



**OIL SPILL PREVENTION AND RESPONSE
TECHNICAL ADVISORY COMMITTEE (TAC)**

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



*Meeting of
Thursday, January 17, 2019
10:00 a.m. to 3:00 p.m.*

*Coast Guard Station, Sector San Diego
2710 N. Harbor Drive
San Diego, CA 92101*

MINUTES

Attendance:

<i>TAC members</i>	<i>Agency Representatives</i>	<i>OSPR Participants</i>	<i>Guests</i>
Matt Rezvani (Chairman)	Alin Podoreanu, CAL Fire (by phone)	Thomas M. Cullen, Jr. (by phone)	Kristin Driscoll, U.S.C.G.
John Berge (Vice Chair)	Jonathan Bishop, CCC	Julie Yamamoto	
Katherine Cole		Steve Hampton	
Lynn Korwatch		Eric Milstein	
Joseph Cobb (by phone)			
Tracy Van Houten			
Janell Myhre			

1. INTRODUCTIONS
OSPR Administrator

Captain Thomas Cullen, Jr.,

3. SELECTION OF TAC CHAIR

The members present constitute a quorum, as stated by Eric Milstein.
TAC member Lynn Korwatch nominated Matt Rezvani as TAC Chairman and John Berge as Vice Chair.
TAC Member Tracy Van Houten seconded the nomination.
Aye vote was Unanimous.

TAC Chairman, Matt Rezvani
TAC Vice Chair, John Berge

4. APPROVAL OF MINUTES

Mr. Matt Rezvani, TAC Chairman

October 3, 2018 Minutes – A motion to accept the minutes was made and seconded. The minutes were unanimously approved.

5. OSPR UPDATE
(report provided)
Administrator

Captain Thomas Cullen, Jr., OSPR Administrator
Dr. Julie Yamamoto, OSPR Assistant Deputy

Dr. Steve Hampton, OSPR Assistant Deputy

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.

- OSPR saw the retirement of Lt. Hector Orozco from the northern field office after nearly 30 years of service. The Southern/Central Patrol has been filled with Captain Joseph Mello.
- OSPR Headquarters saw the retirement of Randy Imai, Environmental Response Branch Chief, whose selfless and humble service was an inspiration to many, and whose shoes will be difficult to fill.
- OSPR and Chevron will jointly cohost the Biennial Technology Workshop for Oil Spill Response, where best practices and technology are shared. It will be held at Chevron’s headquarters in San Ramon, February 26 – March 1, 2019. TAC members are encouraged to attend.

- 30 OSPR staff people have volunteered to help in the fire debris recovery effort filling critical roles in planning, operations, and GIS. There are two main sites – Butte County and Ventura. Funding for this comes from the Department and FEMA. In case of a major spill, staff would be pulled back accordingly.
- OSPR continues to work with our interagency partners at the State, Federal and local level trying to determine what to do about the serious problem of abandoned and derelict vessels in this state.
- OSPR normally presents a detailed fund condition report for the various funds we are responsible for, but with the State’s move to the new accounting system - FISCAL – we have incomplete data on expenditure reporting at this time.
- OSPR is experiencing a budget shortfall and is looking into available mechanisms to resolve the issue.
- Regulations for the statewide expansion were made permanent and went into effect January 1, 2019. OSPR’s main priority for regulations in 2019 will be completing the Spill Management Teams (SMT) regulations. OSPR will also work on harmonizing the marine and inland regulations.
- OSPR has commissioned an updated spill response cost study being done by Catalyst Environmental Solutions Corporation. The study is looking at CA spills, both big and small, inland and marine. This new study will improve our ability to set financial responsibility levels more realistically.

6. AGENCY BRIEFINGS

California Coastal Commission
(report provided)

Mr. Jonathan Bishop

➤ Meetings

Commission Oil Spill Program staff attended the following meetings from October 3, 2018 to January 17, 2019:

- Five Harbor Safety Committee (HSC) meetings: one Humboldt HSC meeting (11/15); one Port Hueneme HSC meeting (11/1); two LA/LB HSC meetings (10/4 and 12/5); one San Diego HSC meeting (11/28).

Updates to all Harbor Safety Plans (HSP’s) are continuous and ongoing. Humboldt, Port Hueneme and San Diego HSC’s continue to work on SB 414 emergency tug/tow capability reports. Like the already complete SF/BD and LA/LB 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.

- Three Area Committee (AC) meetings: one North Coast AC meeting (11/15); one LA/LB AC meeting (10/9); and one Central Coast AC meeting (10/25).

