

**California Department of Fish and Wildlife
Office of Spill Prevention and Response
OIL SPILL TECHNICAL ADVISORY COMMITTEE
MEETING BINDER, APRIL 21, 2021**

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

Wednesday, April 21, 2021, 10:00 a.m. – 2:30 p.m.
Teleconference Meeting

To Participate via Microsoft Teams, use the link [Click here to join the meeting](#)

To Participate via telephone: Call 1 (916) 535-0984, Conference ID: 652631501#

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, Elizabeth Jones, Jonathan Bishop, Chris Beckwith, Jordan Stout, Doug Allen, Linda Scourtis, Timothy Holmes, Uduak-Joe Ntuk, Gordon Schremp, Thomas M. Cullen Jr., Dr. Julie Yamamoto, Eric Milstein, Jennifer Lucchesi, Christine Kluge, Renee Rose, Amir Sharifi

- I. Introductions (Thomas M Cullen, Jr., OSPR Administrator, 5 Min.)
- II. Approval of minutes from last meeting (Matt Rezvani, Chair, 5 Min.)
- III. TAC Nomination and Vote for Vice Chair Vacancy (Matt Rezvani, Chair, 15 Min.)
- IV. OSPR Update (Thomas M. Cullen, Dr. Julie Yamamoto, 30 Min.)
- V. OSPR and State Lands Budget Updates (Amir Sharifi and Jennifer Lucchesi, 25 Min.)
- VI. Agency Briefings (80 Min.)
 - A. California Coastal Commission – Jonathan Bishop
 - B. California Energy Commission – Gordon Schremp
 - C. San Francisco Bay Conservation and Development Commission – Linda Scourtis
 - D. California State Lands Commission - Chris Beckwith/Jennifer Lucchesi
 - E. CalGEM – Uduak-Joe Ntuk
 - F. CALFIRE – Doug Allen
 - G. National Oceanic and Atmospheric Administration – Jordan Stout
 - H. United States Coast Guard - Timothy Holmes
- Lunch (30 Min.)
- VII. Regulatory and Legislative Update (Christine Kluge, 15 Min.)
- VIII. Presentation: Chevron's incident in Richmond, American Challenger (55 Min.)
- IX. 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.

I. INTRODUCTIONS

II. APPROVAL OF MINUTES FROM LAST TAC MEETING



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

*Thursday, November 5, 2020, 9:00 a.m. – 1:00 p.m.
Microsoft TEAMS Meeting*

The following members were in attendance:

TAC members:

Matt Rezvani (Chairman), John Berge (Vice Chair), Peter Santillan, Lynn Korwatch, Tracy Van Houten, Kit Cole, John Ambert, Sejal Choksi-Chugh, Joseph Cobb, Elizabeth Jones

Agency Representatives:

Jennifer Lucchesi, California State Lands Commission (CSLC), Jonathan Bishop, California Coastal Commission(CCC), Linda Scourtis, San Francisco Bay Conservation and Development Commission(BCDC), Uduak-Joe Ntuk, California, California Geologic Energy Management(CalGEM), Jordan Stout, National Oceanic and Atmospheric Administration(NOAA), Timothy Holmes, U.S. Coast Guard

Guest Presenter:

Mr. Gordon Schremp, California Energy Commission

OSPR Participants:

Thomas M. Cullen, OSPR Administrator, Dr. Julie Yamamoto, Deputy Administrator, Dr. Steve Hampton, Deputy Administrator, Eric Milstein, Assistant Chief Counsel, Amir Sharifi, Branch Chief, Financial and Administrative Services, Renee Rose, Budget Analyst, Christine Kluge, Regulations Analyst, Ryan Todd, Attorney

Guests:

Eric Sanchez, Ellen Faurot-Daniels, Cerasela Gadberry, Laird Henkel, Richard Hernandez, Kyrion Gray, Joseph Lacalle, Greg McGowan, Janna Rinderneck, Sarah Walter, Cassandra White, Ron Wooden, Kathleen Jennings, Todd Ajari, Martice Vasquez, Holly Gellerman, Lori Gustafson, Angelina Reed, Kim Lunetta

1. INTRODUCTIONS

Captain Thomas M. Cullen, Jr., Administrator, OSPR

2. APPROVAL OF MINUTES

Mr. Matt Rezvani, TAC Chair

Quorum Present.

June 4, 2020 Minutes – Matt Rezvani made a motion to accept, John Berge seconded the motion.

Roll Call was taken: Matt Rezvani Aye, John Berge Aye, Lynn Korwatch Aye, Tracy Van Houten Aye, Peter Santillan Aye, John Ambert Aye, Sejal Chocksi-Chugh Aye, Kit Cole Aye. Minutes for June 4, 2020 Passed.

3. **DISCUSSION OF TAC CHAIR AND VICE CHAIR**

Mr. Matt Rezvani, TAC Chair, Mr. John Berge, TAC Vice Chair

The TAC members have an annual discussion regarding the Chair and Vice Chair positions. Lynn Korwatch asked Mr. Rezvani to continue on as Chair and Mr. John Berge seconded that statement.

Mr. Berge announced he would like to vacate the position of Vice Chair. A decision was made for members to give consideration to a nomination for Vice Chair and to be prepared to vote on that issue at the next meeting.

4. **OSPR UPDATE**

Captain Thomas M. Cullen, Jr., Administrator, OSPR

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.

Congratulations to Dr. Mike Ziccardi, now Executive Director of the One Health Institute at University of California, Davis, as well as staying on as Director of the Oiled Wildlife Care Network.

Amir Sharifi is OSPR's new Branch Chief overseeing the Financial and Administrative Services Branch.

The Department of Finance is conducting its audit of the Oil Spill Prevention and Administration Fund. This is OSPR's operating fund that also supports the California State Lands Commission.

Field Responders and OSPR staff have adjusted to telework due to COVID as well as managing spill responses while performing many functions remotely.

COVID has decreased boardings of vessels at major terminals, consistent with what the Coast Guard is doing.

The County of Santa Cruz issued a proclamation that recognized our Marine Wildlife Veterinary Care Research Center who distributed more than 14,000 pieces of PPE to first responders when those items were in critically short supply.

OSPR has volunteered 14 staff members to be trained in contact tracing. Those assignments are 6-9 months in duration.

OSPR responded to the USS Bonhomme Richard burning in the San Diego harbor. The incident made it clear that more outreach needs to be done with the Navy in terms of working together on their incidents.

Final Refugio Consent Decree was recorded.

Looking at options with our per barrel fee that will offset the effects of inflation.

The annual meeting of the Pacific States British Columbia Oil Spill Task Force will be held November 18, 2020.

Mr. Matt Rezvani, TAC Chair

Please provide the TAC with a report on all the different kinds of spills OSPR receives in a year. It would be very helpful for all the members to get a feel for OSPR's activities.

Dr. Steve Hampton, Deputy Administrator, OSPR

OSPR has finalized its internal guidance document for coordinating with tribes both during spills and during preparedness – such as drills. We have a team of tribal outreach coordinators that serve as tribal liaisons during a spill, and we have Pete Barker in Outreach, who will oversee this group, coordinate and keep them trained up.

Mr. John Berge, Vice Chair

With the COVID pandemic, how is OSPR handling its drill and sensitive sight assessments?

Will OSPR personnel be responding to the wildfires debris cleanup as it did at Paradise?

Captain Thomas M. Cullen, Jr., Administrator, OSPR

Yes, OSPR has performed some site assessments and I will get back to you regarding the amount.

Dr. Julie Yamamoto, Deputy Administrator, OSPR

Given the structural losses experienced in northern California this year due to the fires, we do anticipate a request coming from CalRecycle asking for assistance.

5. OSPR AND STATE LANDS COMMISSION BUDGET UPDATES

Dr. Steve Hampton, Deputy Administrator, OSPR

Ms. Jennifer Lucchesi, Executive Director, CSLC

We continue to implement our modified inspection protocols and practices in light of the COVID pandemic and making sure we can maintain physical distancing and limit close interaction in exchange of paper and other types of materials during our inspections. We are maintaining an inspection program and have been since the beginning of the pandemic in March.

We are continuing to work with the DOF auditors in responding to their questions and helping them facilitate their audit of the OSPAF in coordination with OSPR.

We have completed the recruitment of an additional six inspectors in our marine environmental protection division. These are inspectors that go out and monitor transfers, and board vessels. We have completed the recruitment of those inspectors both in our Hercules office and in our Long Beach office. It has been very helpful just in maintaining our inspection program even with our modified practices.

I want to highlight that we are continuing to conduct our zero-based budget analysis for our OSPAF portion of the fund so that we can ensure that we are right sizing our program and our staff, in light of the stresses that are on the OSPAF. We have had some personnel changes in our budget division and so we are trying to keep up with all of that at this time.

Amir Sharifi, Branch Chief, Financial and Administrative Services Branch, OSPR:

The COVID pandemic significantly impacted OSPR's revenues for FY 19/20.

The projected low revenues for the year will significantly decrease the fund balance further.

Mr. John Berge, Vice Chair:

Can we get pdf's of these tables to look at with more depth?

Dr. Steve Hampton, Deputy Administrator, OSPR

They will be available on the TAC SharePoint site.

Mr. Matt Rezvani, TAC Chair:

The TAC would like to receive this kind of data from State Lands as well at the next TAC meeting.

**Dr. Steve Hampton, Deputy Administrator, OSPR:
Impacts of COVID 19**

Decline in barrel fee revenues.

OSPRs fee recoveries with the COVID shutdown has declined 22%, about \$800,000 per month in revenue erosion.

Mr. Gordon Schremp, California Energy Commission:

The actual decrease in amount of crude oil being processed in California refineries in the last 43 weeks amounts to 304,000 barrels per day.

Producers are using this time to reassess their business models. Refabricating facilities towards renewable fuels, or letting facilities go idle and simply become terminals.

Dr. Steve Hampton, Deputy Administrator, OSPR:

The future of the fund balance:

- Preexisting structural deficit of \$9 million a year

- Preexisting decline in oil use.

- COVID shutdown – loss of \$3 million last year and \$4-7 million in the current year.

- COVID shutdown impacts for last fiscal year and this current fiscal year combined looks to be in the \$7-10 million range.

- Do not believe that oil demand will ever fully recover due to increased telework.

- The transition to renewable diesel, driven by climate change and other government programs, is also a factor.

Renewable diesel is a source of concern as it is also harmful to the environment when spilled. It can be chemically identical to conventional diesel. It is a “drop-in” fuel and can be blended with regular diesel. The feedstocks for renewable diesels also pose risks to the environment and wildlife.

The way Lempert Keene is written no fee is collected on vegetable or animal oils. Environmental risks would be similar to those we face from petroleum, but there is no fee collected on renewable diesel.

Some of the things that will help the fund balance are:

- State employees 2 day a month furlough.

- OSPR is promulgating regulations for a non-tank vessel fee increase of 15%, hopefully to take effect July 1. 2021.

- OSPR has provided the Department, the Department of Finance, and our legislative analysts our assessments regarding issues with the fund balance and renewable fuels. It is in their hands at this point, but we are hopeful for a solution this year.

Dr. Julie Yamamoto, Deputy Administrator, OSPR:

OSPR is pursuing literature research to look at renewable fuel environmental impacts to the extent it has been studied and reported on. Our laboratories are also pursuing a study to produce chemical profiles of renewables and bio-fuels, and compare those against the petroleum products.

OSPR does anticipate renewable fuels to be chemically similar to the petroleum products meaning we will have similar kinds of effects and response challenges. Feedstocks that are used to produce renewable fuels can also spill and those present some different challenges in terms of threats to wildlife, habitats, and how we approach cleanup. OSPR does have past experience with that.

6. AGENCY BRIEFINGS

California Coastal Commission

Mr. Jonathan Bishop

Commission staff attended:

- Four Harbor Safety Committee meetings

- Four Area Committee meetings

- Quarterly Regional Response Team Region IX meeting. California Coastal Commission.

California Coastal Commission Oil Spill (CCC OS) program staff working with the BSEE, OSPR and the USCG on the Exxon Mobil OSRP update.

CCC OS working with OSPR's Natural Resources Damage Assessment (NRDA) staff 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).

- AB 864 New or Replacement Pipelines Near Environmentally Sensitive Areas in the Coastal Zone.

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.

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 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. 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 (BCDC)

Ms. Linda Scourtis

BCDC staff participated in the June – October 2020 San Francisco Harbor Safety Committee (HSC) meetings.

Worked with the Harbor Safety Committee to update the Harbor Safety Plan

the oil storage problem is resolving, and vessels have been allowed to come into port due to increased oil demand from driving and airlines

Dredge Issues Work Group initiated regular monthly meetings to consistently review channel status through condition reports.

BCDC spill staff attended the virtual August 2020 Area Committee meeting.

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.

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.

California State Lands Commission

Mr. Chris Beckwith

2021-2025 Strategic Plan

Due to COVID-19 we delayed the release of our draft Strategic Plan. It will be presented at a future Commission meeting.

Staffing

The Commission's Marine Environmental Protection Division filled five (5) field staff positions and one (1) Marine Safety Supervisor position.

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. 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.

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. 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 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.

Safety and Oil Spill Prevention Audit Activities

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 on Platform Emmy has been suspended due to COVID-19 physical distancing measures but is 90 percent complete.

Pipeline Inspection Program

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.

- 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.

Rincon Well Abandonment Project

Driltek 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.

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. ExxonMobil is currently developing an engineering plan to decommission the oil piers. The Platform Holly work remains paused because of the COVID-19 pandemic protocols.

California Geologic Energy Management(CalGEM) Uduak-Joe Ntuk, State Oil and Gas Supervisor

CalGEM is working on the draft rule for the oil and gas public health rule making. It was an item in the Governor's Executive Order in September.

DOF is completing their audit and evaluation of our underground injection control and well stimulation programs. The report will be issued by the end of this year. We will be working with the DOF to address their findings. This is a program improvement opportunity for us to enhance our UIC and well stem programs.

We have the standard audit rating procedures and upgrades to our WellSTAR IT data base system that we will be rolling out.

NOAA Emergency Response Division (ERD) Jordan Stout

Federal fiscal year just concluded at the end of September. This was one of our busiest on record, despite Covid.

One of the reasons we have been so busy is supporting international spills in support of the US State Department.

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.

NOAA spill tools

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.

United States Coast Guard

Mr. Timothy Holmes

New District Commander Brian K. Penoyer, District Eleven.

RT meeting was held October 21st. Exploring the use of MS Teams platform. Included a presentation on the USS Bonhomme Richard in San Diego.

Working on the line of demarcation for Region 9 USCG jurisdiction from the Oregon border to Mexico. That will go in the RCP document.

