeing restoration project implementation

Supplemental Environmental Incident Report/Toxicity Profile discussion and expectations meeting September 10, 2020.

ES Lindsey Saum assisting with planning for Technology Symposium, August 12, 2020 planning meeting.

Reviewed Exxon Mobile Final EIR for trucking oil from Santa Barbara channel platforms, August 7, 2020.

ESs (sUAS pilots and Visual Observers) participated in monthly sUAS Pilot Check In meetings.

Laboratory Response Unit Activities as of October 19, 2020

Sample Analysis

Performed petroleum confirmation, characterization, and fingerprint analysis for four ongoing cases in the third quarter of the year. Provided PAH analysis to support baseline data collection efforts for OSPR NRDA group. Conducted TPH and PAH analysis to support OWCN funded research project aimed to investigate oil removal strategies from frogs.

Research

Final exposures (top smelt exposed to Monterey formation crude oil) were conducted in collaboration with UC Davis for an ongoing research study looking at the relationship between PAH metabolites in fish bile and acute oil injury. The OSPR lab analyzed water from the fish exposures for TPH and PAHs. As with previous exposure conducted for this study, bile samples splits will be analyzed at the OSPR lab and the NOAA Montlake Laboratory in Seattle, WA, for PAH metabolites. The collaboration with the NOAA Montlake laboratory is part of an intercalibration and method validation exercise for the OPSR PAH metabolite analytical method.

Financial and Administrative Services Branch – November 2020

FASB continues to adjust to teleworking while ensuring we provide the necessary service and support to OSPR staff. Currently, the Branch is working with the Department of Finance (DOF) as we undergo our 4-year audit cycle. We are scheduling weekly meetings with DOF through Microsoft Teams and are in the final stretch as the audit is winding down. DOF expects to have a preliminary report completed and submitted to OSPR in December.

Beginning July 1, 2020, the State implemented a 9.23% salary reduction. While this resulted in a net loss for employees, many employees within the various bargaining units received a monthly health stipend of \$260. OSPR expects to see an overall salary savings resulting from this reduction, however DOF is currently in the process of finalizing the savings which will ultimately result in adjustments in the Department's budget.

Most recently, the FASB Administrative Section developed the Workplace Prevention Plan (WPP) for our headquarters and statewide locations. The WPP addresses COVID concerns at the workplace by establishing safe policies and practices as a guideline for employees working in or reporting periodically to the office.

FASB is also in the process of undergoing some organizational changes. Effective November 1, the Certification of Financial Responsibility (COFR) unit will move to the Preparedness Branch under Yvonne Addassi. The new COFR unit will consist of three analysts, one Management Services Technician and a new Staff Services Manager I (this position will be funded through existing vacancies). Additional FASB staffing changes include filling the Branch Chief position (Amir Sharifi, SSM II), the retirement of our lead HR analyst (Deborah Brenner, AGPA) and effective 11/1 our Administrative Officer (Jim Bradley, SSM I) position is vacant.

The multi-year modular facilities project at the Rancho Cordova laboratory is finally in the last stages of construction. Three modular buildings/trailers were recently decommissioned and removed from the property to improve employee safety.

Fleet management continues to provide some challenges. We are currently awaiting direction from the Department of General Services regarding the fleet reduction drill. FASB will need to justify the need for the vehicles in our pool and also identify vehicles for reduction.

Other staff changes throughout OSPR branches include the incoming transfers - Alejandro Penaloza (Long Beach Warden), Teri Hickey (Santa Maria Warden), Daryl Simmons (PV Cabezon Fairfield Warden); outgoing transfers - Lea Gibson (Environmental Scientist – Preparedness), Scott Murtha (Warden); retirements Dale Stultz (Senior Environmental Scientist – ERB).

TAC Update: Preparedness Branch June 2020

Drills and Exercises (updated through 10/31/20)

Department of Finance Audit

Since the end of August, Drills and Exercises (D&E) has been tasked with compiling and providing information to Department of Finance (DOF) staff to complete this year's OSPR audit. D&E has spent many hours gathering the 794 files and organizing the detailed information into 8 spreadsheets requested by DOF while maintaining preparedness standards during the COVID pandemic. This project is set to conclude on October 31st and will allow the team to continue to focus on peak drill season.

Virtual Drills

In light of the COVID-19 pandemic, OSPR Executive directed that OSPR staff will not participate in drills and exercises in person through at least the end of 2020. To maintain OSPR standards and regulatory mandates, the Drills and Exercises Unit (D&E) has collaborated with industry to coordinate remote and virtual exercises. Remote drills have occurred when plan holders assemble their spill management team in person, with OSPR evaluation and participation occurring through FaceTime, conference call, or direct calls. Virtual drills involve assembling the team over a digital conferencing platform like Microsoft Teams, Zoom, or Adobe Connect. Some drills have been a hybrid, with limited plan holder staff in person and the remaining drill participants attending virtually. Participation has ranged from a small group of initial responders, to over 100 participants from the plan holder, OSROs, and other agency staff. The drills have also varied in complexity from initial response, to development of an Incident Action Plan. The table below summarizes the virtual drills held from July through October.

Some plan holders were already utilizing a digital conferencing and/or document collaboration platform so transitioning to virtual exercises was relatively straightforward. However, other plan holders have had to rely on their external SMTs and contractors to train staff and facilitate the exercise. Virtual drills have provided an excellent opportunity to experiment with different technologies to more quickly and efficiently assemble oil spill responders, make decisions, and collaborate on documents. Primary lessons learned thus far focus on establishing clear processes for document approval and distribution and developing and maintaining a Situation Status Board.