For this reporting period, CCC OS Program staff has been working on updates to the LA/LB Area 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.

Dispersant Use Plan for California. On January 3, 2019, CCC Executive Director sent the USCG a Negative Declaration concurrence letter for the proposed updates to the 2008 CA Dispersant Plan. CCC staff concurs that the proposed changes to the Dispersant Use Plan would not adversely affect coastal resources. This completes the CCC’s Federal consistency review process for the updated plan.

➤ Coastal Development Permits and Projects:

- On August 12th, the 56-foot commercial fishing vessel, *Pacific Quest*, ran aground near Natural Bridges State Beach, in Santa Cruz County, with a maximum potential capacity of 1,200 gallons of diesel fuel aboard. The vessel immediately began breaking apart on the rocks, causing an estimated 200 gallons of diesel fuel to be released into the ocean. During the salvage, high tides and heavy surf continued to damage and break up the vessel. Debris from the wreck was extensive and expanded along the shoreline, intertidal zone, and into the nearshore kelp beds. Emergency offshore cleanup was performed by boats and swimmers in order to retrieve floating debris from the kelp beds, while crews walked the sandy beach and rocky reef picking up smaller pieces of debris using hand tools. A heavy equipment storage and

staging area was established on the bluff above the wreck site for all pollution removal, salvage, and debris cleanup operations.

The CCC issued an emergency coastal development permit (ECDP) which authorized emergency development consisting of removal of diesel fuel and other pollutants from the wrecked vessel; removal of the remaining large/heavy pieces of the vessel (engines, generator, remaining hull, etc.) from the sandy beach; and small debris removal (fiberglass, wood, Styrofoam, plastic pieces, small electronics, etc.) from the sandy beach, intertidal zone, and offshore kelp beds. This work was necessary to abate the threat of a significant oil spill and to minimize the release of hazardous debris from entering the ocean and Monterey Bay National Marine Sanctuary.

Emergency debris cleanup has been completed (12/19/18) and a follow-up regular Coastal Development Permit (CDP) is being coordinated to restore the upper bluff staging area to pre-development conditions and to mitigate for unavoidable impacts to coastal resources as a result of the wreck and salvage of the vessel.

- **Beach Oil Management (BOM) Partners / Los Cerritos Wetland Authority (LCWA) Restoration and Well Consolidation Project, Long Beach.** On December 13, 2018, the CCC approved a Coastal Development Permit for the proposed wetland restoration and oil well consolidation project in Long Beach. The purpose of the project is to transition oil operations out of a 106-acre area of the Los Cerritos wetland complex over a 20-year period to make it available for wetland restoration and consolidate oil production operations on the Pumpkin Patch and LCWA sites (which together comprise a total of 12 acres).

The project includes the following five main components: 1) decommissioning and removing existing oil development operations on two sites within the Los Cerritos wetlands complex (the “Synergy” and “City” sites) and consolidate oil production operations on two smaller sites (the “Pumpkin Patch” and “LCWA” sites); 2) cease oil production and remove existing oil operations (including permanent abandonment of about 74 wells, removal of tanks, pipelines and other equipment) at the Synergy and City sites. BOM proposes to cease oil production and abandon one-half of the existing wells within 10 years of the date it receives from the City of Long Beach a “certificate of occupancy” for a new office building to be constructed on the Pumpkin Patch site. The remaining oil operations on those two sites would cease fully within 20 years; 3) construct and operate two new oil production facilities on the Pumpkin Patch and LCWA sites, including a new office building, new well cellars, storage tanks, and other associated equipment, and drill up to 120 new wells (for a maximum daily production of 24,000 barrels of oil); 4) construct and operate an above-ground connecting the Pumpkin Patch and LCWA sites; 5) implement a 30-acre wetlands restoration project on the northern part of the Synergy site; and convert an existing office building on the Synergy site to a visitor’s center for the Los Cerritos wetlands complex and build a pedestrian trail.

BCDC
(report provided)

Ms. Linda Scourtis

Harbor Safety Committee

BCDC participated in the October and November 2018, and the January 10, 2019 HSC meetings; no meeting was held in December. The next meeting is scheduled for February 14 in San Francisco.

The Navigation work group, with USCG representation, met October 30 to discuss with Sail GP their plans for race and practice days off Crissy Field April 30 - May 5, 2019.

Spill Contingency Planning

Staff attended the joint SLC-USCG “Navigating the Future” Forum in Martinez October 31.