An Oil Spill Response Workshop is scheduled for March 2021, at the Hubbs SeaWorld Institute for our MEXUSPAC program.

Abandoned Vessel Guidance out on the NRT website.

HQ- National Response Team:

Commandant Office of Marine Environmental Response is doing analysis review to examine how well the CG is organized, trained and equipped to perform the marine environmental response mission. The main goal is to identify any shortfalls. The mission analysis review is going to involve interviews in discussion with CG units, individual CG personnel, federal partners and state partners. CG HQ will be reaching out to OSPR for some input. The final report will be submitted in May 2021.

Area Contingency Plans

2020 National Review Panel will be meeting again in 2021 to review ACPs. Los Angeles and San Diego have been reviewed by the panel. San Francisco is coming up in 2022.

The NRT continues to provide support for international requests. The newest request was for the vessel in Venezuela. NRT is involved with that.

There will be new guidance for international support.

7. BREAK FOR LUNCH

8. LEGISLATIVE AND REGULATORY UPDATE

Ms. Christine Kluge, Regulations Analyst, OSPR

Mr. Ryan Todd, Attorney, OSPR

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.

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

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.

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.

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. The tiers for inland producers, while it will be adjusted according to reasonable worst case spill volume levels, and will potentially vault people to a higher tier, if the waters of the state that your facility is adjacent to are non-perennial, you will automatically remain in tier 3.

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.

Mr. Joseph Cobb, TAC Member:

Can we see the data that supports the spill volumes at our next TAC meeting?

Legislative Update

Mr. Ryan Todd, Attorney, OSPR

AB 3214 (Limón) Oil Spill Criminal Penalties

This bill increased the criminal penalties in our Government Code for oil spills and is effective January 1, 2021.

- 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.

9. TRANSPORTATION FUEL TRENDS, AND EXPANDED USE OF RENEWABLES

Mr. Gordon Schremp, Energy Assessments Division

California Energy Commission

Transportation Fuel Outlook

California gasoline and diesel fuel demand has peaked and will continue to decline.

- Gasoline has been going down primarily due to the electrical vehicle uptick.

- Covid-related changing work habits – permanent teleworking

Diesel demand decline less steep

- Near term displacement of fossil diesel with renewables

- Longer term displacement due to medium and heavy duty zero emission vehicle (ZEV) requirements

Jet fuel demand recovery – several uncertainties

- Pandemic driven flight curtailments – how long?

- Portion of business class travel may not return

California refinery operations under pressure

- Pandemic induced demand destruction

- Regulations decreasing fossil demand and increasing capital costs.

California Gasoline Outlook

Gasoline demand declined 2.1 percent between 2017 and 2019

- Despite continuously declining unemployment

- A reduction of 21,500 barrels a day

- Primarily driven by increasing penetration of zero emission vehicles (ZEV)

Gasoline demand during first two months of 2020 showed continued decline

- Down 1.5 percent compared to the first two months of 2019 – pre Covid

On an annualized basis, another 15,000 barrels per day reduction
Compared to 2019

Projected gasoline consumption in 2020 down 17.7 percent or 178,000 barrels per day – pandemic related

Even if full recovery of gasoline demand to pre-pandemic levels assured by end of 2020, consumption will continue to drop as ZEV penetration grows.

Down 50,000 barrels per day by 2021 versus 2019

Down 120,000 barrels per day by 2024 versus 2019

Once business activity directives are relaxed/lifted, will fuel demand return to pre-Covid levels?

Will likely depend on whether productivity was maintained, and operational expenses could be reduced for some businesses

KMPG estimates 35 percent of U.S. jobs could be accomplished remotely

Gartner survey finds that 10 to 15 percent of employees could be permanently tele-working going forward

Potential business requirements for even greater percentages of tele-work, like Metropolitan Transportation Committee (MTC) proposal as part of their long-term regional blueprint for 60 percent tele-working for large companies in the greater San Francisco Bay Area

Will commuters stay away from more crowded mass transit?

So far, the very low transit ridership figures suggest there are ongoing concerns.

Bottom line – lingering Covid-related demand destruction impacts could push forecasted gasoline demand decreases even lower.

California Diesel Fuel Outlook

California diesel fuel demand declined 1.7 percent between 2017 and 2019

A reduction of 4,300 Barrels per day

Primarily driven by improving fuel efficiency of heavy-duty fleet

Includes renewable fuels in totals (biodiesel and renewable diesel)

Fossil diesel fuel consumption 21,100 b/d lower due solely to greater use of renewables

Compared to 2019

Projected diesel consumption in 2020 down 5.8 percent or 13,400 b/d – pandemic related

Even if full recovery of diesel fuel demand to pre-pandemic levels assumed by end of 2020, consumption will continue to drop through improved fuel economy – under a “high demand” scenario

This outlook does not take into consideration the latest proposal by the California Air Resources Board (CARB) requiring increased penetration of zero emission heavy-duty trucks (HDTs)

Begins with 2024 model year sales requirement, credit generation starts with 2021 MY

California Refiner Pressures

Demand destruction over-supply & associated potential storage containment concerns alleviated by temporary idling of Marathon's refinery in Martinez, CA.

California fuel supply adequate despite idling of facility

- Much lower jet fuel demand enables greater ratio of diesel output

- Adequate spare production capacity utilized

- Still only operating at 75-80 percent utilization

CARB Low Carbon Fuel Standard (LCFS) compelling greater use of renewable diesel fuel

- 17 percent of finished diesel fuel in 2019

- Could exceed 50 percent by 2022-23

- Gasoline portion of barrel far less impacted by drop-in replacements

Incremental export opportunities not a given

Increased competition from other refiners outside California

Potential decreased demand in Mexico

Additional costly refinery regulations

Renewable Fuel Developments and Outlook

Planned Refinery Modifications

Marathon and Phillips 66 have recently announced plans to convert their facilities to produce renewable transportation fuels.

- Primarily renewable diesel fuel

- Smaller quantities of renewable

Unlike biodiesel, renewable diesel is essentially identical to fossil diesel and is referred to as a "drop-in" fuel.

Once the conversion have been completed no additional fossil based crude oil will be processed at Phillips 66 in Rodeo, California.

Crude oil processing at Marathon-Martinez refinery was previously halted during early May 2020 as the refinery continued operating as a distribution terminal for gasoline and diesel fuel.

Changing Waterborne Activity

Marathon-Martinez refinery idling

- One-time step-down in waterborne crude oil. Deliveries

- Over time, continued decline of California oil production will necessitate additional replacement crude oil imports over the water

- Increased receipts of gasoline and diesel fuel from PNW and Southern California

Marathon and Phillips 66 refinery conversions

Incremental receipts of renewable diesel feedstocks for interim phase 1 conversions beginning 2021

9-25 thousand barrels per day

Additional receipts of feedstocks following completion of refinery conversion by 2024

74 thousand barrels per day more feedstocks

Likely decreased exports of diesel and gasoline post 2023 from Phillips 66.

Growing imports of renewable diesel fuel

Marathon – Dickinson refinery imports beginning late 2020 via marine vessel. Up to 14 thousand barrels per day

Other refinery renewable conversions and expansions will increase supply available for use in California's Low Carbon Fuels Standard (LCFS) program. It could increase imports by an additional 100 thousand barrels per day by second half of 2022. A portion of these imports could be delivered via rail tank car.

Renewable fuel marine imports

Imports of renewable diesel, biodiesel and Brazil ethanol via marine vessel normally are discharged at more than one destination in California.

3 to 4 discharge events per marine vessel

Crude oil and refined fuel imports normally discharged at one location, sometimes two

Mr. John Berge, TAC Vice Chair:

The move towards renewable fuels - how much of that is driven by compliance requirements in California versus the benefit from renewable energy products in the market?

Mr. Gordon Schremp:

You have consumer preference and demand for electric vehicles. Partly regulatory driven but also a consumer uptake is going on. The same is taking place on the refinery side. Companies see the landscape ahead - global climate change/greenhouse gas emissions - and they are making decisions on how they perceive they need to go forward. And it starts with more diversification and in time they will get more heavily into renewables. It is what makes sense in the long-term outlook.

10. NEXT MEETING AGENDA ITEMS AND SCHEDULE

Mr. Matt Rezvani, TAC Chairman

A Doodle Poll will be sent out to determine the best available dates during April.

Adjourn Meeting: 1:45 p.m.

III. TAC NOMINATION AND VOTE FOR VICE CHAIR VACANCY

IV. OSPR UPDATE

Department of Fish and Wildlife **Office of Spill Prevention and Response's** **Report to the Technical Advisory Committee, April 21, 2021**

Executive Branch

Verbal update provided by Administrator Cullen.

OSPR Law Enforcement Branch

November/December/January:

20-5938: Sunken Vessel. Wildlife Officers responded to a sunken barge and dredge tender in the Port of Stockton, San Joaquin County. The vessel was surrounded by absorbent boom and clean-up efforts were initiated. A salvage plan was developed that focused on removing the sunken vessels without damaging the adjacent wetlands.



20-6220: Sunken Vessel. Northern FRT members responded to a sunken vessel report near the Emeryville Marina, San Francisco Bay, Alameda County. Upon arriving to the incident location, the FRT members discovered several vessels beached along the marina's shore. The largest stranded vessel was a 30' derelict wooden trawl boat. Measures were taken to secure the stranded vessels.



20-6701: Pipeline Release. Northern FRT members responded to the report of a potential pipeline spill near the City of Walnut Creek, Contra Costa County. FRT members met with Kinder Morgan Pipeline personnel and city personnel, confirming that a significant amount of refined petroleum hydrocarbons had been released from the pipeline and into the soil below the Indian Horse Trail storm drain bypass. OSPR personnel were mobilized from throughout Northern California to assist with this challenging response. This is an on-going investigation.

20-6901: Pipeline Release. Wildlife Officers responded to the report of a crude oil pipeline in the City of McKittrick, Kern County. Officers assisted with the initial response and monitored the clean-up efforts until completion.



20-7024: Vessel Fire. Northern FRT members responded to a houseboat fire near the Anchor Marina in Bethel Island, Contra Costa County. FRT members assisted with the initial clean-up efforts and ensured that the fire foam and charred debris were isolated near the damaged vessel. In addition, a clean-up contractor was brought in to address the red dye diesel on the water's surface.



20-6417: Oiled Wildlife / Mystery Discharge. Southern FRT members responded to the report of oiled wildlife at the Camarillo Springs Golf Course, Ventura County. Upon arrival, the FRT members discovered that a pond on the golf course was the source of the oil. The pond contained free floating crude oil that was coming from an unknown source / abandoned well. The property owner hired a variety of contractors to address the source of the spill and clean up contractors to remove any spilled oil. CalGEM and local agencies have been brought on to assist with the on-going response and complicated investigation.

21-0311: Oil Facility Discharge. Central FRT members responded to the report of a pipeline discharge at the Berry Petroleum Facility, Kern County. FRT members assisted with the response efforts and initiated an investigation to the cause of the spill. A hazing plan was developed to prevent wildlife from entering the oiled area. CalGEM assisted with the response efforts, including participating in the Unified Command.



21-0379: Sunken Vessel. Wildlife Officers responded to a sunken vessel near Humboldt Bay, Humboldt County. The Officers responded to the reported location of the 52' commercial crab fishing vessel SUNUP and found it grounded near the Bay's southside jetties. Initial reports had the vessel carrying up to 1,700 gallons of diesel. Based on the officers' investigation, it was confirmed that the vessel contained less than 800-900 gallons of diesel. The pollution was eventually removed, and the vessel pulled from the jetty.

February/March/April

21-0762: Waste-Oil Pipeline Discharge: Northern FRT members responded to the report a waste-oil pipeline failure at Chevron's Richmond Refinery, Contra Costa County. The discharge released an unspecified amount of petroleum products onto the facility, with a portion of the spill reaching San Francisco Bay. FRT members integrated into the Unified Command and assisted in managing this high-profile response and investigation.



21-0844: Sunken Vessel. Wildlife Officers responded to a sunken vessel in Lake Tahoe, El Dorado County. Upon arrival, they discovered the sunken vessel contained fuel and was leaking into the Lake. The Officers assisted the USCG and local agencies in removing this abandoned vessel from its mooring.

21-0928: Vessel Fire. Southern FRT members responded to the report of a vessel fire and explosion at the Dana Point Marina, Orange County. The explosion was quite powerful, leading to a significant fire and the loss of 7 adjacent vessels. The marina was littered with fire-debris and residual petroleum products. The Orange County Fire OSPR trailer was brought to the scene and assisted with the clean-up efforts. The explosion, fire, and subsequent fuel spill all remain under investigation.



21-1165: Train Derailment. Wildlife Officers responded to the report a train derailment near the City of Ludlow, San Bernardino County. The Officers assisted with the initial response efforts and represented CDFW as a subject matter expert for the Unified Command. Much of the spilled material was ethanol.



21-1217: Sunken Vessel. Northern FRT members responded to the report of a grounded vessel near Dillon Beach, Marin County. Upon arrival, the FRT members discovered that the 90' former commercial fishing vessel, AMERICAN CHALLENGER, had broken loose from a tug while being towed south along the California coast and grounded north of Dillon Beach. This resulted in an unknown amount of oil being discharged into the ocean and an on-going attempt to assess what remains on board. In addition, efforts are being taken by the Unified Command to find a way to remove this abandoned and derelict vessel from the shoreline.

Personnel:

OSPR' Law Enforcement Division has 5 statewide vacancies. These positions will be filled by transferring veteran officers in 2021/2022.

Environmental Response Branch (ERB)

Readiness:

Recently Filled Positions:

Environmental Scientist for CFRT out of Bakersfield.

Vacancies:

Senior Environmental Scientist (Specialist) for NFRT transferred from Redding to West Sacramento and hoping to fill position by May 2021.

Position Status Changes:

Fairfield Environmental Scientist position transferred to Redding.

Senior Environmental Scientist (Supervisor) Melissa Boggs retired in December 2020 and her position to be filled near end of 2021. Three Senior Environmental Scientist (Specialists) are covering that position as an Out of Class Assignment.

Preparedness:

Geographic Response Plans (GRPs)

OSPR Statewide Internal GRP Workgroup Meetings:

December 15, 2020

March 16, 2021 – cancelled due to COVID vaccination deployment.

Current GRPs in progress:

Kern River June 2019 Version – Contact Sheet 1-year Update Completed in 2020.

Klamath River (Siskiyou, Humboldt, Del Norte Counties) – Majority of field work completed. May require revisiting some sites once COVID restrictions are lifted.

Lower Sacramento River (Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo, and Sacramento Counties) – field work completed. First draft of GRP being assembled.

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

Salinas River (Monterey and potentially San Luis Obispo County) - still working on finalizing upstream boundary but identified as Monterey County line at San Luis Obispo County. Limited field reconnaissance is underway.