Plan Holder:	Drill Type:	Platform:	# Participants
Synergy Oil and Gas	Marine Tier 1	Adobe Connect	16
Torrance Logistics Company	Marine Tier 1	Adobe Connect	135
Beacon West	Marine Tier 1	MS Teams	25
Beta Offshore	Marine Tier 1	MS Teams	20
Chevron Shipping	Marine Tier 1	MS Teams	40
Foss Maritime	Marine Tier 1	MS Teams	40
Freeport McMoRan	Marine Tier 1	MS Teams	0
Martinez Refining Co.	Marine Tier 1	MS Teams	50
Phillips 66 Richmond	Marine Tier 1	MS Teams	20
Vopak Corp(LA/LB)	Marine Tier 1	MS Teams	25
BNSF Railway	Inland Tier 1	MS Teams	145
Chevron Pipeline	Inland Tier 1	MS Teams	12
Kinder Morgan Chico	Inland Tier 1	MS Teams	20
Kinder Morgan Imperial	Inland Tier 1	MS Teams	20
Shell Sacto/Stockton	Inland Tier 1	MS Teams	0
Aera San Ardo	Inland Tier III	MS Teams	25
Macpherson Oil	Inland Tier III	MS Teams	25
Santa Maria Energy	Inland Tier III	MS Teams	0
Valero Benicia	Marine Tier 1	Webex	50
CA Resources-Ventura Coastal	Marine Tier 1	ZOOM	30
Exxon Mobil Las Flores	Marine Tier 1	ZOOM	30
CA Resources Bakersfield	Inland Tier III	ZOOM	50
CA Resources-Ventura Inland	Inland Tier III	ZOOM	20
Sentinel Peak Lompoc	Inland Tier III	ZOOM	20
Sentinel Peak LA	Inland Tier III	ZOOM	26

Total Drills Statewide 2020 (July – October 2020)

Statewide summary for 2020 oil spill contingency plan regulated drills and exercises during this period:

Total Drills: 106

Total Tabletop (all exercises attended remote or virtual): 57

Virtual TTX: 25

Remote TTX: 32

Total Equipment Deployment (remote): 33

Total Notification Only Drills: 16

Total Drills Southern California 2020 (July – October 2020)

Total Drills: 38

Total Tabletop (all exercises attended remote or virtual): 18

Virtual TTX: 6

Remote TTX: 12

Total Equipment Deployment (remote): 10

Notification Only Drills: 10

Total Drills Central California 2020 (July – October 2020)

Total Drills: 26

Total Tabletop (all exercises attended remote or virtual): 20

Virtual TTX: 10

Remote TTX: 10

Total Equipment Deployment (remote): 2

Notification Only Drills: 4

Total Drills Northern California 2020 (July – October 2020)

Total Drills: 42

Total Tabletop (all exercises attended remote or virtual): 19

Virtual TTX: 9

Remote TTX: 10

Total Equipment Deployment (remote): 21

Notification Only Drills: 2

Unannounced Drill Program

Unannounced OSRO Drills for July through September 2020

3 Total: 3 passed

Oil Spill Contingency Plans: 2020

Vessel Approved Plans: 1285 total Withdrawn plans: 1524

Total new approved plans for 2020: May-Oct - 39
Vessels Revisions: May - October - 1334
Vessel Resubmittal approvals: May- October - 27
Facilities: 13 New in 2020
Inland Plans: 84 total
 55 approved
 3 in review (3 new plans received January to October 2020)
 29 withdrawn
 2 denied

Geographic Response Plans (GRPs)

OSPR Statewide Internal GRP Workgroup

Meetings:

June 23, 2020
September 22, 2020
December 15, 2020

First Planning Cycle, 1-Year Contact Sheet Updates Completed:

Ballona Creek
Cajon Pass
Kern River

Current GRPs in progress:

Klamath River (Siskiyou, Humboldt, Del Norte Counties) – majority of field work complete; some additional site visits needed but limited by Covid-19 restrictions. Not allowed onto tribal lands during Covid-19; restrictions implemented by the local tribes.
Lower Sacramento River (Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo, and Sacramento Counties) – field work complete; working on document sections to get to a first draft GRP.

Lower American River (Sacramento and Yolo Counties) – field work on hold due to Covid-19 restrictions.

Salinas River (Monterey County) – Upstream boundary decided; Monterey County line where it meets San Luis Obispo County line. Field work on hold due to Covid-19 restrictions.

Santa Ana River

Lower Santa Ana River GRP (Orange and Riverside Counties) -First draft GRP reviewed by SFRT ES's. Edits will be completed and sent to Local GRP Subcommittee for review and comments in November.

Middle Santa Ana River GRP (Riverside County, includes Prado Basin) – Field work on hold due to Covid-19 restrictions.

Upper Santa Ana River GRP (San Bernardino and Riverside Counties) –Field work on hold due to Covid-19 restrictions.

Santa Margarita River (Riverside and San Diego Counties) - Field work complete; working on document sections to get to a first draft GRP.

OSPR Response Certifications and Planning Unit (RCPU)

The annual Environmental Response to Oil Spills (EROS) course that was scheduled to be held in Granite Bay, Ca on October 13-15, 2020, was postponed until 2021 due to COVID-19 constraints. OSPR and NOAA hosted an EROS webinar on the Effects of Oil on Ecosystems on 21 September 2020. A second EROS webinar on Resources at Risk is scheduled for 17 November 2020 at 1130 PST. [Link is here.](#)

OSPR's Training Coordinator, Lea Gibson has accepted a supervisor position with Cal Recycle. We are currently in the process of hiring a replacement. In the interim, training questions can be forwarded to David Reinhard (David.Reinhard@wildlife.ca.gov).