Staff was unable to join the November 13 Area Committee meeting in Oakland.

Coordinate with Agencies and Industry Regarding Oil Spill Response Drills

Spill staff participated in a Kinder Morgan pipeline drill in South San Francisco October 10 and the Richmond Inner Harbor Drill December 6.

BCDC Enforcement staff continues to participate in the Abandoned Vessels working group as well as the Richardson's Bay Regional Authority and the City of Sausalito in their efforts to improve navigation and open waterways.

Sunken barge. A sunken dredge barge was reported to BCDC dredging staff midday November 9. Spill staff made certain formal notifications were made, followed up with the City of Belvedere property manager and with the OSPR biologist on call, providing photos of the scene. The barge was raised later that evening.

CAL Fire

(report provided)

Mr. Alin Podoreanu

- In 2018, CAL FIRE OSFM fully implemented annual inspections as required by Government Code (GC) Section 51015.1 on 47 pipeline operators.
- CAL FIRE OSFM has completed draft regulatory language for any new, replacement, or retrofit pipeline near an Environmentally and Ecologically Sensitive Area in the Coastal Zone as required by GC Section 51013.1.
- The Pipeline Safety Division employs 8 Pipeline Safety Engineers (PSE), 3 Supervising Pipeline Safety Engineers (SPSE) and 3 PSE Retired Annuitants as of December 31, 2018. The Division is expecting to increase staffing levels by 8 PSE's, 1 SPSE and 1 administrative staff.
- Pipeline safety field inspections increased from 311 days in 2014 to 1,113 days in 2018.
- Chief Thom Porter was appointed as CAL FIRE Director by Governor Gavin Newsom on January 8, 2019.
- With the retirement of Chief Dennis Mathisen on December 28, 2018, Governor Brown named Chief Mike Richwine as Acting State Fire Marshal.
- Chief James Hosler was appointed as Assistant Deputy Director, Chief of Pipeline Safety and CUPA Programs effective December 21, 2018.

7. PRESENTATION ON NON-FLOATING OILS

(report provided)

Dr. Julie Yamamoto
OSPR Assistant Deputy

Administrator

- Many heavy crudes are mixed with lighter oils, resulting in unique blends, therefore exact proprieties are not usually readily available.
- Many oils can become Non-Floating Oils (NFO) when the oil interacts with sediment and/or lighter components evaporate. Density, viscosity, and persistence are all factors, as well as the properties/conditions of receiving water. There are case studies in the API report of floating spills that sank or became submerged.
- Tracking specific oil movements is challenging due to limited reporting requirements.
- There have been two significant spills in OSPR's history that involved sunken oils:
 1. 2000: Carson River, tanker truck spilled heavy oil; sub-zero temperatures plus turbulence caused some of the oil to sink.
 2. 2007: Cosco Busan oil spill in San Francisco Bay. Nearly all oil floated, but missing and sinking oil was documented at high energy sandy beaches.
- Most of the crude that comes into CA is not produced in CA.
- Every oil, whether floating or non-floating, presents different challenges for cleanup. Sunken oil is hard to visualize and detect.
- OSPR is considering expanding its drills and exercises to consider sunken oil scenarios.
- OSPR's technology support unit encourages conversations between the technology developers with the spill response community. The OSPR/Chevron Technology Workshop is an example of how OSPR encourages that conversation.

7. 2017-2018 TAC BIENNIAL REPORT

Mr. Matt Rezvani, TAC Chairman

The Biennial Report is due by the end of the year. To facilitate its completion and work within the parameters outlined by Bagley Keene, the report has been broken into two sections. One section will focus on the

accomplishments over the last two years. The other section will deal with what our focus should be in the upcoming years.

Discussion Topics:

- Monitoring OSPR's funds
- Implementation of statewide oil spill program
- Monitoring of oil spill related legislation and regulation development and implementation
- Submerged cables and pipelines
- Abandoned and derelict vessels
- Local government coordination
- Petroleum products transportation by rail and pipeline
- TAC roles and responsibilities
- Shoreline Protection Tables
- Non-petroleum spills in state waters
- Non-floating petroleum products
- Coordination with US EPA for inland spills

Due to time constraints, discussions related to the Biennial Report will be tabled until the next scheduled TAC meeting.

8. NEXT MEETING DATE

Mr. Matt Rezvani, TAC Chairman

A Doodle Poll will be sent out to determine our next TAC meeting.

ADJOURN

Meeting adjourned **3:02 p.m.**