Santa Ana River (San Bernardino, Riverside, and Orange Counties) - Lower Santa Ana River first draft complete - currently under Manager/Supervisor review.

Santa Margarita River (Riverside and San Diego Counties) first draft complete – currently under SERB review.

Area Contingency Plans (ACPs)

OSPR Statewide Internal ACP Workgroup Meetings

December. 15, 2020

March 22, 2021

Sector San Francisco

ACP 1 Area Committee Meeting held via audio call on January 21, 2021 and March 18, 2021.

ACP 2 Area Committee Virtual Meeting held on February 9, 2021.

ACP 3 Area Committee Virtual Meeting held on April 8, 2021.

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

Sector Los Angeles/Long Beach

ACP 4 and 5 Area Committee Virtual Meeting held on February 19, 2021.

Sector San Diego

ACP 6 Area Committee Meeting held on January 19, 2021.

SFRT currently working on updates to San Clemente Island Sensitive Sites

Shoreline Protection Table Workgroup Meetings:

November 9, 2020

December 1, 2020

December 18, 2020

February 18, 2021

March 29, 2021

Risk-based assessments being developed.

Statewide Area Committee Meeting

Next meeting planned for July 2021 Virtual/in Northern California

Sensitive Site Strategy Evaluation Program (SSSEP)

Workgroup met on December 14, 2020

SSSEP Testing Since Mid-March. 2020

ACP 1

No testing during this reporting period

ACP 2

No testing during this reporting period

ACP 3

No testing during this reporting period

ACP 4

4-660 Arroyo Burro Creek was tested on November 10, 2020

ACP 5

5-250 Golden Shore Marine reserve was tested on November 5, 2020

5-330 Talbert Marsh was tested on November 30, 2020

5-325 Bolsa Chica Restored Wetlands was tested on February 26, 2021

5-210 Cabrillo Wetlands was tested on March 8, 2021

ACP 6

No testing during this reporting period

Virtual Oil Spill Exercises:

NuStar Energy, November 12, 2020

BAE Systems, November 17, 2020

Golden Gate Ferry, November 17, 2020

Maxum Petroleum, November 18, 2020

Redwood Coast Fuels, December 21, 2020

Sentinel Peak Resources, March 30, 2021

Andeavor Logistics So-Cal Pipeline, May 13, 2021

So Cal Holdings LLC, May 19, 2021

Torrance Logistics Co. Southwest Terminal, May 21, 2021

Training:

Environmental Response to Oil Spills (EROS) Training Class

October 2020 training for inland northern California was cancelled due to COVID-19

New EROS Workgroup Chair is Jenna Driscoll who is OSPR's new Training Coordinator.

Virtual EROS Training on Resources at Risk on November 17, 2020

Virtual EROS Training on SCAT on December 18, 2020.

Miscellaneous Training

ERB ESs continue limited field testing of SCATologue Application in their areas, as well as during responses.

All in-person training postponed due to Covid-19 protocols; additional training opportunities through LEARN, OWCN, NOAA, DOI Inland Response

NRDA 101 training provided internally to ERB ESs on November 5-6, 2021.

Internal Meeting between ERB and NRDA to discuss Primary Restoration during response with follow-up training to be scheduled.

Cultural Resources and the Role of the Historic Properties Specialist during Oil Spill

Response held virtually by DOI on February 17, 2021

OSPR/Chevron Virtual Technology Workshop held February 22 – 25, 2021

ERB staff took the required Ethics Training.

Selected Responses:

NFRT responded to the following:

20-6497 NFRT notified loss of pressure by a Morgan Kinder gasoline pipeline. This particular pipeline runs from Concord to San Jose. On December 2, 2020, NFRT reported a small amount of petroleum was daylighting in a concrete lined section of Walnut Creek. By December 21, 2020, 328 bbls of gasoline had been recovered and product recovery is increasing "exponentially". As of February 9th, 460.08 barrels of product have been recovered.

CFRT responded to the following:

20-6264 PG & E, forklift in Kings River on November 9, 2020: forklift went over the side of a road into the Kings River. Forklift operator was killed as a result. Hydraulic oil into the river. Forklift removed in sections from the river via helicopter which needs to be investigated for cause of fatality. Boom placed downstream with sheening observed.

21-0190 Alisal Creek Fire Discharge on January 13, 2021: Fire at Salinas commercial truck repair shop released various hydrocarbons, est. 20 plus barrels from vehicles and storage which entered Alisal Creek, directly upstream of steelhead habitat and leads to Moss Landing. 6 days active cleanup, 6 days monitoring. OSPR collected 23 dead fish (21 Monterey roach (SSC), 2 goldfish) and observed but did not collect 11 dead fish. OEHHHA did not issue fishery closure. Continued monitoring to silver sheen.

21-0222 and 21-0243 Whitehouse Creek Spill on January 14, 2021 near the Santa Cruz County border. Dump truck completing CZU fire debris removal rolled off road into Whitehouse Creek, released ash and debris cargo and estimated less than 10-gal motor oil from truck. RP conducted cleanup, no oil or oiled wildlife observed. Original NFA for OSPR, a second OES report made because RP was advised to call per insurance company request.

21-0805 Aera Energy flowline spill on February 25, 2021: 23.8 bbls crude, 138 bbls produced water. The spill went through a culvert then into waterway. Two dead, oiled kangaroo rats were collected as evidence. The spill was covered overnight with visqueen and cleanup initiated the following morning. No additional wildlife observed.

SFRT responded to the following:

20-6913 - Santa Ana Automotive Supply had a fire in their warehouse. Automotive fluids were released with the fire suppression water into the parking lot which lead to a storm drain and reached East Garden Grove Wintersburg Channel. Ocean Blue handled the cleanup and OC Public Works signed off the channel.

A boat exploded, caught fire, and sank in Dana Point Harbor. The incident resulted in the release of 4-5 gallons of fuel. Sunken and severely damaged boats were removed by Towboat U.S.. Approximately 11 boats were reportedly damaged. USCG, Orange County Sheriff Department, Orange County Fire Department and ATF were on scene.

Other

Service Based Budgeting (SBB) Project. Completed by ERB on 4/2/2021.

All ERB Field Staff Virtual Meetings held every other month:

November 3, 2020

January 21, 2021

March 11, 2021

Spill Response Technology Branch

Departments:

Best Achievable Technology (BAT)
Applied Response Technology (ART)
Oiled Wildlife
Marine Wildlife Veterinary Care & Research Center (MWVCRC)
Fisheries Closure
Geographic Information Systems (GIS)

News and Administration:

Response Technology & Support Branch. The Response Technology and Support Program has been elevated to Branch level to reflect the substantial overlap with the other Branches and facilitate the highest level of coordination.

Ninth Bi-Annual Spill Response Technology Workshop. OSPR and Chevron co-hosted the international event online. The weeklong event included more than 50 presentations.

Highlights:

429 registrants + 75 panelists
354 (82%) of the registrants attended at least some of the event
We had participants from the US, Canada, France, United Kingdom, Croatia, Israel, Libya, Sweden, and Australia.

Staffing:

Continuing to support Contact Tracing with three staff from Response Technology – Burden on remaining staff continues to build.

New Hires: GIS Analyst Position being advertised.

Applied Response Technology and Best Achievable Technology

Non-dispersant Oil Spill Cleanup Agents & In-Situ Burn – Developing revisions/edits for update of Federal Region 9 Contingency Plan.

OSPR / Chevron Spill Response Technology Workshop – Significant planning and execution work to deliver outstanding workshop.

Renewable Fuels and Feedstock – Continuing to develop informational documents addressing the anticipated impacts on the environment and wildlife from spills of renewable fuels such as biodiesel, renewable diesel, ethanol and their feedstocks (e.g., corn oil, starch, tallow, grease, etc.). OSPR is working to ensure that these fuels are added to legislation that will allow OSPR to respond to spills in the same capacity as for traditional petroleum spills.

Drills and Exercises – Remote participation in drills

Oiled Wildlife

Oiled Wildlife Response – Several field responses to address oiled wildlife including the Camarillo incident and others.

Planning and Field Documents – OSPR and OWCN have completed or are nearing completion on new field and care resources including:

Quick Guide for Field Sampling - complete

Protocol for Capture and Field Sampling – complete
Chain of Custody Requirements for Spills – in review
Pre-emptive Capture Considerations General - complete
Pre-emptive Capture Considerations for Sea Otters - complete
Evidence vs. Documentation for Oiled Wildlife – in review
COVID Protection for Responders at Primary Care - complete
COVID Functional Capacity of Wildlife Response Personnel - complete

Drills and Exercises – Remote participation in drills

Marine Wildlife Veterinary Care & Research Center

MWVCRC maintaining full facility readiness through COVID-19.

Coordinating with NMFS and UCSC in support of emergency rescue efforts for endangered black abalone. MWVCRC providing temporary housing for 130+ abalone on site.

Contributing to Science and Conservation Through Publications:

2021 Moriarty ME, Tinker MT, **Miller MA**, Tomoleoni JA, Staedler MM, Fujii JA, **Batac FI**, **Dodd EM**, Kudela RM, Zubkousky-White V, Johnson CK. Exposure to domoic acid is an ecological driver of cardiac disease in southern sea otters. *Harmful Algae* 101 (2021): 101973.

2021 Tinker MT, Yee JL, Laidre KL, Hatfield BB, **Harris MD**, Tomoleoni JA, Bell TW, Saarman E, Carswell LP, Miles AK. Habitat features predict carrying capacity of a recovering marine carnivore. *Journal of Fish and Wildlife Management* 85(2): 303-323.

<https://doi.org/10.1002/jwmg.21985>

2020 Batac FI, Miller MA, Moriarty ME, Shen Z, Fox JG, Ottemann KM. *Helicobacter* spp. in necropsied southern sea otters (*Enhydra lutris nereis*) is associated with gastric ulcers and sensitive to multiple antibiotics. *Frontiers in Marine Science* 7: 413.

<https://doi.org/10.3389/fmars.2020.00413>.

2020 Beck J, Michael PE, Hester M, Nevins HM, Donnelly-Greenan E, Gobble C, Phillips EM, Young C, Fitzgerald S. Seasonal variation of Pacific Northern Fulmar bycatch: Implications for age and sex-specific mortality. *Fisheries Oceanography*. Online early. <https://doi.org/10.1111/fog.12518>

2020 Burgess TL, Tinker MT, Miller MA, Smith WA, Bodkin JL, Murray MJ, Nichol LM, Saarinen JA, Larson S, Tomoleoni JA, Conrad PA, Johnson C. Spatial epidemiological patterns suggest mechanisms of land-sea transmission for *Sarcocystis neurona* in a coastal marine mammal. *Scientific Reports* 10: 3683. <https://doi.org/10.1038/s41598-010-60254-5>.

2020 Henkel LA, Neuman KK, Stein RW, Stenzel LE. Assessing accuracy of sampling schemes to estimate western snowy plover reproductive success. *Journal of Fish and Wildlife Management* 11(1): 210-216. <https://doi.org/10.3996/102019-JFWM-088>.

2020 Miller MA, Duignan PJ, Dodd E, Batac F, Staedler M, Tomoleoni JA, Murray M, Harris H, Gardiner C. Emergence of a zoonotic pathogen in a coastal marine sentinel: *Capillaria hepatica* (syn. *Colodium hepaticum*)-associated hepatitis in southern sea otters (*Enhydra lutris nereis*). *Frontiers in Marine Science* 7:335. <https://doi.org/10.3389/fmars.2020.00335>.

2020 Miller MA, Moriarty ME, Henkel L, Tinker MT, Burgess TL, Batac FI, Dodd E, Young C, Harris MD, Jessup DA, Ames J, Conrad PA, Packham AE, Johnson, CK. 2020. Predators, disease, and environmental change in the nearshore ecosystem: Mortality in southern sea otters (*Enhydra lutris nereis*) from 1998-2012. *Frontiers in Marine Science* 7:582. <https://doi.org/10.3389/fmars.2020.00582>

Accepted/In Press:

2021 Gobble CM, Kudela RM, Knowles S, Bodenstein B, Lefebvre KA. Domoic acid and saxitoxin in seabirds in the United States between 2007 and 2018. *Harmful Algae*.

2021 Miller MA, Moriarty ME, Duignan PJ, Zabka TS, Dodd E, Batac F, Young C, Reed A, Harris M, Greenwald K, Kudela R, Murray MJ, Gulland F, Miller PE, Hayashi K, Gunther-Harrington CT, Tinker MT, Toy-Choutka S. Clinical signs and pathology associated with domoic acid toxicosis in southern sea otters (*Enhydra lutris nereis*). *Frontiers in Marine Science*.

2021 Moriarty ME, Miller MA, Murray MJ, Duignan PJ, Gunther-Harrington CT, Field CL, Adams LM, Schmitt TL, Johnson CK. Exploration of serum cardiac troponin as a biomarker of cardiomyopathy in southern sea otters (*Enhydra lutris nereis*). *American Journal of Veterinary Research*.

2021 Javeed N, Foley J, Oliver-Guimera A, Affolter VK, Keel MK, Reed A, Pesapane R, Duignan PJ, Murray M, Tinker MT, Miller MA. Demodectic mange in threatened southern sea otters (*Enhydra lutris nereis*). *Veterinary Dermatology*.

Internal Research: Staff continue with studies of the health and pathology of sea otters and seabirds to assure best achievable care during spill response.

Drills and Exercises: Remote participation in drills addressing oiled wildlife roles and responsibilities.

Fisheries Closure

OEHHA + OSPR – Continued coordination for response

OSPR Coordination – OSPR FRT and Fisheries Closure Team working collaboratively to develop and implement Fisheries Closure checklist for field responders.

Legislative Change – OSPR management continues to discuss potential changes to the legislative language behind fisheries closure to better align OEHHA and OSPR responsibilities during spills, particularly associated with closure requirements during the first 24 hours of a response.

Geographic Information Systems

Spatial Analysis and Mapping During Response Statewide.

SCATatalogue – Programming modernization and optimization occurring for SCATatalogue.

GRP Development – Supporting spatial analysis and mapping for multiple concurrent GRPs.

ERMA Updates – Continual data additions to ERMA for Common Operating Picture during response. Preliminary work with NOAA on new “dashboard” tools for ERMA that would be customized by OSPR during spill response.

Environmental Sensitivity Mapping for SF Bay ACP. Developing update to NOAA ESI maps for SF Bay/Delta region. OSPR is leading this effort as a courtesy to NOAA. Nearing completion.

Drills and Exercises. Remote participation in drills addressing Common Operating Picture, Situation Unit support, SCAT, spatial analysis, and mapping.

Laboratory Response Unit

Sample Analysis

Performed petroleum confirmation, characterization and/or fingerprinting on eight on-going cases. Performed PAH analysis for water column toxicity assessment to support one spill response.