Marine Area Contingency Plans (ACPs) and Regional Contingency Plan (RCP):

OSPR field staff updated environmental sensitive sites via the Sensitive Site Strategy Evaluation Program (SSSEP) for the ACPs throughout 2019, and those sites were posted on OSPR's website on July 1, 2020. The SSSE Program was on hiatus due to COVID-19, but staff have resumed those drills while operating under state and federal safety guidelines. OSPR staff are currently updating the USCG Sector SF ACPs 1-3, and the revision is due in 2022. An OSPR Workgroup updated the economic sensitive sites language to be included in that 2022 revision. OSPR staff also have numerous internal workgroups to review and update other ACP-related content, including the shoreline protection tables, and drafting various statewide-applicable guidance documents, templates, and sample plans. All of the 6 Area Committee meetings have gone virtual and are returning to their typical meeting schedules following a hiatus due to COVID-19. The Regional Response Team (RRT) has begun conducting virtual meetings as well, with the most recent meeting on October 21. These meetings' information is posted on OSPR's webpage.

Spill Management Team Program

The regulations to implement the spill management team program are currently in rulemaking. The 45-day comment period was August 1 through September 14, 2020. The regulations team is currently responding to the public comments and is making adjustments and clarifications in the regulations in response to the comments received. The revised regulations will go out for a 15-day comment period in mid-November.

Due to the extended timeframe for OAL approval under the current telework status, we anticipate the regulations going into effect either April 1, or July 1, 2021.

Legal Branch

Refugio Incident:

Civil Enforcement: Settlement – The Consent Decree in the matter of the United States and People of the State of California *ex rel.* CDFW et al., v Plains All American Pipeline et al., [Civil Action No. 2:20-cv-02415 (C.D. Cal.) was entered by Court on 10/14/2020 [U.S. District Court for the Central District of California]]. The Consent Decree constitutes the Final Judgement of the Court in this matter.

The settlement requires Plains to pay over 22 million in natural resource damages; to pay 24 million in penalties; and to implement injunctive relief to improve Plains' nationwide pipeline system and modify operations to avoid conditions that caused the Line 901 spill. Plains also

paid all outstanding response and natural resource damage assessment costs. A total of one million and fifty thousand dollars (\$1,050,000) in penalties will be paid to CDFW-OSPR for Lempert-Keene penalties, plus another \$25,000 will be paid for violating Fish and Game Code 5650. The remainder of the penalties will be paid to PHMSA (14.5 million), EPA (5.925 million) and the State Water Quality Control Board (\$2,500,000). The Public comment period for the Consent Decree ended on May 20, 2020.

The settlement resolves Plains' violations of Pipeline Safety laws, the Clean Water Act, the State Porter-Cologne Act, the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act and Fish and Game Code and natural resource damages resulting from spill. Signatories to the Consent Decree include the following enforcement agencies: the California Department of Fish and Wildlife Office of Spill Prevention and Response, the Central Coast Regional Water Quality Control Board, the Office of the State Fire Marshall, the U.S. Environmental Protection Agency, the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration. Signatories also include the following state and federal trustee agencies: CDFW, the National Oceanic and Atmospheric Administration, the Department of the Interior, California Department of Parks and Recreation, the State Lands Commission, and the Regents of the University of California.

Natural Resource Damage Assessment - The Refugio Beach Oil Spill natural resource trustees plan to release the final Damage Assessment and Restoration Plan in the next couple of months. After the restoration plan is finalized, the Refugio Beach Oil Spill Trustee Council will begin the process of planning and implementing projects outlined in the plan.

Grove Incident:

On June 23, 2016, 1,067 barrels of crude oil was released from a crude oil pipeline owned by Crimson following a valve replacement operation and start up. A substantial amount of the crude entered the Prince Barranca in Ventura California.

A settlement was reached with Crimson and a Final Judgment was entered on August 3, 2020 incorporating the terms of the Stipulated Settlement.

The Judgment requires Crimson to pay \$600,000 in civil penalties to CDFW and the Ventura County DA. [\$425,000 to CDFW for Lempert-Keene penalties under GC 8670.66(a) for the negligent spill + \$25,000 for FGC 5650.1 penalties; \$150,000 to the Ventura County DA for Business and Professions Code Penalties under B&PC 17206.] Crimson also must pay investigative costs and \$20,000 for natural resource damages and is subject to a 5 Year Injunction requiring Crimson to improve its operations and oil spill preparedness.

CD Lyons (Crimson's Contractor) – Entered into a Settlement with CDFW and the Ventura County DA requiring CD Lyons to pay a total of \$300,000. [\$185,000 to CDFW consisting of \$175,000 in penalties and \$10,000 in remaining enforcement costs; and \$115,000 to the Ventura County DA for recoverable fees and costs.

HVI Cat Canyon Inc., fka Greka:

The civil trial against Greka occurred on the week of October 22, 2018 in Federal District Court in Los Angeles in response to a series of spills and incidents occurring at facilities in the Santa Maria area. The matter is with the court for a decision.

On July 25, 2019, HVI Cat Canyon Inc. filed for Chapter 11 bankruptcy. OSPR legal staff and the Attorney General's Office continue to monitor this bankruptcy action and file motions when applicable.

On January 17, 2020, the OSPR Administrator issued a Cease and Desist Order against HVI Cat Canyon Inc. for all their facilities in Santa Barbara and Orange Counties. HVI Cat Canyon, under the direction of the bankruptcy trustee, has been in compliance with the terms of the order.

While the situation is being finalized at this point, the Bankruptcy Court approved the sale of HVI Cat Canyon's assets to a two LLC's which are actually part of Five-Jab LLC, Magnolia, Texas.

Prevention Branch

Vessel Arrivals: 6104

Vessel Boardings: 151

Category 1 – 3 Risk Boardings: 05

Category 4 Risk Boardings/Monitorings: 02

Oil Transfer Notifications: 4079

Oil Transfer Monitorings: 56

Percent of Transfers Monitored: 1.37%

Facility C-Plan Verifications: 38

Marine Oil Spill Incidents: 582 Volume Spilled: 6016.81 gal

Inland Oil Spill Incidents: 481 Volume Spilled: 76368.5 gal

Update on the CCC Oil Spill Program's Activities

June 4, 2020 – November 5, 2020

A summary of the CCC Oil Spill Program's work activities since the last TAC meeting is provided below:

Meetings

Commission staff attended the following meetings via Zoom or Teams:

Four Harbor Safety Committee ("HSC") meetings: two Humboldt HSC meetings (7/16 and 9/17); one Port Hueneme HSC meeting (8/20); and one San Diego HSC meetings (7/29).

