

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

Wednesday, April 27, 2022, 9:00 a.m. – 3:00 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: 351 448 844#

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

Invitees:

Matt Rezvani, Chair, John Berge, Janell Myhre, Vice Chair, Lynn Korwatch, Joseph Cobb, James Farner, Sejal Choksi-Chugh, Tracy Van Houten, Katherine Cole, Peter Santillan, Elizabeth Jones, Jonathan Bishop, Chris Beckwith, Jordan Stout, Doug Allen, Cody Aichele, 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. OSPR Update (Thomas M. Cullen, Dr. Julie Yamamoto, 20 Min)
- IV. OSPR and State Lands Budget Updates (Amir Sharifi and Jennifer Lucchesi, 20 Min)
- V. Agency Briefings (80 Min.)
 - A. California Coastal Commission – Jonathan Bishop
 - B. California Energy Commission – Gordon Schremp
 - C. San Francisco Bay Conservation and Development Commission – Cody Aichele
 - D. California State Lands Commission - Chris Beckwith/Jennifer Lucchesi
 - E. CALFIRE – Doug Allen
 - F. CalGEM – Uduak-Joe Ntuk
 - G. National Oceanic and Atmospheric Administration – Jordan Stout
 - H. United States Coast Guard - Timothy Holmes
 - I. US EPA - TBA
- VI. Regulatory and Legislative Update (Christine Kluge, 15 Min)

Lunch (11:30 am -12:00 p.m.)

- VII. Biennial Report (TAC members only)
- VIII. Next Meeting (Matt Rezvani, Chair, 5 Min)

Adjourn Meeting

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



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

Tuesday, September 28, 2021, 10:00 a.m. – 2:30 p.m.

Microsoft TEAMS Meeting

The following members were in attendance:

TAC members:

Matt Rezvani (Chairman), John Berge, Peter Santillan, James Farner, Tracy Van Houten, Kit Cole, Sejal Choksi-Chugh, Joseph Cobb, Elizabeth Jones

Agency Representatives:

Jennifer Lucchesi - California State Lands Commission (CSLC), Jonathan Bishop - California Coastal Commission(CCC), Uduak-Joe Ntuk - California Geologic Energy Management(CalGEM), Timothy Holmes - United States Coast Guard (USCG), James Hosler - State Fire Marshall, Chris Beckwith – CLSC

Recording Secretary:

Elizabeth Vos-Widtfeldt

OSPR Participants:

Thomas M. Cullen, OSPR Administrator, Dr. Julie Yamamoto, Deputy Administrator, Eric Milstein, Assistant Chief Counsel, Amir Sharifi, Assistant Deputy Administrator, Renee Rose, Budget Analyst, Christine Kluge, Regulations Analyst

Guests:

Nick Carter, Jennifer Cribbs, Mikaela Elder

Roll Call:

Matt Rezvani, John Berge, Tracy Van Houten, Sejal Chocksi-Chugh, Kit Cole, Joseph Cobb, Peter Santillan, Elizabeth Jones, James Farner

I. INTRODUCTIONS

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

II. APPROVAL OF MINUTES

Mr. Matt Rezvani, TAC Chair

Quorum Present.

Action: Matt Rezvani, Chair, made the Motion to accept TAC Minutes of April 21, 2021, Motion Seconded, Roll Call Vote taken, Motion Approved.

III. **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.

- The American Challenger vessel is still grounded off shore of the Marin coastline. We are awaiting the decision of the Commandant of the Coast Guard, who has the authority to destroy a vessel. A decision should be made public soon.
- The Environmental Response Branch continues to work on the seven geographic response plans. Those are the companions to our coastal contingency plans for the various regions of the State that have surface waters that could be impacted by a spill.
- We continue to be the lead agency among trustee councils in moving forward on the execution of the funds for the Refugio spill.
- OSPR's Ellen Faurot-Daniels and Judd Muskat received awards for their work.
- The Department of Finance conducted their quadrennial audit of the Oil Spill Prevention Administrative Fund (OSPAPF). There were two recommendations made regarding our spill tracking database and our drills and exercises program. We are complying with the recommendations.
- Dr. Steve Hampton has retired.

IV. **OSPR AND STATE LANDS COMMISSION BUDGET UPDATES**

Mr. Amir Sharifi, Assistant Deputy Administrator, OSPR

Ms. Jennifer Lucchesi, Executive Director, CSLC

Assembly Bill 148 was passed July 22, 2021, which changes the OSPA Fee Program.

Increase the fee to \$.085 per barrel of crude oil and petroleum products starting October 1, 2021.

Expand OSPA Fee Program to include renewable fuel and adding new registration requirements for renewable fuel production facilities and renewable fuel receiving facilities beginning July 22, 2022.

Adding definition of renewable fuels and revising definition of oil, starting July 22, 2021.

Requires online filing of the monthly OSPA fee return starting July 22, 2021.

Requires CDFW to adjust the OSPA fee annually based on changes in the California Consumer Price Index starting July 1, 2023.

The [Fund 320 Condition Statement and Fund 320 Barrels Subject to Fee presentation](#) provide the detailed information provided to the TAC.