Research

The Petroleum Chemistry Laboratory (PCL) entered the planning and method development phase of a renewable diesel (RD) research project. The main goals of this project are:

1. Evaluate the applicability of current petroleum spill methodologies for characterization and risk assessment of renewable diesel spills.
 - Determine if renewable diesel lacks markers used for petroleum identification (biomarkers, PAHs).
 - Determine concentrations of PAHs in renewable diesel at various points along the supply chain.
2. Characterize the chemical composition and variability of renewable diesel samples collected at various points along the supply chain.
3. Compare chemical profiles of renewable diesel made from different feedstocks.
4. Compare chemical profiles of renewable diesel, petroleum diesel, and biodiesel.
5. Investigate the change in chemical signature of renewable diesel when mixed with petroleum diesel or different feedstock renewable diesel.
6. Compare the weathering process of renewable diesel and petroleum diesel.

The laboratory staff met with staff at the CA Air Resources Board (CARB), State Water Quality Control Board, Office of Health Hazard Assessment, and the California Department of Food and Agriculture (CDFA) in November/December 2020 to discuss the project, renewable diesel in general, and obtaining samples of renewable diesel from along the supply chain. ARB staff advised that all RD is mixed with at least a small fraction (0.1%) of conventional diesel in order to receive the blenders credit for renewable fuel through CARB. In terms of obtaining RD samples, staff from the CDFA Weights and Measures lab are working with their industry contacts to obtain RD from at least three refineries that represent the use of different feedstocks and refining processes/technologies. PCL staff have secured a sample from Neste as of this update. The CDFA lab also provided the PCL with samples of RD and biodiesel to use for method development and optimization work

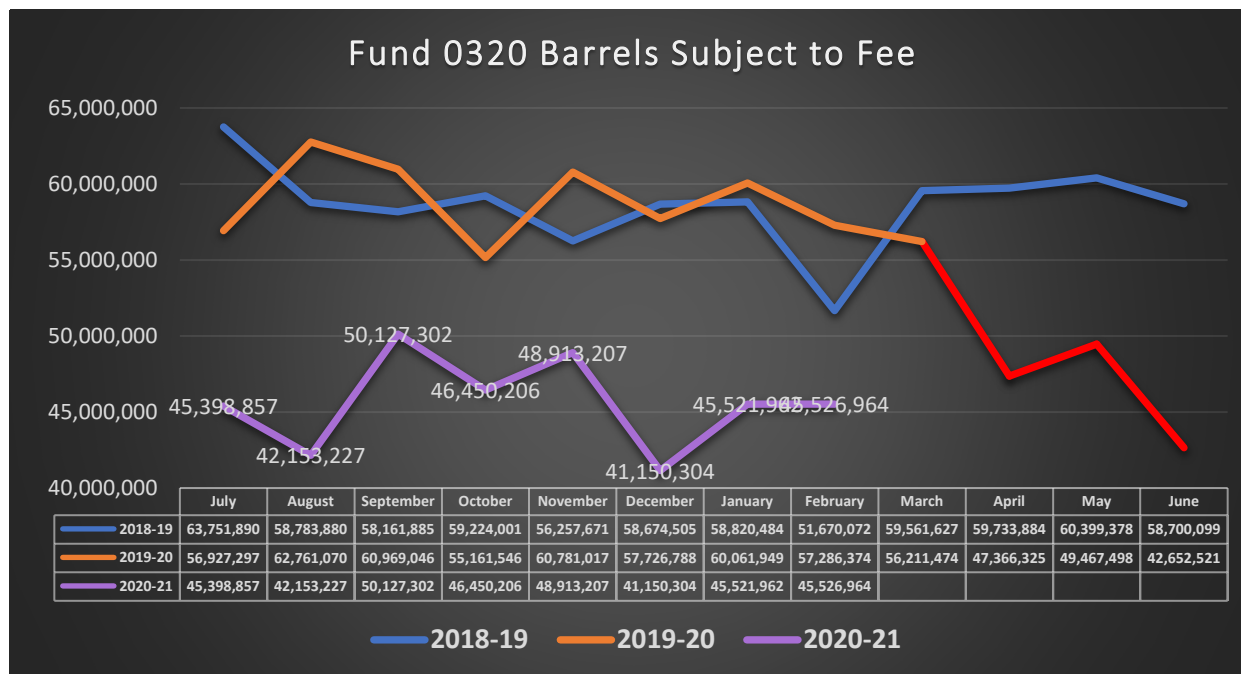
Financial and Administrative Services Branch

Finance

FASB continues to adjust to teleworking while ensuring we provide the necessary service and support to OSPR staff. In January 2021, OSPR finished up the 4-year audit cycle with the Department of Finance (DOF). Only two minor findings were made and OSPR is

communicating with DOF and taking the necessary steps to address these items. A final copy of the report, including OSPR's response to the findings, can be found on DOF's website: <https://esd.dof.ca.gov/reports/report.html>

OSPR is in continued discussion with DOF and the California Department of Fee and Tax Administration (CDFTA) to address the structural deficit. As shown in the chart below, due to the decline in petroleum demand resulting from COVID-19, barrels subject to fee are at a 3-year low. In a normal year (18/19), the fee would be assessed on a monthly average of 58M barrels whereas in this fiscal year (20/21) we see a monthly average of 45M barrels, an overall 29% decrease. As we move forward, renewable products such as biodiesel and renewable diesel will continue to displace petroleum-based diesel on a 1:1 ratio.



Cost Recovery:

Since November, the Cost Recovery Unit (CRU) has been tasked with filling the finance role in four major responses: Camarillo Springs (11/17/2020); Iron Horse Trail (12/2/2020); Recovered Oil Line Leak – Chevron (2/9/2021) and American Challenger (3/5/2021). In March 2021, the CRU performed the initial cost recovery role for DFW in the COVID Vaccination Clinic response and subsequently trained the DFW Admin staff to transition the role to that unit. Cost Recovery has opened 39 spills cases (all statewide) from November 2020 thru March 2021.

Procurement/Contracts:

The OSPR Procurement team is working hard to prepare all contract/payable grants for FY 21/22. In total, we have four new payable agreements, 12 new payable grants, and have amended three existing payables and one reimbursement agreement. We have entered our peak purchasing time as everyone is preparing for the end of the FY. Our staff is working with the program leads to ensure that orders are in the queue to meet BMB deadlines. COVID PPE purchases (masks, gloves, sanitizer) have been a large part of requested items on our list.

Facilities:

Most recently, OSPR Facilities staff completed their part in the FI\$CAL asset location and custodian project. Two lease updates for LED boat slips were completed to secure locations

for OSPR's vessels. The multi-year modular facilities project at the Rancho Cordova laboratory continues with the recent completion of conduit burial.

Fleet:

The OSPR Fleet unit surveyed four Law Enforcement trucks that are now pending sale at the State auction yard. OSPR fleet continues to adhere to DGS COVID guidelines when cleaning/disinfecting pool vehicles. To make sure we meet vehicle mileage requirements, OSPR is loaning pool vehicles to other programs when needed. We are currently awaiting direction from DGS regarding the fleet reduction drill.

Personnel Updates:

In December 2020, longtime OSPR Contract Analyst, Heather Sironen was promoted to the OSPR Administrative Officer. The vacated contract analyst position has been advertised and pending the interview process. On March 2nd, after 20 years of dedicated state service (all w/OSPR), OSPR Cost Recovery Analyst, Sandi Potstada retired. Her vacated position has been advertised and pending the interview process. Effective March 2nd, Jaime Rodriguez (former OSPR Business Services Officer) transferred internally to the OSPR Facility Analyst position. The position will be advertised and filled within the next couple of months. Other staff changes throughout OSPR branches include the incoming transfers/new hires Danielle Aguirre (OSPS, Prevention) and Madison Boynton (ES, ERB); outgoing transfers Cathy Ramsey (SSA, FASB); internal transfer/promotions Jenna Driscoll (Sr. ES Spec, Preparedness); retirements Dr. Steve Hampton (Deputy Administrator); Melissa Boggs (Sr. Es Sup ERB); Jim Hughes (OSPS, Prevention) and Shane Stahl (Chemist, PCL).

Preparedness Branch

Drills and Exercises

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

Total Drills Statewide (November 2020 – February 2021)

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

Total Drills: 53

Total Tabletop (all exercises attended remote or virtual): 43

Total Equipment Deployment (remote): 10

Total Drills Southern California (November 2020 – February 2021)

Total Drills: 29

Total Tabletop (all exercises attended remote or virtual): 24

Total Equipment Deployment (remote): 5

Total Drills Central California 2020 (November 2020 – February 2021)

Total Drills: 8

Total Tabletop (all exercises attended remote or virtual): 7

Total Equipment Deployment (remote): 1

Total Drills Northern California (November 2020 – February 2021)

Total Drills: 16

Total Tabletop (all exercises attended remote or virtual): 12

Total Equipment Deployment (remote): 4

Unannounced Drill Program

Unannounced OSRO Drills for January through March 2021:

2 Total: 1 Passed, 1 Failed

Oil Spill Contingency Plans: November 2020 - February 2021

Total Vessel Approved Plans: **1272**

Total Withdrawn plans: **1591**

Total New Approved Plans for Nov 2020 - Feb 2021: **43**

Vessel Resubmittal Approval November 2020 – February 2021: **89**

Vessel Revisions November 2020 – February 2021: **848**

Facility Plans Approved:

Marine: 7

Inland: 1

Inland Exempt: 12

Total Approved: 20

Withdrawn: 14

Geographic Response Plans (GRPs)

OSPR Statewide Internal GRP Workgroup Meetings:

June 23, 2020

September 22, 2020

December 15, 2020

March 2021 will be rescheduled, GRP Coordinator Deployed

Current GRPs in progress:

Klamath River in Siskiyou, Humboldt, and Del Norte Counties, field work largely complete, may need to revisit some sites. Sites on tribal lands not available for visits during Covid.

Maps being worked on by GIS lead.

Lower Sacramento River in Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo, and Sacramento Counties, field work complete; have begun process of putting together the first draft.

Lower American River in Sacramento and Yolo Counties, limited field work underway to identify strategy sites.

Salinas River in Monterey and potentially San Luis Obispo County, field reconnaissance in progress.

Santa Ana River, in San Bernardino, Riverside, and Orange Counties. Lower Santa Ana River first draft complete. Comments received from GRP Subcommittee and internal GRP Workgroup. Final review will go to executive.

Santa Margarita River, in Riverside and San Diego Counties. First draft completed; in review by GRP leads prior to sending to GRP Subcommittee for their review.

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 also updated environmental sensitive sites via the Sensitive Site Strategy Evaluation Program (SSSEP) for ACPs in 2020, and those sites will be posted online by June 1, 2021. OSPR is currently updating the USCG Sector SF ACPs 1-3, and the revision is due in 2022. OSPR Workgroup updated the socioeconomic 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 on their typical meeting schedules, just virtually. The Regional Response Team (RRT) is conducting virtual meetings and workshops as well. These meetings' information is posted on OSPR's webpage.

Statewide Area Committee Meeting

Next meeting planned for July 2021

Inland Response Plans

Many inland contingency plan holders are reaching their 5-year revision deadline, and are required to submit their plans again. Preparedness staff are re-reviewing those on a rolling basis.

Spill Management Team Program

The spill management team regulations are getting closer to implementation. The 45-day comment period ended on September 14, 2020, and two 15-day comment periods were

held from January 15-February 1 and February 26-March 15, 2021 to accommodate final adjustments to the regulations. The package was submitted to the Office of Administrative Law for final approval the week of April 5, and we anticipate the regulations going into effect either July 1 or October 1, 2021.

Training

Jenna Driscoll, previously with Drills and Exercises, was hired as the new Training Coordinator in December 2020.

In-person training remains on hold due to COVID-19. Many trainings are being offered virtually and staff are taking advantage of these opportunities. OSPR hosted several virtual 8-hour HAZWOPER Refreshers and OSPR Executive participated in an Implicit Bias Training hosted by the National Training Institute on Race and Equity.

Environmental Response to Oil Spills (EROS) will likely be held internally this year to allow for more adaptability as COVID guidelines change throughout the year.

Efforts are underway to organize OSPR-hosted ICS 300 and 400 courses in collaboration with Captain Michael Kirschner from CDFW Law Enforcement. This will provide staff with annual access to these courses at a significantly reduced cost to OSPR.

The Environmental Response Branch and Training Coordinator are working to organize training on Primary Restoration and NOAA oil spill modeling programs.

Subject Matter Experts met on March 24 to revitalize the task book project. Leads for each task book will review the most recent versions and make any updates. The Sample Coordinator task book is under final review for approval and new task books are being developed for Documentation Unit Leader, Potential Places of Refuge/Salvage, Quantification, and Tribal Liaison. The Training Coordinator is developing a new template that will be more user-friendly, streamlined, and ADA compliant, and is working with the Office of Training and Development to incorporate task books into LEARN. This will allow for improved tracking and facilitate more accurate budget forecasting.

An OSPR Support Center drill was held on April 6. Goals of the exercise were to test activation of the Virtual Support Center through Microsoft Teams, test the EBS notification system, and provide staff with additional training on using Teams during an initial response. Nearly 30 staff participated in the exercise. The team successfully initiated activation of the Virtual Support Center, tested processes to upload incident documentation, identified the need to streamline call-out activation lists and messaging, and discussed that OSPR is investigating a replacement system for EBS notifications. Additional Support Center drills will be planned monthly, pending active responses.

Legal Branch

Both the **Refugio** and **Grove** spills are in the post settlement phase.

American Challenger Incident

The *American Challenger* was being towed by the *Tug Hunter* from Washington state to Mexico allegedly to be sold for scrap. On or about March 5, 2021, the *Tug Hunter* lost tow of the *American Challenger* and it beached north of Dillon Beach. A Unified Command was formed with OSPR, the USCG, and Marin County, to address the pollution threat and to evaluate options to remove the vessel. The UC is setting objectives and implementing tactics to survey the current pollution threat from the vessel. An on-going discussion

concerns state and federal agency jurisdiction for vessel removal and possible funding sources for vessel removal.

On March 29, 2021, OSPR issued a Designation of Responsible to three entities: the company who is the registered owner of both vessels, a principle of the company, and the operator of the *Tug Hunter* at the time. None of these entities have offered any insurance or funding that would pay for salvage or wreck removal, and none of them have participated in the Unified Command. At this time one party has rejected being designated as responsible.

Additionally, California Assembly member Levine (Marin County) has introduced AB 1539, which would require a vessel “used for” commercial purposes to have at least \$1,000,000 of insurance for wreck removal costs. The Division of Boating and Waterways would implement this requirement.