Updates to all Harbor Safety Plans are continuous and ongoing. Humboldt and Port Hueneme HSC's continue to work on the SB 414 emergency tug/tow capability reports. These reports will be incorporated into the HSP's. SB 414 reports and annual updates to HSP's will be sent to the OSPR Administrator.

The LA/LB HSC Tug Boat Workgroup studied the issues associated with how to best apply the Tank Vessel Escort Requirements for LA/LB harbors to articulated tug and barge units (ATB's). HSC approval of suggested language for new regulations is expected

Four Area Committee ("AC") meetings: one North Coast AC meetings (9/17); one Central Coast AC meetings (7/9); one LA/LB AC meeting (8/20); and one SD AC meeting (9/1).

CCC OS Program staff has been working on updates to the LA/LB Area Contingency Plan and is currently signed up for working subgroups engaged in stakeholder engagement and outreach as well as the offshore workgroup looking at issues surrounding offshore pipelines and platforms (e.g. WCD's and OSRP updates).

Regional Response Team Region IX (RRT 9): Quarterly Meeting, (July 14th – 15th).

ExxonMobil Oil Spill Response Plan (OSRP) Update. The Coastal Commission reviews the OSRPs for some offshore platforms through its Federal Consistency review process. CCC OS program staff has been working with BSEE, OSPR, and the USCG on the ExxonMobil OSRP update.

Refugio Draft Damage Assessment and Restoration Plan. CCC OS Program and Federal Consistency staff have been working with OSPR (NRDA program) and other stakeholders on the funding and implementation of restoration projects identified in the Damage Assessment and Restoration Plan.

New Legislation/Regulations.

AB 1197 (Limon) Spill Management Teams (SMT's) – This bill regulates Spill Management Teams. CCC OS program staff is tracking this bill.

AB 864 New or Replacement Pipelines Near Environmentally Sensitive Areas in the Coastal Zone. CCC OS program staff is tracking this bill. Effective 10/1/20.

Emergency/Follow-up Coastal Development Permits.

Mission Hospital Laguna Beach Diesel Spill (G-9-20-0032 and 9-20-0588). On May 7th, 2020, approximately 2,100 gallons of red dye diesel fuel was released from a holding tank at Mission Hospital in Laguna Beach. The diesel entered the nearby storm drain, migrated under Pacific Coast Highway, and ultimately discharged onto the sand at the base of the bluff at Totuava Beach. Based on the initial site assessment using hand auger borings, high concentrations of TPH, VOCs, and SVOCs were detected in the near surface sand and soils at depths up to 4 feet below grade. The depth to first water varied depending on tidal influx at the site. Red-diesel fuel was observed on the groundwater surface within an area of approximately 33 feet by 38 feet on the beach.

The first phase of the cleanup (led by OSPR) included pressure washing the street surfaces and flushing the storm drain system. Phase two included recovery of all visible diesel fuel from the sand surface and removal of heavily impacted sand from the beach using hand tools. An electrical drum pump was used to collect all visible free-standing diesel fuel from the groundwater surface. The initial emergency response actions on May 8th and 9th recovered approximately 600-700 gallons of free-standing liquid diesel and approximately 4 cubic yards of contaminated beach sand. The remaining diesel fuel penetrated the surrounding sand and ponded in the groundwater underlying the project area.

An Emergency Coastal Development Permit (ECDP) was issued and authorized emergency development, consisting of removal of diesel fuel from the underlying groundwater table and excavation and removal of contaminated beach sand from Totuava Beach. Each morning a landing craft offloaded all needed equipment onto the beach and remained moored offshore for the day. Excavators removed the roughly 4-foot top layer of sand to expose groundwater in the contamination zone. All free product and surface sheen was collected by way of pump skimming in combination with the use of absorbent pads and booms. After the diesel was removed, the contaminated sand was excavated and loaded directly into super sacks for transport to an offsite disposal facility. Soil and water samples were taken at regular intervals during the project to ensure that all of the contamination was removed. The removed sand (approx. 337 cubic yards) was replaced with clean sand of similar composition and characteristics (e.g., quantity, grain size, color, etc.) as the native beach sand. Emergency cleanup and restoration of the beach continued through July 2020. The Applicant has since applied for a requisite follow up CDP (9-20-0588) in order to formalize completion of the cleanup and restoration.

San Francisco Bay Conservation and Development Commission Activity Report

375 Beale Street, Suite 510
San Francisco, California 94105
Linda Scourtis
Direct: 415.352-3644 Email: linda.scourtis@bcdcc.ca.gov

The following report covers the activities of the San Francisco Bay Conservation and Development Commission (BCDC) Oil Spill Prevention Program June – October 2020.

SF Harbor Safety Committee

BCDC participated in the June - October 2020 HSC meetings. No meeting was held in August. The next remote meeting is scheduled November 12.

BCDC worked with the Harbor Safety Committee to update the Harbor Safety Plan to reflect 2019-2020 activities.

Following months of tanker vessels holding offshore, the committee was advised that the oil storage problem is resolving and vessels have been allowed to come into port due to increased oil demand from driving and airlines.

In September, the Dredge Issues Work Group initiated regular monthly meetings to consistently review channel status through condition reports. BCDC spill staff attends these meetings.

The City of Oakland plans to release the Draft EIR for the proposed ballpark at the Oakland Estuary in January 2021, for which the Harbor Safety Committee will submit comments as will BCDC. USACE has begun a three-year feasibility study for widening and deepening the Oakland turning basins.