Chevron Long Wharf Incident – Recovered Oil Line Leak

On Feb. 9, 2021, a Unified Command was established in response to a reported pipeline discharge at the Chevron Long Wharf in Richmond. The Unified Command was comprised of the U.S. Coast Guard, California Department of Fish and Wildlife Office of Spill Prevention and Response, Contra Costa Health Services, and Chevron. Investigators determined that an estimated 500 to 750 gallons of diesel/water flush mix was discharged from a quarter-inch hole in a pipe used to return a variety of excess oils and products to the refinery for reprocessing. No impacted wildlife were observed as result of this response. The incident is still under investigation.

Response activities included, among other things, manned and unmanned aerial surveillance overflights, and a shoreline assessment, on foot and by drone, which revealed no visible impacts on wildlife. A patchy sheen from Point Molate to Brooks Island was observed during the initial Coast Guard helicopter overflight, and a total of 3500’ of boom was deployed in the Richmond Eel Grass Beds north of the incident and 2500’ at Brooks Island south of the incident. Boom was also deployed in additional areas to proactively protect sensitive areas. The only shoreline area known to have been affected is Saltwater Station, a small beach immediately adjacent to the Chevron wharf. As a precaution, two public access sites on Western Drive and Keller Beach were briefly closed to allow the on-water response crews to focus on their work. The Unified Command evaluated any potential public health issues related to the incident. On Feb. 9, Contra Costa County Health preventatively issued a public health advisory directed towards residents with respiratory sensitivities. The advisory was then rescinded later that same day after air monitoring by authorities did not detect any levels that would result in health impacts or injuries.

On February 23, 2021, the Unified Command concluded cleanup and recovery efforts in the Richmond area as shoreline cleanup and assessment teams had not detected any sheen on the water or shoreline over the preceding weekend, marking 48 hours of no identified sheen. Long term environmental impacts are not expected from the incident, but as a precaution CDFW scientists took samples of water, sediment, and mussels in the area. The results are pending in a laboratory. More publicly available information on the response can be accessed at <https://recoveredoillineleak.com/>.

HVI Cat Canyon Inc., fka Greka:

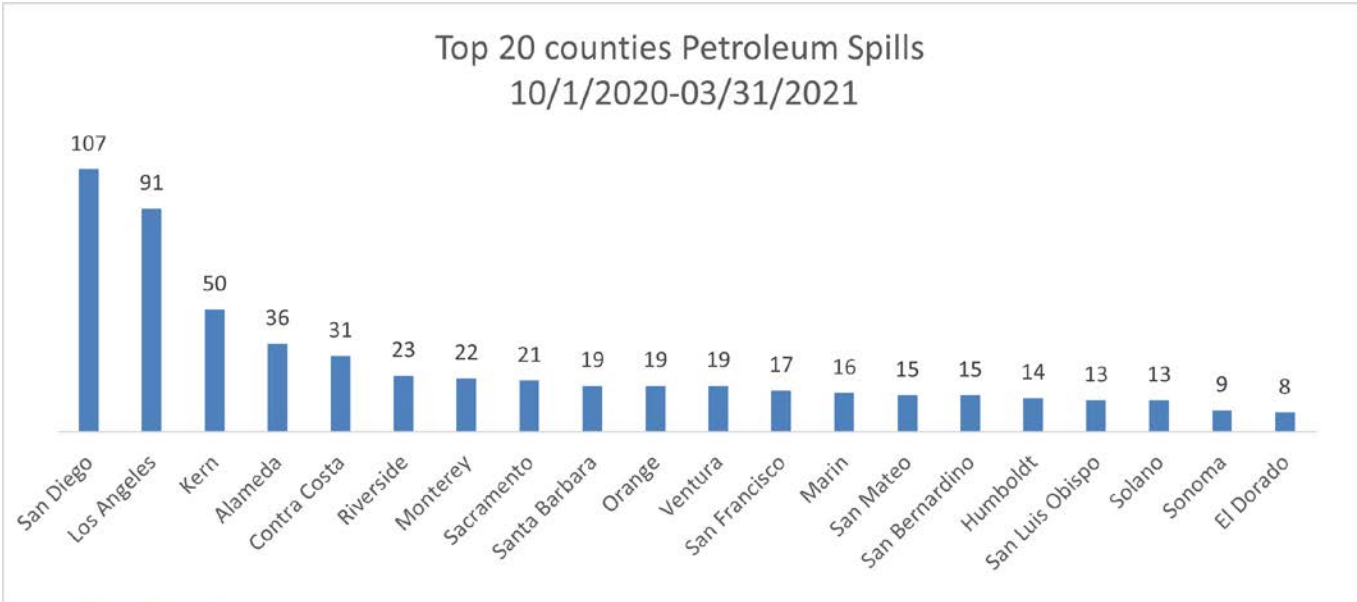
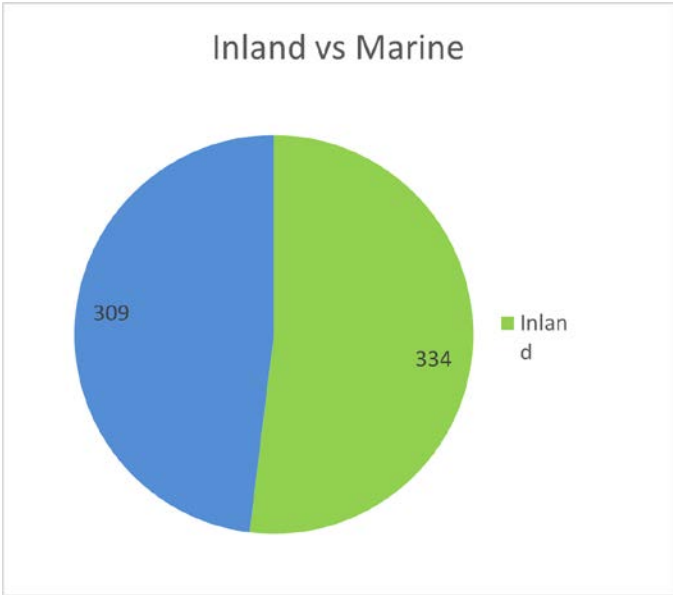
The civil trial against Greka occurred on the week of October 22, 2018 in Federal District Court in Los Angeles in response to a series of spills and incidents occurring at facilities in the Santa Maria area. The matter is with the court for a decision.

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.

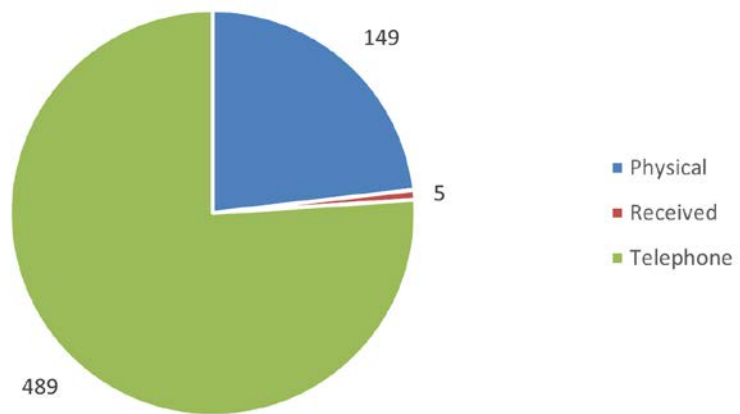
On January 17, 2020, the OSPR Administrator issued a Cease-and-Desist Order against HVI Cat Canyon Inc. for all their facilities in Santa Barbara and Orange Counties. HVI Cat Canyon, under the direction of the bankruptcy trustee, has been in compliance with the terms of the order.

The Bankruptcy Court approved the sale of HVI Cat Canyon's assets to a two LLC's which are part of Five-Jab LLC, Magnolia, Texas. State agencies are coordinating their efforts to ensure the new purchasers and operators are meeting legal requirements.

Petroleum Spills October 1, 2020 through March 31, 2021



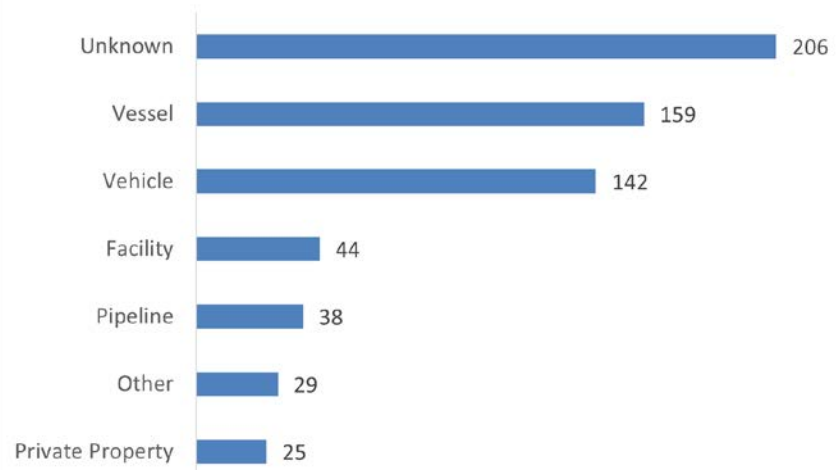
Response Type



Spills by Month



Source



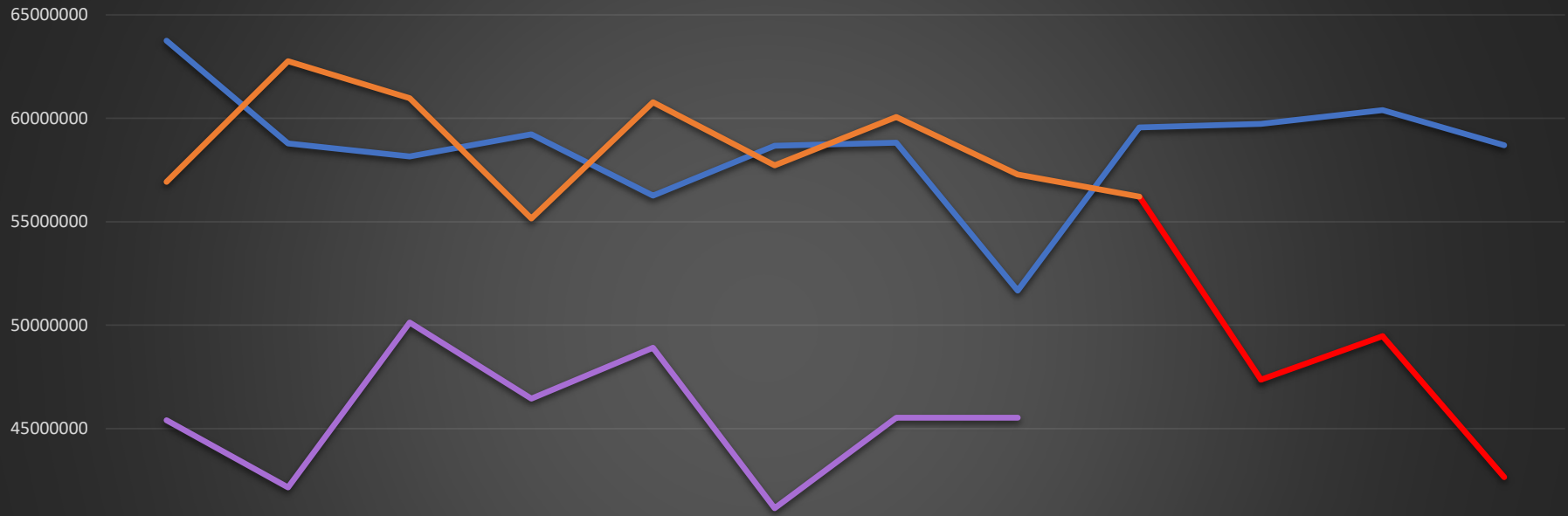
**V. OSPR AND CALIFORNIA STATE LANDS COMMISSION BUDGET
UPDATES**

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
FUND 320 OIL SPILL PREVENTION AND ADMINISTRATION FUND CONDITION STATEMENT
(this data is current to 4/12/2021)

	Prior Year 2019-2020	Current Year 2020-2021	YTD 2020-2021*
Beginning Balance:	\$ 25,981	\$ 17,178	\$ 17,178
Prior year adjustments			
Adjusted Beginning Balance	\$ 25,981	\$ 17,178	\$ 17,178
REVENUES, TRANSFERS AND OTHER ADJUSTMENTS			
Revenues			
4129200 Other Regulatory Fees	\$ 52,164	36,348	26,544
NTV Fee		5,241	4,551
4163000 Investment Income - Surplus Money Investments	864	347	153
4171100 Cost Recoveries – Other			
4171400 Escheat - Unclaimed Checks, Warrants, Bonds, Coupons			
Loan from Oil Spill Response Trust Fund (0321) to Oil Spill Prevention and Administration Fund (0320) per Item 3600-012-0321, Budget Act of 2020		6,500	
Total Revenues, Transfers, and Other Adjustments	\$ 53,028	\$ 48,436	\$ 31,248
Total Resources	\$ 79,009	\$ 65,614	\$ 48,426
EXPENDITURES AND EXPENDITURE ADJUSTMENTS			
Expenditures:			
0860 Board of Equalization (State Operations)			
3560 State Lands Commission (State Operations)	15,215	14,042	
3600 Department of Fish and Wildlife (State Operations)	38,757	34,414	19,495
3600 Department of Fish and Wildlife (Local Assistance)	1,341	1,341	1,209
3980 Office of Environmental Health Hazard Assessment (State Operations)	191	174	
6440 University of California (State Operations)	2,500	2,500	
7600 California Department of Tax and Fee Administration (State Operations)	355	337	
8880 Financial Information System for California (State Operations)	(5)		
9892 Supplemental Pension Payments (State Operations)	1,071	1,067	
9900 Statewide General Administrative Expenditures (ProRata)(State Operations)	2,406	2,181	
Total Expenditures and Expenditure Adjustments	\$ 61,831	\$ 56,056	\$ 20,704
FUND BALANCE	\$ 17,178	\$ 9,558	
Reserve for Economic Uncertainties	\$ 17,178	\$ 9,558	

* this data is current as of 4/12/2021

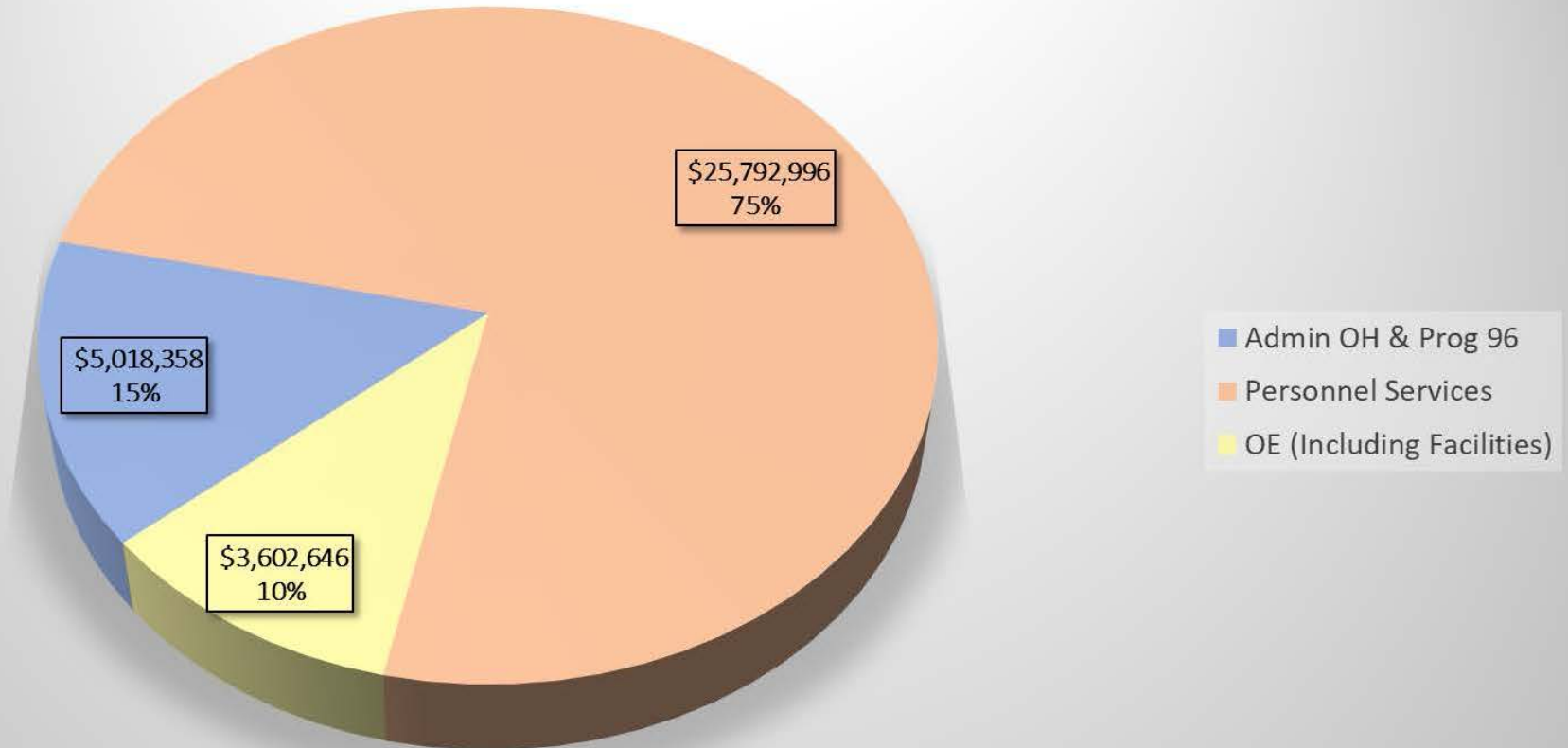
Fund 0320 Barrels Subject to Fee



— 2018-19 — 2019-20 — 2020-21

	July	August	September	October	November	December	January	February	March	April	May	June
2018-19	63751890	58783880	58161885	59224001	56257671	58674505	58820484	51670072	59561627	59733884	60399378	58700099
2019-20	56927297	62761070	60969046	55161546	60781017	57726788	60061949	57286374	56211474	47366325	49467498	42652521
2020-21	45398857	42153227	50127302	46450206	48913207	41150304	45521962	45526964				

Fund 0320 Breakdown FY 20-21



California State Lands Commission Fund Data

Table 1. OSPAF Historical Fund Data

Fiscal Year	Appropriation	Expenditures	Savings	Usage
MRM	\$5,498,000	\$5,498,000	\$-	100.0%
MEPD	\$8,674,000	\$7,480,000	\$1,194,000	86.2%
2017-18	\$14,172,000	\$12,978,000	\$1,194,000	91.6%
MRM	\$5,554,000	\$5,451,000	\$103,000	98.1%
MEPD	\$8,592,000	\$8,493,000	\$99,000	98.8%
2018-19	\$14,146,000	\$13,944,000	\$202,000	98.6%
MRM	\$5,966,000	\$4,891,000	\$1,075,000	82.0%
MEPD	\$9,249,000	\$7,731,000	\$1,518,000	83.6%
2019-20	\$15,215,000	\$12,622,000	\$2,593,000	83.0%
MRM	\$5,442,000		\$5,442,000	0.0%
MEPD	\$8,600,000		\$8,600,000	0.0%
2020-21	\$14,042,000	\$-	\$14,042,000	0.0%

	19-20	20-21
OSPAF PYs	92.9	92.9
MRM	28.3	28.3
MEPD	64.6	64.6
State Lands Commission	205.4	210.4

VI. AGENCY BRIEFINGS

California Coastal Commission (CCC)

Jonathan Bishop

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

Administration

New CCC Headquarters Address: 455 Market Street, Suite 300. San Francisco, CA, 94105.

Covid-19/Planned Leave Program: CCC Staff continues to be encouraged to work from home. Office visits are limited to short duration and essential duties. CCC Staff remains on the mandatory Planned Leave Program at 2-days/month.

Personnel changes in the Energy and Ocean Resources and Federal Consistency Programs: Alison Dettmer, Chief Deputy Director; Kate Huckelbridge, Deputy Director, EORFC; Cassidy Teufel, Federal Consistency Program Manager.

Harbor Safety Committees: Jonathan Bishop has been reappointed to represent the Coastal Commission on Harbor Safety Committees for another 3-year term (beginning 3/31/21).

Meetings

Commission staff attended the following meetings via Zoom or Teams:

Ten Harbor Safety Committee ("HSC") meetings: three Humboldt HSC meetings (November 19th, January 21st and March 18th); two SF HSC meetings (November 12th and January 14th); one Port Hueneme HSC meeting (February 4th); two LA/LB HSC meetings (February 3rd and April 7th); and two San Diego HSC meetings (January 27th and April 7th).

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 Tugboat 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.

Six Area Committee (AC) meetings: two North Coast AC meetings (November 19th and March 18th); two Central Coast AC meetings (January 7th and April 8th); one SF/BD AC meeting (November 10th); one LA/LB AC meeting (February 19th); and one SD AC meeting (January 19th).

Regional Response Team Region IX (RRT 9): Quarterly Meeting, (January 27th).

OSPR/Chevron Technology Workshop : (February 22nd – 26th).

ExxonMobil Oil Spill Response Plan (OSRP) NE-0001-21. 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. CCC has issued a No Effects Determination # NE-0001-21 for the most recent update. In doing so the Commission finds that removing the FRV from Santa Barbara Harbor does not reduce protection of coastal resources.

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)
Non-tank Vessel Fees
Articulated Tug/Barges - ATB's

Emergency/Follow-up Coastal Development Permits:

Upper Magnolia Marsh Restoration 5-20-0072 Oil Spill Program Staff worked with our Long Beach office on a project proposed by the Huntington Beach Wetlands Conservancy and Plains Pipeline in Orange County. The project included: 1) removal of 800 lineal feet of remnant oil/petroleum and other abandoned utility pipelines and related pipeline infrastructure from within the area known as Upper Magnolia Marsh and from the utility bridge that crosses the Huntington Beach flood control channel, and, 2) wetland habitat restoration within the marsh area including restoration and enhancement of the existing tidal basin, grading to create a new tidal channel within the overall 2.26 acre Upper Magnolia Marsh. Planning included ensuring that a project specific oil spill prevention and response plan was in place prior to the start of construction and that BMPs were in place to protect wetlands during project implementation.

Avila Beach Pier Rehabilitation CCC staff is working with the Port San Luis Harbor District on a CDP to rehabilitate the Avila Beach Pier. The project may include the need to remove failing pier piles and pile drive replacement piles into or in close proximity to a known oil plume only a few feet below the sand surface. A variety of agencies and stakeholders, including OSPR, have been studying this plume for many years and a collaborative approach will be important in ensuring that oil spill are prevented and that accidental releases are adequately handled.

California Energy Commission

Gordon Schremp

Refineries in the greater SF Bay Area are operating under normal conditions with the exception of the Marathon Martinez refinery that has been idled since May of 2020.

No reported problems at marine terminals used for crude oil, refined products or renewable fuels.

Regional transportation fuel supplies remain adequate with no anticipated supply problems over the near-term.

Demand for gasoline remains lower, roughly 10-15 percent down compared to same pre-pandemic period in 2019.

Diesel demand is about 5 percent higher due to greater economic activity and associated goods movement.

Jet fuel demand remains depressed, about 35 to 45 lower than same period in 2019.

San Francisco Bay Conservation and Development Commission

Linda Scourtis

The following report covers the activities of the San Francisco Bay Conservation and Development Commission (BCDC) Oil Spill Prevention Program November 9, 2020 - April 14, 2021.

SF Harbor Safety Committee

BCDC participated in the November 2020 and January-April HSC meetings. No meeting was held in December 2020. The next remote meeting is scheduled May 13, 2021, following which another May Day party will not be held.

The Draft EIR for the proposed ballpark at Howard Terminal was released with comments due April 27. The HSC will submit a comment letter shortly focused on potential impacts to navigation that could result from a number of factors of the proposed development, including lighting and glare, fireworks displays and recreational boating. USACE has begun a feasibility study of widening the turning basin adjacent the proposed development. At the same time, BCDC staff is drafting its comments on a broad range of topics.

Ongoing depth condition issues at Pinole Shoal were a primary topic for a series of Dredge Issues work group meetings. Following the USACE agreeing to include the channel condition in their monthly reports and to continue regular communication with stakeholders, the regular meetings are no longer considered to be required. The channel, which provides access to North Bay terminals, is scheduled to be hopper-dredged in June. Emergency dredging was conducted last fall.

Four dead whales were recently found in the Bay Area within an eight day span. Necropsies to date have revealed no disease.

BCDC staff has initiated the update of the Harbor Safety Plan to reflect 2020-2021 activities.

Area Contingency Planning

BCDC spill staff attended the February 9, 2021 Area Committee remote meeting. The next meeting is scheduled May 11; an RRTIX meeting is calendared the previous week.

Spill staff continues its membership on the interagency team managing the investigation into the cause of the ongoing seep near Hyde Street Pier in San Francisco, and visited the site as exploration of a fuel depot pipeline is underway. Because of the nature of some product tested, it is believed the source may soon be identified and cleanup procedures initiated. BCDC is standing by to issue the appropriate permit for the activities proposed when details are provided.

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.

Response and Related Activities

Staff continues to monitor reports on an ongoing basis and issued no spill-related emergency permits during the period. The effects of the February Chevron pipeline spill were largely restricted to floating product and a beach remediation was avoided. BCDC receives regular updates on the American Challenger incident from the OSPR Liaison.

California State Lands Commission

Jennifer Lucchesi

Chris Beckwith

State Lands Commission staff continue to adapt to the situation presented by the COVID-19 pandemic. 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 the use of personal protection equipment, physical distancing, dispatching remotely, continuing data collection from the field, and digital paperwork while maintaining core inspection and monitoring activities.

State Budget/Commission Budget/OSPAF

On January 10th, Governor Newsom released his proposal for the State's budget for the 2021-22 fiscal year. This includes a total budget for the State Lands Commission of \$61,265,000, including an appropriation of \$15,255,000 from Oil Spill Prevention and Administration Fund (OSPAF). The Governor's proposal was finalized prior to the passage of Federal legislation that provides aid to local governments for COVID relief. 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 Governor's budget also included \$2 million out of the Environmental License Plate Fund for the management of the Bolsa Chica wetlands. The 2020-21 Enacted Budget 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. Per the Department of Finance, this loan will be repaid in full by 2024-25. Accrued interest for this loan 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 OSPAFA 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. Travel, overtime and training must be directly authorized by the Executive Office.

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Fiscal Year	Appropriation	Expenditures	Savings	Usage
MRM	\$5,498,000	\$5,498,000	\$-	100.0%
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2020-21	\$14,042,000	\$-	\$14,042,000	0.0%

	19-20	20-21
OSPAF PYs	92.9	92.9
MRM	28.3	28.3
MEPD	64.6	64.6
State Lands Commission	205.4	210.4

2021-2025 Strategic Plan

The Commission unanimously adopted its 2021-2025 Strategic Plan in February 2021. This Strategic Plan addresses key issues including public access, climate change and sea-level rise, environmental justice, tribal relations, sustainable economic development, and environmental protection.

The Commission developed this Plan through comprehensive and inclusive engagement and outreach efforts. During this process, the Commission held a special meeting that facilitated a comprehensive discussion of the Commission challenges and opportunities to be addressed in the Strategic Plan, provided updates at each Commission meeting with opportunities for public comment,

worked with a consultant to interview stakeholders across varied interests, and facilitated a series of tribal engagement sessions and government-to-government Consultations.

The 2021-2025 Strategic Plan is intended to be an aspirational document that is forward-looking and reflective of the input and comments we received through robust tribal, stakeholder, and public engagement. The Strategic Plan builds on the Commission's progress since the adoption of the previous Strategic Plan and identifies the emerging challenges and opportunities the Commission is committed to addressing over the next five years. To facilitate successful implementation of the new Strategic Plan, Commission staff is now developing operational plans for each of its divisions and programs. Please read more about the Commission's 2021-2025 Strategic Plan here: <https://www.slc.ca.gov/strategic-plan/2021-2025/>

Oil Transfer Monitoring Statistics

From January 1 through December 31, 2020, staff monitored 22 percent of oil transfers (1,078 of 4,959 transfers) conducted at marine oil terminals (MOTs) in California. This represents a decrease from 2019, during which 27 percent of every oil transfer was monitored. The decline is due to a shortage of personnel in both field offices as well as impacts resulting from the COVID-19 pandemic during inspections throughout a majority of the year. During this same period, 589,664,874 barrels of product were transferred at MOTs in California. Each barrel is 42 gallons. Spills directly resulting from oil transfers during this time were just 0.19 barrel, or 8 gallons. This is approximately 0.00000003 percent of all barrels transferred, or 3 parts per billion. In the same time frame, staff conducted 63 spot and annual inspections and 16 training and certification program reviews at MOTs.

Regulations Update

Staff has started the process of updating several sets of regulations including Article 5 (operations) and Article 5.5 (pipelines). Progress has been delayed due to staff being redirected for Contact Tracing as part of the state's response to the COVID-19 pandemic.

Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)

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 steady progress towards full MOTEMS compliance. Staff also advanced the Commission's MOTEMS documents digitization project and defined the necessary processes for concise and accurate digitization of historical engineering physical and digital records.