Area Contingency Planning.

BCDC spill staff attended the virtual August 2020 Area Committee meeting. The next meeting is scheduled November 10.

BCDC Enforcement staff continue to participate in the USCG Abandoned Vessels working group as well as the Richardson's Bay Regional Authority and City of Sausalito efforts to improve navigational and open waterways. BCDC was recently invited by SLC to submit an application for marine debris removal funds to abate the Tug Polaris, located in Crockett. Enforcement staff will work with other agencies to provide in-kind services to match grant funds and

development of an educational element about the benefits of marine debris removal, potentially using the Tug Polaris as a cornerstone.

Response and Related Activities

Staff has joined an interagency team focused on an ongoing seep discovered near the Hyde Street Pier in San Francisco. As the owner of the property, the Port of San Francisco is working with USCG, USEPA, OSPR and the Regional Water Board to contain and remove the leaking product and in studying the chemical composition of the product itself. Investigation measures that will include soil borings will soon be conducted to trace the source. A similar situation occurred more than ten years ago was identified as originating from an abandoned Mobil facility. Exxon Mobil paid the costs of the cleanup that was approved by the Regional Water Board, and is cooperating with the effort to locate the source of the current leak. Remediation efforts are anticipated to require a permit from BCDC.

California State Lands Commission

Oil Spill Technical Advisory Committee Report November 5, 2020

State Lands Commission staff have continued to adapt to the situation presented by the COVID-19 pandemic. The changes made are based on guidance from the Governor and his administration, including the California Natural Resources Agency and California Government Operations Agency (GovOPS). The majority of our staff continue to telework. We continue to implement modified inspection practices and procedures for our inspectors and engineers who are still inspecting marine oil terminals and oil and gas production facilities, monitoring transfers, and boarding vessels as part of the Commission's oil spill prevention and marine invasive species programs. These modified practices and procedures center around physical distancing, dispatching remotely, continuing data collection from the field, and digital paperwork while maintaining core inspection and monitoring activities.

State Budget/Commission Budget/OSPAP

The Legislature passed a 2020-21 state budget on June 15th that builds on the Governor's framework announced in the May Revise but delays what are known as "trigger cuts," which are \$14 billion in cuts that would occur if the federal government does not provide financial aid. Later amendments to the budget bill are expected in the coming weeks and months in response to ongoing negotiations between the Governor and Legislature. The 2020-21 state budget approved all of the Commission's Fiscal Year 2020-21 proposals as re-submitted for the May Revise, including funding for increased lease costs, administrative staffing, operations and maintenance at the Bolsa Chica wetlands, and environmental review for the Rincon Island and Platform Holly decommissioning projects, though the appropriation for Platform Holly is deferred to Fiscal Year 2021-22. The 2020-21 budget also borrows \$49 million from the Commission's School Land Bank Fund—bifurcated into two loans. One is a \$17 million loan to the California Earthquake Safety Fund. The other is a \$32 million loan to the General Fund. The repayment date has not been set, but accrued interest will be paid out of the Pooled Money Investment Account when the funds transfer back to the School Land Bank Fund.

Commission staff is working closely with OSPR in reviewing the condition of the OSPAP to identify and implement solutions moving forward to ensure fund viability. Tight budget restrictions have been put in place including limiting non-essential travel, overtime, and training and essential travel, overtime and training must be directly authorized by the Executive Office. Furthermore, the Commission is developing a "zero-base" budget for the OSPAP portion of the

Commission's larger budget in order to ensure we have "right-sized" our OSPAF operational budget to its leanest and most efficient form.

2021-2025 Strategic Plan

The Commission continues its efforts to develop a new five-year Strategic Plan. The Commission recognizes that our tribal partners and stakeholders may have limited resources and capacity and are working through overlapping challenges due to COVID-19, the resulting economic crisis, and the State's unprecedented number of wildfires. The original timeline for the development of the Strategic Plan set a target for releasing a public draft at the Commission's October public meeting. These challenges have impacted our engagement and outreach efforts and our original timeline. To ensure that we are responsive and inclusive of the input and comments from our engagement efforts, we delayed the release of our draft Strategic Plan. We will continue to incorporate the input, ideas, and comments from the stakeholder and tribal engagement and public meetings and comments into a draft Strategic Plan that will be presented at a future Commission meeting. The most recent update about the Strategic Plan can be found at this link [HERE](#).

Staffing

The Commission's Marine Environmental Protection Division filled five (5) field staff positions and one (1) Marine Safety Supervisor position. These have been categorized as essential positions and are vital to our prevention program and maintaining our presence in the field for the protection of the public health, safety, and the environment.

Oil Transfer Monitoring Statistics

For the months of June, July and August of 2020, staff monitored an average of 19 percent of oil transfers (214 of 1,119 transfers) conducted at marine oil terminals (MOTs) in California. This represents a decrease from 2019, during which 27% of oil transfer were monitored. The decline is due to both the impacts of COVID (shifting to make sure the highest priority transfer operations are inspected) on our monitoring as well as a shortage of personnel in both field offices. We have seen this further demonstrated over the last couple of months where we see there has been a decrease in percentages monitored from month to month declining from 23% in June, 19% in July and 16% for August. Spills directly resulting from oil transfers during this time was two (2) which resulted in 6 gallons of oil spilled into the water. In the same time frame, staff conducted 14 spot and annual inspections.

Regulations Update

Staff has started the process of updating several sets of regulations including Article 5 (operations) and Article 5.5 (pipelines).

Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)

Engineering staff reviewed multiple MOTEMS audit reports, designs, drawings and inspections related submittals from all 34 MOTs in California. Overall, MOTs in California continue to make substantial progress towards full MOTEMS compliance. Staff also worked on our MOTEMS documents digitization project and defined the necessary processes for concise and accurate digitization of historical engineering physical and digital records.