Staff 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 2022.

Platform/Island Safety Inspection Program

Commission inspectors in the Huntington Beach and Goleta field offices continued 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 also 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 2,500 individual items are inspected on a monthly basis.

Although the wells on Rincon Island and Platform Holly are shut-in 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.

Fieldwork for the safety audit of CRC Platform Emmy that was suspended by COVID-19 pandemic and associated physical distancing measures resumed and was completed in December. Reviews of the Piping and Instrumentation Diagrams (P&ID's) for the platform, CRC Safety Management Programs, Operating Procedures Manual, and Spill Contingency Plan were also completed, and the Emmy Safety Audit report and action item matrix were transmitted to the operator, CRC, in March 2021. Staff also completed work on the onshore production area and the CRC Onshore Safety Audit report and action item matrix were also transmitted to CRC in December. CRC continues to make progress in resolving action items. Progress is being reviewed with CRC on a weekly to bi-weekly basis.

Safety Audit results continue to show a high level of commitment on the part of the 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 staff completed the following:

Witnessed and documented Spill Drills for:

- The Bolsa Chica Spill Drill
- The Rincon Island Boom Drill
- The Holly Tabletop Drill
- Island Chafee Spill Drill

Reviewed and documented smart pig (ILI) and updated inspection database for:

- Irene to Shore 3-8" pipelines
- A to ROSF 12" oil line
- Gina to MOSF 10" oil line
- Gina to MOSF 6" gas line
- Eva to FOSF 8" oil pipeline
- Esther to Shore 10" gas pipeline

Reviewed the following Remote Operating Vehicle (ROV) pipeline inspection reports for spans, cathodic protection, and damage for platforms:

- Eva to Shore
- Esther to Shore
- Hermosa to Shore
- Irene to Shore
- Esther to Eva
- Emmy to Shore
- Edith to Eva

Witnessed and reviewed and approved Hydrotesting procedures, testing and reporting for:

- Rincon Island 6" oil line
- Platform Holly – 6" oil, 6" gas and 4" utility lines

Structural/Facility Engineering Projects

Staff continue to review and evaluate the structural adequacy for all platforms, causeways, and piers associated with the State offshore oil operations. Commission engineers have received and reviewed the offshore platform structural inspection reports for Platforms Holly, Emmy, Eva and Esther. In

addition, Commission engineers have reviewed Rincon causeway pile thickness inspection report and Rincon causeway caretaker status reports. Engineering staff also reviewed Eva wastewater vessel return to service as an atmospheric tank project, Eva Amine unit removal project and Ellwood Pier Gangway landing project.

Rincon Well Abandonment Project

Driltek, the Commission's well abandonment contractor, is making excellent progress. All 50 wells on the island have been abandoned to the base of the common well cellar, and removal of the island tank battery and other production processing equipment is complete. Surface abandonment operations on the island are in progress.

Onshore, 24 of the 25 wells have been abandoned and the removal of the wellheads and concrete well cellars is complete. The remaining onshore well, a water injector used to inject water recovered during well abandonment operations, will be abandoned in the next few weeks.

Driltek has developed plans to prepare the onshore and offshore areas for caretaker status. Caretaker status is the condition where the well abandonments and any well-related surface abandonments comply with regulatory requirements and the site requires limited surveillance to maintain its safety, security, and stability. The purpose of the plans is to prepare the sites for the hiatus between the end of well and surface abandonment activities and initiation of the final island repurposing or removal activities. A De Minimis Waiver from Coastal Development Permit requirements was reported to the Coastal Commission at its February 12th meeting.

Padre Associates has begun the Phase II environmental analysis work, which will include conducting a feasibility study and preparing CEQA documentation evaluating decommissioning alternatives for the ultimate disposition of the island and onshore facilities. Work has started on the feasibility study, with completion anticipated within six months. The CEQA process will commence after the feasibility study and is anticipated to take 18 to 24 months to complete depending on the CEQA document that is determined to be appropriate. Both the feasibility study and CEQA analysis will include extensive public and stakeholder outreach.

Platform Holly/Piers 421 Decommissioning Projects

In early March, the Commission and the City of Goleta hosted a virtual town hall to provide an update on 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 has developed an engineering plan to decommission the shorezone Piers 421 oil piers located on Haskell Beach. The Commission will be issuing a Notice of Preparation (NOP) shortly to begin the CEQA process and the actual removal is expected to commence early to mid-

2022. The Platform Holly work remains paused because of the COVID-19 pandemic protocols and is not expected to restart before the third quarter of 2021 as 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.

CAL FIRE - Office of the State Fire Marshal (OSFM)

Doug Allen

General Updates

Chief Mike Richwine has been confirmed as the State Fire Marshal.

OSFM – Pipeline Safety Division received a score of 98.95% for the 2020 U.S. DOT PHMSA audit.

OSFM will not conduct the 2021 Hazardous Liquid Pipeline Safety Seminar due to the ongoing COVID-19 pandemic.

The Pipeline Safety Engineer training and experience exam has been advertised.

OSFM HQ, Sacramento is scheduled to move their office to the new Natural Resources building later this year.

Significant Investigations

Kinder Morgan – Walnut Creek: On November 20, 2020, Kinder Morgan notified the OSFM of a potential product release and shut down the pipeline. After initial testing, the release location was identified in the City of Walnut Creek and Kinder Morgan began excavation of the pipeline. OSFM Pipeline Safety Engineers responded to the pipeline leak and observed a tree root system that grew around the pipeline and a circumferential crack was identified at the same location. The failed pipeline segment was replaced with new pre-tested pipe and the failed segment with the crack was sent to laboratory analysis. Initially a limited amount of product was found at the location with the crack, however it is believed that additional product travelled along an underground gravel backfill of a sanitary sewer and was found pooling under the San Ramon Creek bypass. This incident is currently under investigation and is tentatively expected to be completed with 6-9 months. The OSFM has imposed a 20% temporary pressure reduction which the pipeline is currently operating under.

Torrance Valley Pipeline – Lebec: On November 20, 2020, Torrance Logistics confirmed a crude oil release occurred on their M1 pipeline at the Tejon Ranch east of the northbound I-5 highway. The source of the release was found to be from a circumferential crack. The segment will be sent to a metallurgical laboratory for analysis. This incident is currently under investigation and is expected to be completed once the results of the metallurgical testing will become available.

Best Available Technology (BAT) Program

The OSFM adopted CBAT regulation (aka AB-864) to limit the quantity of a release in the event of an oil spill. This regulation became effective on

10/1/2020. In the past few months, the OSFM created the following website to share the three-step implementation process with the operators and the public:
<https://osfm.fire.ca.gov/divisions/pipeline-safety-and-cupa/coastal-best-available-technology/>

For the safety of the operators and the OSFM staff, the OSFM met with multiple operators to discuss the CBAT procedures virtually. Multiple operators submitted the Form PSD-2102 to identify pipelines that are subject to the CBAT regulation. The OSFM acknowledged their list of CBAT regulated pipelines and is working with multiple operators to classify each CBAT regulated pipeline into one of the five categories (step 2 in the above website).

The first deadline for the Section 2103 Exemption and the Section 2104 Deferral is May 1, 2021. The OSFM expects to receive multiple requests to exempt/defer the implementation of BATs in the upcoming weeks.

National Oceanic and Atmospheric Administration

Jordan Stout

NOAA-supported Incidents for Federal CY21

As of 12-APR-2021, NOAA ERD has supported 42 incidents. Twenty-eight involved oil, 3 involved chemicals, and 11 involved other stuff (e.g. whale carcasses, marine debris, and unknown materials). In CA, we have supported 7 incidents, including sunken/grounded/drifting vessels, a pipeline release, a whale carcass, and a missing person.

NOAA Talks & Trainings

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

vSCAT (virtual Shoreline Cleanup Assessment Technique) was recently complete for USCG Pacific Strike Team March/April

vSOCR (virtual Science of Chemical Releases) is scheduled for 26-30 APR:
<https://response.restoration.noaa.gov/events/science-chemical-releases-socr-class-online-0>

SOS (Science of Oil Spills) training is planned as an in-person class the week of 20-SEP-2021: <https://response.restoration.noaa.gov/training-and-education/training/workshops/science-oil-spills-classes.html>

NOAA provided eight talks for the recent OSPR/Chevron Technology Workshop, touching on topics like:

Remote sensing - Satellite-based Marine Oil Spill Detection, Characterizing open water oil from above & below.

Oil Spill Modeling Tools.

ERMA (Environmental Response Manager Application) updates.

Non-Floating Oil - Response Concepts & Considerations, Response Guide for Detection and Recovery of Sunken Oil Mats

NOAA will be leading three IOSC shortcourses:

Basic Oil Forecasting & Modeling (w/SINTEF & RPS).

Aerial Observations of Oil: for Pollution Responders.

An Introduction to the Environmental Unit (EU) for Non-EU Personnel (w/TGLO & Ramboll).

Workshops & Meetings

NOAA ERD is discussing plans for another "SCAT for Tomorrow" workshop. The 2017 workshop focused on developing a voluntary SCAT Data Standard to ensure consistency in electronic collection of field data by clarifying data types, definitions, and relationships. The next workshop iteration will focus on the remote sensing tools,

methods development, operational guidance, training modules, job aids and references.

Special Monitoring of Applied Response Technologies (SMART) protocols outline science-based, quick-deployable monitoring activities for surface-applied dispersants and in-situ burning during oil spill emergencies. The 2006 SMART Protocols were reviewed shortly after the Deepwater Horizon (Macondo 252) spill, but remote sensing technologies have advanced greatly since that time. The National Response Team's Science & Technology Committee is now tasked with updating the SMART Protocols to accommodate emerging technologies (e.g. satellites, aircraft & UAS remote sensing, AUVs, ROVs), where/when appropriate. The workgroup recently had their first kick-off call to scope out the project and includes NOAA, USCG, EPA, BSEE, and TGLO, of which 5 members have PhDs. Members from USCG R&D Center, USCG NSF and possibly EPA ERT may also be added.

NOAA spill tools & expertise

Remote sensing (UAS):

As reported previously, NOAA ERD/RPI is developing operational guidance for using UAS for SCAT reconnaissance as well as supporting oil & hazmat operations following disasters (Emergency Support Function-10). Given COVID travel restrictions and relatively few large spills & hurricane responses in 2020, few opportunities to fly/improve guidance in an "operational setting" were available. As such, project investigators flew seep-oiled shorelines of Santa Barbara County and some inland seep areas the week of 12-APR-2021. Project deliverables are expected in June 2021.

CG-MER Mission Analysis Report – NOAA ERD input was sought by USCG Headquarters as it explores limitations and opportunities for USCG to better incorporate/support incorporation of remote sensing tools (e.g. satellites, UAS, AUVs, ROVs) for oil spill response.

Oiled bird drift discussion – A number of oiled birds were collected by OSPR/OWCN along various SoCal shorelines between 29-JAN & 08-FEB. OSPR suspected they were seep-oiled birds and chemical fingerprinting confirmed it, prompting interest in whether trajectory modeling could link oiled carcasses with specific candidate seeps. On 12-FEB, NOAA and OSPR/OWCN discussed trajectory modeling approaches, considerations, and visualizations to aid in unraveling specific seep contributions to many oiled birds incidents.

In 2013, NOAA issued the "Remediation of Undersea Legacy Environmental Threats" (RULET) report identifying 87 potentially polluting large shipwrecks (or shipwreck clusters) in US waters. Four RULET targets were identified in/near CA waters. Since its initial release, several existing RULET targets have been assessed/addressed and risk scores updated. With assistance from USCG, NOAA's Office of National Marine Sanctuaries, and possibly USN SupSalv, NOAA ERD is looking to update the RULET report.

Some recent publications

Barker, CH; Kourafalou, VH; Beegle-Krause, C; Boufadel, M; Bourassa, MA; Buschang, SG; Androulidakis, Y; Chassignet, EP; Dagestad, KF; Danmeier, DG; Dissanayake, AL; Galt, JA; Jacobs, G; Marcotte, G; Özgökmen, T; Pinardi, N; Schiller, RV; Socolofsky, SA; Thrift-Viveros, D; Zelenke, B; Zhang, A; Zheng, Y. 2020. Progress in Operational Modeling in Support of Oil Spill Response. Journal of Marine Science & Engineering, 8(9):668. <https://doi.org/10.3390/jmse8090668>

Simecek-Beatty, D. and W. J. Lehr. 2021. Oil Spill Forecast Assessment Using Fractions Skill Score. Marine Pollution Bulletin, Volume 164

Zengel, S, Rutherford N, et al. In Progress. Planting after Shoreline Cleanup Treatment Improves Salt Marsh Vegetation Recovery. Ecological Engineering

Zengel, S, Rutherford N, et al. In Progress. Meta-Analysis of Salt Marsh Vegetation Impacts and Recovery, Synthesis Following the Deepwater Horizon Oil Spill. Environmental Science & Technology.

United States Coast Guard

Timothy Holmes

CG Leadership:

ADM Karl Schulz – COMDT

VADM Linda Fagan – PACAREA

RADM Brian Penoyer – D11

CAPT Jaqueline Leverich – D11 Planning

CAPT Greg Callaghan – D11 Prevention

CAPT Christopher Huberty – D11 IMD

CAPT Marie Byrd – Sector SF/FOSC

CAPT Rebecca Ore – Sector LA/FOSC

CAPT Timothy Barelli – Sector SD/FOSC

LCDR Denny Ernster – D11 DRAT Supv.

Meetings, Plans & Coordination:

RRT9 Webpage has moved: www.rrt9.org to nrt.org/rrtix

RRT9 – January 19, 2021: RRT9 meeting was held via MS Teams platform.

Agenda and logistics information is posted at www.nrt.org/rrtix. Choose the “RRT9 Calendar, Meetings & Exercises” page.

RRT9’s next meeting is scheduled for May 4, 2021 via MS Teams.

MEXUSPAC: CGD8 and SEMAR R1 (MEXUSGULF) held their annual seminar on March 2021 in NOLA. Dispersant use along the international maritime border was a key discussion (cross border application; process; etc.).

USCG-SEMAR Staff Talks: Took place April 14 and included discussion on the MEXUSPLAN and its two regional annexes. Senior leadership found the MEXUSPLAN program to be among the best binational programs led by USCG & SEMAR. Kudos to the MEXUS team (HQ, D8/Z1, D11/R2).

NRT-RRT: Apr 27-29, 2021 Virtual Platform

IOSC 2021: May 10-13, 2021 Virtual Platform

Clean Pacific: Aug 17-19, 2021

CA Coastal Area Committee Activities:

San Francisco Area Committees: October 2020 to March 2021

Sector SF Pollution Responses received 164 NRC reports, had 8 federal cases, issued 25 Letters of Warning, 6 Notice of Violation, and 2 Civil Penalties.

AMERICAN CHALLENGER – Former F/V in-tow from Seattle to Mexico broke towline and ran aground north of Tomales Bay on 5 March 2021. FOSC removed oil/hazmat that may have posed an immediate/substantial threat from vessel; situation deemed unsafe when vessel began to list to 30deg; FOSC will assess the vessel for any remaining oil/hazmat when deemed safer to do so; vessel remains hard aground at same location.

Los Angeles Area Committees: OCT '20-MAR '21

Sector LA/LB Pollution Responses 118 NRC Reports, 05 federal cases, issued Letters of Warning 20, 02 Notice of Violation.

Operation Odyssey –ADV/ Vessel of Concern operation (Nov 2020 – Feb 2021):

Sector LA-LB IMD & MSD Santa Barbara conducted a joint op vessels of concern or abandoned/ derelict vessels. In depth HARPATS, engaging with OGAs and marina managers for over 4 months, 102 marinas visited/patrolled, 34 vessels identified, vessels will be updated as NOAA ERMA layer, results/ vessels will be shared internally and with OGAs. For future tracking/reference lessons learned from Ops during pandemic applied for next Op.

San Diego Area Committee: JAN '21-MAR '21

Sector SD Pollution Responses received 43 NRC reports, had 1 federal case, issued 04 Letters of Warning, 0 Notice of Violation, and 0 Civil Penalties.

Sector SD worked with CDFW to identify abandoned and derelict vessels and conducted two- OPERATION CENTRAL & SOUTHERN SURGE. SD AC identified 12 vessels and have sent them to NOAA to be uploaded into ERMA.

CY20 Annual Area Committee Reports are due to CG-MER on 01 August.

The 2021 Coast Guard National Review Panel (CGNRP) for ACPs will convene in August.

D11's Area Committee Coordinator position remains unfilled. D11 anticipates advertising the position soon.

GIUEs:

D11 Sectors have completed 4 required GIUEs 1st, 2nd, and 3rd QTR of FY 2021; 4 pass, 0 fail.

D11 DRAT Training & Preparedness:

DRAT w/CA OSPR held Oil Spill Boom refresher training for Marin Fire and an Open House for local oyster farmers in Tomales Bay on March 26th, following the grounding of the M/V AMERICAN CHALLENGER.

DRAT w/ Navy Supsalv will conduct an Oil Spill Equipment deployment exercise in Port Hueneme the week of May 3rd.

HQ/NRT:

Refer to the latest continuity of operations ALCOAST (series) for information on COVID-19's impact to Marine Environmental Response operations. A running list of all COVID related ALCOASTs is maintained on CG-OEM's Community of Practice page.

The NRT developed and posted new training via FEMA's EMI training portal: National Oil and Hazardous Substances Pollution Contingency Plan/National Response System Independent Study (IS) Course (IS-1190).

<https://training.fema.gov/is/courseoverview.aspx?code=IS-1190>

The VRP Program hosted a VRP Express overview training in March. This training is designed to educate field responders and commercial vessel arrival screening personnel on VRP Express principal functionalities.

The 2020 SONS Executive Seminar, hosted by ADM Schultz, was held 09 Sep 20; draft AAR is completed. The first ever SONS Strategic Coordination Call was exercised on 16 Dec 20 to test the new communications procedures with the DHS NOC. The new NIC Instruction Manual has been submitted through sequential clearance. The initial SONS 2022 Exercise Planning Team Meeting kicked off on 10 March 21

CG R&D Center

ISR Ideas submitted for the Research, Development, Technology, and Evaluation (RDT&E) Idea Forum are currently being evaluated for MER sponsorship for FY22. Three new MER projects are being considered for CG RDC R&D.

FY21 New Project Kickoff: Behavior of Diluted Bitumen (Dilbit) in freshwater: This project will study the chemicals used to dilute Dilbit for transport, behavior (density and weathering) and response tools used for Dilbit in the freshwater environment. This research will provide the USCG Federal on-Scene Coordinators with decision-making tools as they relate to the fate and transport of Dilbit in the freshwater environment.

2020 R&D Project Completion: Two new projects have been completed and closed out recently by USCG RDC:

Oil Sands Products Spill Response: A report for FOSCs on best practices and analysis on Oil Sands Product response.

Vessel of Opportunity (VOSS) Technology Market Research: Research for responders on state of the market technologies that could potentially replace the SORS and VOSS equipment.

VII. REGULATORY AND LEGISLATIVE UPDATE

OSPR LEGISLATIVE AND REGULATORY UPDATES

Ms. Christine Kluge

REGULATIONS

Spill Management Team Certification (SMT)

Final rulemaking submitted to OAL on April 9, 2021.

OAL review period: 30 business days (May 21) but may be extended in light of the size of the rulemaking. Two 30 calendar day extensions granted to OAL on rulemaking actions by Executive Order of the Governor due to coronavirus pandemic.

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

Non-tank Vessel Fee

Formal rulemaking commenced January 8, 2021.

Final rulemaking to be submitted to OAL this week.

Drills and Exercises (D&E)

Towards the goal of consolidating and making it simpler for our regulated community to locate information, OSPR is working towards harmonizing the marine and inland D&E regulations into one section.

Will include overall clean up (e.g., refresh and realign the regulations, address inconsistencies, provide clarity, update and reduce forms, and standardized language applicable to all plan holders, etc.).

Regulatory Timeline: Commencement of formal rulemaking anticipated by late Spring/early Summer this year.

Non-Floating Oil

A.B. 936. Introduced by Assembly Member Rivas on 2/20/2019; approved by the Governor 10/12/2019.

Regulatory Timeline: Commencement of pre-rulemaking activity anticipated in Summer of 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: Commencement of formal rulemaking anticipated in 2021.

Other Initiatives:

Reasonable Worst-Case Spill (RWCS) Volume adjustments.

OSPR will be promulgating adjustments to the RWCS volume levels for inland production facilities, and associated adjustments in tier criteria.

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. See attached data sheet.

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 inland production 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. Producers near non-perennial waters (e.g., intermittent or ephemeral waters, or dry washes) will remain in Tier III, the lowest tier.

Regulatory Timeline: Commencement of pre-rulemaking activity anticipated in Summer 2021.

Harmonization of Contingency Plan regulations.

Similar to the D&E regulations, OSPR plans to harmonize the marine and inland contingency plan regulations.

Regulatory Timeline: This arduous task is in its infancy. No estimated time frame for either pre-rulemaking or formal rulemaking activity.

NON-OSPR REGULATIONS

California Air Resources Board (CARB) – Commercial Harbor Craft regulations

CARB is currently developing amendments to the Commercial Harbor Craft (CHC) regulations adopted in 2007 to reduce toxic emissions from diesel engines used on commercial harbor craft operating in the regulated California waters.

Certain vessels will be required to reduce run times depending on age of engine.

Applies to diesel fueled harbor craft. "Harbor craft", a.k.a., "commercial harbor craft" means any private, commercial, government, or military marine vessel.

Expressly exempts designated emergency use vessels such as those used for police and fire but does not exempt oil spill response organization (OSRO) vessels because they are not considered designated emergency use vessels; considered "workboats".

Formal rulemaking anticipated in Fall 2021.

LEGISLATION

AB 339 – *State and Local Government: Open Meetings*

Introduced by Assembly Members Garcia on 1/28/21, this bill would:

Require the availability of both phone-in and internet-based options for public participation at open meetings of state and local bodies and the Legislature.

Instructions must be translated into the non-English languages that 5% or more of the population speaks and post those instructions online.

Require closed captioning for internet service.

Require translation services at meetings.

Require at least one location for in-person participation.

Status: No action taken since introduction.

AB 480 – *Hazardous Substances*

Introduced by Assembly Member Carrillo on 2/8/21, this bill would:

Require "handlers" of facilities regulated by Unified Program Agencies to immediately report a release or threatened release of a hazardous material, waste, or substance.

Require handlers of facilities not regulated by Unified Program Agencies to only report actual releases, not threatened releases, and only if the handler believes the release will pose a significant hazard to the environment or human health and safety.

Give Unified Program Agencies authority to issue an order to the responsible party to immediately suspend or discontinue the operations resulting in a release or threat of release of hazardous waste or hazardous substance.

Responsible party is given an opportunity to appeal the order.

Revise when/what incidents must be reported to the California Office of Emergency Services and to the Unified Program Agency.

No requirement to report until there has been "activation" of response personnel.

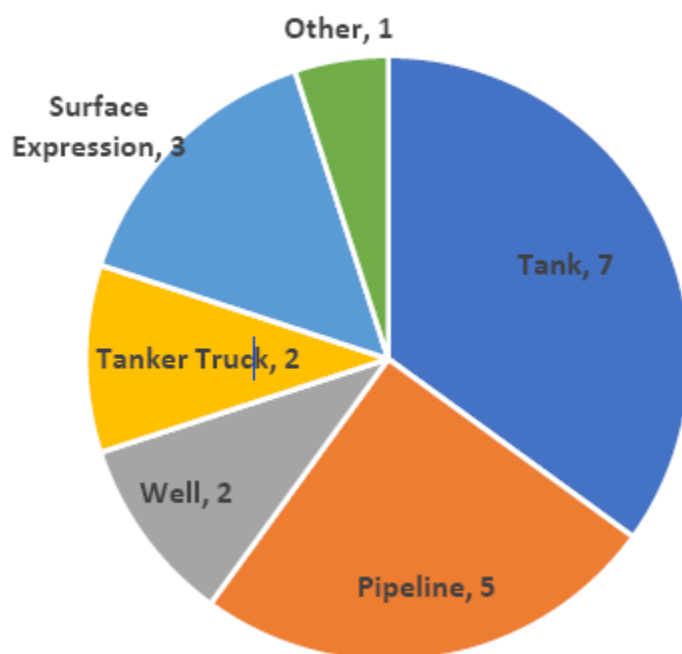
Those that pose an imminent *and* substantial endangerment to public health.

If handler's rationale for not reporting seems reasonable, then there is no violation.

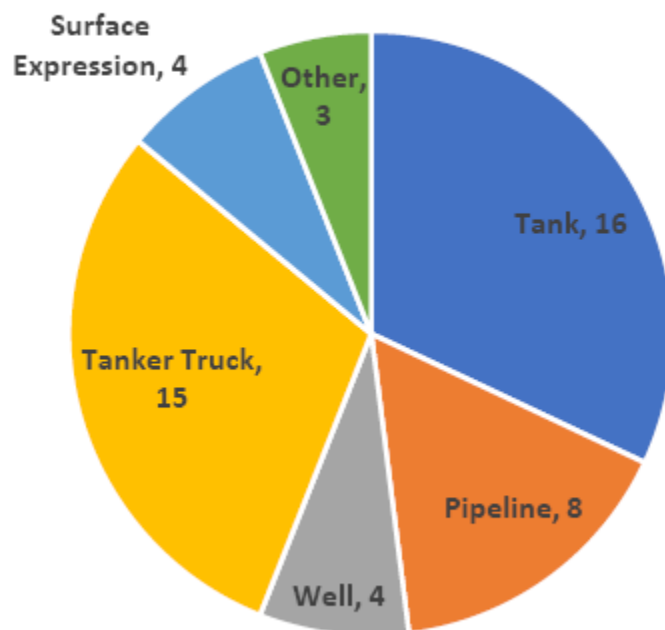
Status: Passed in Committee on Environmental Safety and Toxic Materials 4/7/21; re-referred to Committed on Appropriations.

Comparison of Inland Spills by Source

Top 20 Inland Spills by Source, 2015-19



Top 50 Inland Spills by Source, 2015-19



Comparison of Spill Volumes (Largest to Smallest)

Date of Incident	Spill Source Category	Volume Spilled (bbls)
9/4/2017	tank	3,981
3/14/2019	tank	2,011
10/12/2019	surface expression	1,579
6/23/2016	pipeline	1,067
8/11/2015	pipeline	1,000
3/21/2019	well	900
9/15/2015	pipeline	782
7/7/2015	tank	600
3/27/2015	tank	600
9/11/2015	tank	535
3/6/2018	pipeline	500
7/8/2015	tank	445
2/28/2015	well	400
6/8/2019	surface expression	250
3/11/2015	tank	250
2/2/2017	other	238
10/13/2019	surface expression	232
3/7/2018	pipeline	225
3/17/2019	tanker truck	214
4/25/2019	tanker truck	202
4/26/2015	tanker truck	202
9/29/2015	well	200
2/6/2017	tank	196
8/4/2015	tanker truck	190
2/23/2015	tank	190
7/3/2015	tank	190
5/20/2015	tank	186
5/21/2015	tanker truck	171
2/9/2019	tank	167
9/7/2019	tanker truck	167
9/7/2017	tanker truck	167
8/1/2019	surface expression	163
9/4/2017	tank	159
7/8/2015	tank	148
8/12/2018	tanker truck	143
7/12/2018	tanker truck	143
8/10/2017	tanker truck	143
11/5/2016	tanker truck	119
2/25/2019	pipeline	113
1/26/2015	well	111
9/14/2018	tanker truck	110
11/16/2019	tanker truck	107
4/27/2017	pipeline	100

Date of Incident	Spill Source Category	Volume Spilled (bbls)
9/30/2015	tank	100
7/19/2015	other	100
3/2/2015	tank	100
12/5/2015	other	97
7/30/2018	tanker truck	95
12/6/2017	tanker truck	95
5/14/2015	pipeline	95

Comparison of RWCS Volumes (Largest to Smallest)

Current RWCS volume (bbls)	Largest Tank Size x 0.5 (bbls) <i>(Proposed)</i>
7233.0	43,000
221.0	34,500
159.7	21,500
137.8	10,000
87.6	10,000
70.0	8,000
69.0	5,000
67.6	3,750
48.0	2,500
45.0	2,500
41.8	2,500
40.4	1,790
37.4	1,500
35.3	1,500
30.0	1,500
23.0	1,500
20.8	1,500
20.2	1,500
19.4	1,250
18.0	1,000
17.0	1,000
16.8	1,000
16.2	800
13.0	750
12.0	500
12.0	500
11.5	500
11.0	500
10.4	500
9.7	500
9.2	500
8.3	500
8.0	500
7.0	250
6.3	250
6.1	250
6.0	
5.8	
4.4	
3.1	
3.0	
2.7	

Current RWCS volume (bbls)	Largest Tank Size x 0.5 (bbls) <i>(Proposed)</i>
2.6	
2.4	
2.2	
2.2	
2.1	
2.1	
2.0	
1.5	
1.5	
1.1	
1.1	

VIII. PRESENTATION: CHEVRON AND AMERICAN CHALLENGER

IX. NEXT MEETING