Commission engineers are also working with the Port of Los Angeles and several MOT operators on major rebuild and rehabilitation projects in the port. There are approximately 7 projects in various stages of permitting and design.

Prevention First Symposium

Prevention First is rescheduled due to the COVID-19 pandemic. The Commission is working with the venue and other stakeholders to set a future date for Fall 2021.

Platform/Island Safety Inspection Program

Inspectors continue to implement the Commission's monthly inspection program of offshore platforms and islands and onshore drilling and production facilities. The facilities inspected comprise four offshore platforms, five manmade islands, and their related offshore pipelines, and includes onshore coastal petroleum production facilities. Each facility is inspected monthly, and the inspections involve comprehensive equipment testing of all facility pollution prevention and safety alarm, control, and shutdown devices to ensure functionality, accuracy, and reliability. On average, over 2,900 individual items are inspected monthly. Although the wells on Rincon Island and Platform Holly are shut down and in the process of being abandoned (cleaned out and cemented to mudline), monthly inspection of life safety and pollution prevention systems on all in-service equipment continues.

Safety and Oil Spill Prevention Audit Activities

The Commission's Safety and Oil Spill Prevention Audit program is used to verify regulatory compliance and conformance with design, maintenance, spill prevention, and other safety management practices that are key safety elements in preventing accidents and spills for the offshore oil and gas production industry.

The safety audit of CRC Platform Emmy and the Huntington Beach drilling, production, and processing area began in August 2019. Fieldwork for the Safety Audit began on Platform Emmy has been suspended due to COVID-19 physical

distancing measures but is 90 percent complete. Review of Piping and Instrumentation Diagrams (P&ID's) for the platform is complete. The team continues to audit of the onshore production area and has completed ground-truthing the facility P&ID's and field inspection of the facility processing and safety equipment, as well as review of CRC's Safety Manual, Safe Work Practices, Platform Emmy Operating Procedures, Platform Emmy Operations Emergency Planning Manual, and history and inspection records for tanks, vessels, and PSVs. The electrical contractor has completed the electrical audit of Platform Emmy and submitted findings for incorporation into the action item matrix. The team is currently finalizing the action item matrix and report documentation for completed sections of the safety audit. In general, safety audit results continue to show a high level of commitment on the part of these operators to comply with applicable regulations, codes, and standards, as well as vigilance for safety and spill prevention.

Pipeline Inspection Program

Commission engineers enforce strict pipeline safety regulations that include annual inspections of the eleven oil and gas pipelines from the State's four offshore Platforms, and bi-annual inspections of the twenty-four pipelines from Federal OCS Platforms that traverse through State waters to shore. During the second and third quarter of 2020 Commission engineers completed the following:

- Witnessed the hydrotesting of the two high and low pressure gas pipelines from Platform Emmy to Shore. Completed review of the tests and calculations of the data indicated the tests 'passed'.
- Reviewed the corrosion coupon reports for Platform Eva to shore pipelines.
- Reviewed and approved hydrotest procedures for the Platform Holly to shore oil and gas pipelines. Also, staff witnessed the hydrotests of the Platform Holly oil, gas, and utility pipelines.
- Reviewed the pipeline preservation reports for ExxonMobil for platforms Hermosa and Harmony including corrosion coupons, residual corrosion chemical indices.

Structural/Facility Engineering Projects

Commission engineers continue to review and evaluate the structural adequacy for all platforms, causeways, and piers associated with the State offshore oil operations. Our engineers have reviewed the offshore platform structural inspection reports for Platforms Holly, Eva and Esther. In addition, Commission engineers reviewed the Ellwood Pier gangway structural modification work, including structural calculations and drawings; Ellwood Pier above water and below water survey for compliance / conformance with maintenance and safety requirements per API RP 2A and ASCE standards;

removal of Amine unit and Gas Odorant skid from platform Eva; installation of makeup gas compressor and Conex containers on Platform Esther; and Platform Holly jacket cleaning.

Rincon Well Abandonment Project

Driltek, the Commission's contractor, continues to make progress in abandoning the wells at the former Rincon leases. On the island, 45 of the 50 wells have been plugged. Onshore, 24 of the 25 wells have been abandoned, the wellheads and concrete well cellars have been removed, and the surface area has been graded. Total project costs are estimated at \$37.2 million, which is \$4.4 million, or 10.6 percent, below initial estimates. Altogether, 69 of 75, or 92 percent, of the State well abandonments are complete and project completion is expected by June 2021.

Platform Holly Abandonment Project

In late August, the Commission and the City of Goleta hosted a virtual town hall to update the community, policymakers, and others about the status of the Platform Holly and Piers 421 decommissioning projects. The meeting was well attended and is a continuation of the Commission's outreach on these issues of local and statewide concern. ExxonMobil is currently developing an engineering plan to decommission the oil piers, which staff expect to have by the end of this year. The Platform Holly work remains paused because of the COVID-19 pandemic protocols. The platform's space limitations make physical distancing impractical. Staff continues to maintain and monitor the Platform and onshore facilities to ensure public health and safety.

OSPR TAC
NOAA Emergency Response Division (ERD) briefing
04-NOV-2020

NOAA-supported Incidents for Federal FY20

September 30th marked the end of the Federal FY2020 and it one of our busiest years on record, despite COVID restrictions. Of the 200 incidents supported, 166 involved oil, 7 involved chemicals, and 27 involved other stuff (e.g. hurricanes, whale carcasses, marine debris, and unknown materials). It was also a busy year for international support including:

Norilsk Nickel plant spill, Russia •	Kamchatka mystery spill, Russia
Brazil mystery spill •	FSO Safer, Yemen
PetroEcuador pipeline spill •	FSO Nabarima, Venezuela
M/V Wakashio, Mauritius	

Current Operational Status

ERD continues to provide remote incident support as usual, though routine travel remains suspended through at least January 31, 2021.

Mission essential/critical travel requires risk assessment & pre-approval, which may take 2+ business days before upper-level authorization

Local field site visits require risk assessment & pre-approval, but may be quicker
Field office “re-integration” guidance has only just been released

Current Training Status

We remain available to provide information & training as needed, but are currently limited to remote training situations:

- The popular “You Don’t Know What You Don’t Know” webinar lecture series continues on the third Thursday of every month at 1200 hrs (Pacific)

Information at: <https://response.restoration.noaa.gov/lecture-series>

Webinar at: <https://noaaorr.adobeconnect.com/orrlectureseries/>

- Several multi-day training courses are going virtual for the time being
 - First vSOCR (Science of Chemical Releases) was held in August
 - First vSCAT (Shoreline Cleanup Assessment Technique) will be held in November
 - First vSOS (Science of Oil Spills) not yet scheduled

NOAA spill tools

Next Generation ESI Workshop – NOAA and our contractors have been creating

Environmental Sensitivity Index (ESI) maps since the 1980s to describe & rank shoreline types by oil spill sensitivity and to pre-identify sensitive resources at risk and associated seasonality. Over the years, ESIs have evolved from hardcopy atlases to digital data, but production costs remain high. Judd Muskat presented at the first of four webinar sessions and several OSPR staff have been joining roughly 70 other federal & state participants from across the country to discuss how best to provide useful products in times of tight budgets.

Some NOAA spill tools have recently migrated to on-line user interfaces:

SoCal TAP – Trajectory Analysis Planners (TAPs) are an oil spill planning tool that provide statistically-derived spill trajectory outputs in specific areas, based on historic wind & current conditions. They allow answers to questions like “If a spill occurred at location X in winter, which shorelines are likely to be impacted?” or “How long is likely to take before impacts occur?” The Southern California TAP is the latest to be created (funded by BSEE) and is now available to run on-line: <https://tap-stage.orr.noaa.gov>

WebCAFÉ – NOAA’s Chemical Aquatic Fate & Effects database is an aquatic toxicity application. It has been downloadable (<https://response.restoration.noaa.gov>) for several years, but is now available to run on-line: <https://cafe.orr.noaa.gov/>

- **NOAA hurricane data tools that may have utility for oil spills and other disaster types:**
Semi-automated identification of pollution targets (e.g. sunken/grounded/displaced vessels, vehicles, and orphan HazMat containers) in the marine environment from NOAA post-storm high-resolution aerial imagery.
GIS-friendly electronic data forms (using ESRI Collector application) for more efficient mapping of multiple targets of interest by field teams, such as: disaster pollution targets, SCAT surveys, wildlife operations, etc.
Customizable ERMA Dashboards to quickly summarize multiple point data in different ways for situation displays. Our office has developed example dashboards displaying NOAA offices/personnel & county COVID case data as well as incident-specific dashboards for hurricane impacted vessels (see Hurricane Zeta example below). For spills, dashboards could display data like collected oiled wildlife, deployed boom status, etc. OSPR GIS staff are currently learning about ERMA dashboards.

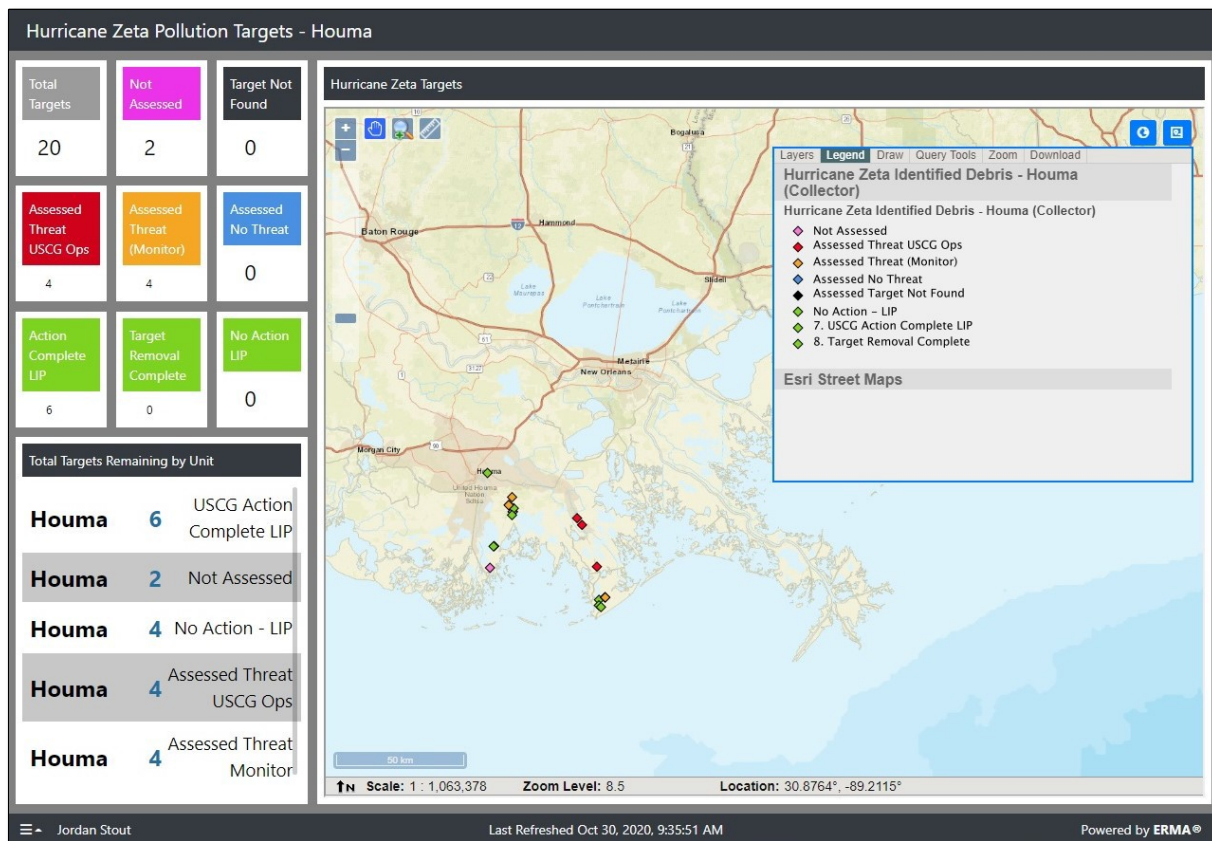


Figure. ERMA Dashboard from 30-OCT-2020 displaying vessel pollution status from Hurricane Zeta, collected by USCG field teams using a Collector App. Numeric data can be displayed in different ways including pie, line, and bar charts. Here vessel assessment status is tracked on colored panels: Grey – Total targets, Pink – Not Assessed, Red – Assessed Threat USCG Ops, Yellow – Assessed Threat (Monitor), Green (left) – Action Complete LIP [left in place].

OSPR REGULATIONS & LEGISLATIVE UPDATE

(as of November 2, 2020)

To be added to the distribution list to receive notification of regulation workshop information, proposed regulations and hearing notices, visit OSPR's [Laws and Regulations web page](#).

REGULATIONS

[Spill Management Team Certification](#)

Revisions being made to proposed text after consideration of public comments received during 45-day comment period.

Additional 15-day public comment period anticipated to commence in November.

Contacts:

Yvonne Addassi, Chief of Preparedness, (916) 375-4013 or Yvonne.Addassi@wildlife.ca.gov

Dr. Rachel Fabian, (916) 375-4321 or Rachel.Fabian@wildlife.ca.gov

Questions regarding the regulatory process, Christine Kluge, (916) 375-4676 or Christine.Kluge@wildlife.ca.gov

Non-tank Vessel Fee

OSPR to promulgate revisions to the regulations governing non-tank vessel fees. Proposed fee increase of approximately 15% to address the increased costs to administer a comprehensive non-tank vessel program and ensure best practices and takes into consideration inflation that has occurred since the last fee increase in 2012.

Proposed clarification of tonnage, using the international measurement unless a vessel does not have one, in which case the domestic tonnage will be used.

Regulatory Timeline: Commencement of formal rulemaking process anticipated within next couple months.

Non-Floating Oil

[A.B. 936](#) - Introduced by Assembly Member Rivas on 2/20/2019; approved by the Governor 10/12/2019

Rulemaking documents being developed.

Regulatory Timeline: Pre-rulemaking activity with interested stakeholders anticipated by spring 2021.

Articulated Tug Barge

Revisions necessary to include specificity to the combinations of tanker and tank barge based on the mechanical connection system.

Revisions would allow articulated tug barges to operate as tank vessels for the purposes of tug escort assistance into LA/LB Harbor.

Regulatory Timeline: OSPR plans to commence rulemaking activity in 2021.

OSPR REGULATIONS & LEGISLATIVE UPDATE

(as of November 2, 2020)

Other Initiatives

OSPR will be promulgating adjustments to the reasonable worst-case spill volume levels (RWCS) for inland production facilities, and associated adjustments in tier criteria. This will involve revisions to a number of regulations - contingency plans, financial responsibility, drills and exercises, spill management teams.

For inland production facilities, the new RWCS calculation will more closely resemble the volume of spills documented since OSPR's expansion to statewide. This adjustment was deemed necessary after comparing the current RWCS volume levels with the largest inland spills over the last five years and a finding that the current RWCS volume levels did not adequately cover actual spill sizes. Over fifty spills exceeded RWCS volumes.

The RWCS volume calculation for inland production facilities is currently 10% of the daily volume of the highest producing well. The new proposal will be 50% of the storage capacity of the largest storage tank, or using a formula based on the existence of gathering lines within a quarter mile of state waters if there is no storage tank within a quarter mile of waters of the state.

Drill and SMT tier assignments for all plan-holders will be modified. In general, all plan holders will either stay in the same tier or fall to a lower tier with fewer regulatory obligations. The exception will be large inland producers who will have a higher RWCS based on the new storage tank-based calculation. However, producers near non-perennial waters (e.g. intermittent or ephemeral waters, or dry washes) will remain in Tier III, the lowest tier.

Regulatory Timeline: OSPR plans to commence rulemaking activity in 2021, though this may proceed in two steps

LEGISLATION

[A.B. 3214](#) – *Oil Spill Criminal Penalties*

Introduced by Assembly Member Limón on 2/21/2020; approved by the Governor 9/24/2020:

Amends Government Code section 8670.64 to increase criminal penalties.

Doubles criminal penalties to between \$10,000 to \$1 million for a spill, or other violations such as failing to cleanup, failing to follow directives, failing to report a disabled vessel.

Doubles criminal penalties to between \$5,000 to \$500,000 for other violations such as failing to report to OES, providing false information to OES, operating without a contingency plan, not following provisions of contingency plan.

Doubles criminal penalty for second or subsequent violations.

Creates an additional fine of up to \$1,000 per gallon spilled in excess of 1,000 gallons.

Proposed financial responsibility amendments were dropped from the final bill.

OSPR REGULATIONS & LEGISLATIVE UPDATE

(as of November 2, 2020)

[A.B. 2028](#) – *Bagley-Keene Open Meeting Act*

Introduced by Assembly Member Aguiar-Curry on 1/30/2020, this bill would:

- Require all materials provided to a member of a state body by the staff of a state agency intended to be shared/discussed at an open and public meeting of a state body be included with the notice of the meeting and available on internet 10 days in advance of the meeting.

Status: Ordered inactive 9/1/2020.