Ms. Jennifer Lucchesi, Executive Director, CSLC:

The [California State Lands Commission](#) provided their portion of the budget update in a separate presentation.

California State Lands Commission received a \$12 million appropriation from the legislature to pursue the removal of abandoned and derelict vessels in the Delta. We are putting together a more comprehensive implementation plan for that money.

V. AGENCY BRIEFINGS

CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

Administration

CCC Staff continues to be encouraged to work from home.

Meetings:

Commission staff attended the following meetings via Zoom or Teams:

- Eight Harbor Safety Committee (HSC) meetings.
- Six Area Committee (AC) meetings
- Statewide Area Committee/RRT 9

Federal Consistency Review:

ND-0022-21: On August 20, the CCC issued a Negative Determination for the DARP. This approval paves the way for the funding and implementation of a variety of restoration projects required as mitigation for the impacts of the Refugio oil spill.

NE-0004-21: No Effects Determination for Freeport-McMoRan Oil & Gas's Automatic Radar Potting Aid (ARPA)/Ship Traffic Warning System (STWS) Upgrades on the Point Arguello Unit.

BSEE intends to prepare a Draft PEIS to inform future decisions on applications for the decommissioning of oil and gas pipelines, platforms, and other facilities offshore of Southern California on the Pacific Outer Continental Shelf (OCS).

Coastal Development Permits:

Avila Beach Pier Rehabilitation # 3-20-0546.

American Challenger – CCC OS program staff has been participating in weekly meetings with the EU on the American Challenger response and future salvage plan.

New Legislation/Regulations:

AB 1197 (Limon) Spill Management Teams (SMT's), Non-tank Vessel Fees; Articulated Tug/Barges - ATB's.

The full report provided by CCC can be read in its entirety in the [TAC BINDER](#).

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION (BCDC)

Ms. Linda Scourtis

BCDC staff participated in the November 2020 and January-April HSC meetings.

SF Harbor Safety Committee

BCDC participated in the May-July and September 2021 HSC meetings.

Navigation Work Group. The Harbor Safety Committee received a briefing on Vessel Speed Reduction (VSR) by NOAA.

Dredge Issues Work Group. Bulls Head Channel experienced shoaling and reduced depth. Marathon Petroleum drafted a letter to the USCG requesting support for emergency dredging of the channel.

Area Contingency Planning

BCDC spill staff attended the May 11 Area Committee meeting.

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.

Enforcement staff continues its involvement on the USCG ADV working group.

Response and Related Activities

Staff continues to monitor reports on an ongoing basis and issued no spill-related emergency permits during the period.

The full report provided by BCDC can be read in its entirety in the [TAC BINDER](#).

CALIFORNIA STATE LANDS COMMISSION

Ms. Jennifer Lucchesi

Chris Beckwith

State Budget/Commission Budget/OSPAP

The 2021-22 state budget includes a total budget for the State Lands Commission of \$349,196,000, including a \$15,255,000 appropriation from the Oil Spill Prevention and Administration Fund.

Regulations Update

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

Prevention First Symposium

Prevention First is rescheduled due to the COVID-19 pandemic.

Platform/Island Safety Inspection Program

The wells on Rincon Island and Platform Holly are shut-in and in the process of being abandoned.

Safety and Oil Spill Prevention Audit Activities

Fieldwork for the safety audit of Platform Emmy, which was suspended by COVID-19 pandemic, resumed and was completed in December 2020.

Rincon Well Abandonment Project

All wells both on Rincon Island and the associated onshore facilities have been successfully plugged and abandoned and the restoration of the sites has been inspected and certified as complete.

Platform Holly/Piers 421 Decommissioning Projects

ExxonMobil has developed an engineering plan to decommission the shorezone PRC 421 oil piers and caissons located on Haskell Beach in Goleta. The Commission issued a Notice of Preparation to begin the CEQA process in June 2021.

The full report provided by CSLC can be read in its entirety in the [TAC BINDER](#).

CALFIRE - OFFICE OF THE STATE FIRE MARSHAL (OSFM)

James Hosler Assistant Deputy Director

General Updates:

OSFM participated in the National Association of Pipeline Safety Representatives (NAPSR) National Meeting in South Dakota.

Rulemaking Activity: Pipeline Safety Intrastate Fees 45 Day Comment Period (9/3/2021 – 10/18/2021)

Hazardous Liquid pipeline operators are continuing to abandon their purged and out-of-service pipelines.

U.S. DOT PHMSA completed the annual audit of OSFM – Pipeline Safety Program.

OSFM is planning to hold the 2022 Hazardous Liquid Pipeline Safety Seminar in Southern California.

OSFM – Pipeline Safety Division, Sacramento office has moved to the new Natural Resources building.

Significant Investigations:

- Kinder Morgan – Walnut Creek: This is an ongoing investigation.
- Torrance Valley Pipeline – Lebec: This incident is currently under investigation.
- Kern Oil and Refining (KOR): This is an ongoing investigation.
- SFPP, L.P. (Kinder Morgan) – Niland, CA: On March 30, 2021, a Kinder Morgan Line Rider found a release of diesel at the Niland Station.

Coastal Best Available Technology (CBAT) Program

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

The full report provided by CalFIRE can be read in its entirety in the [TAC BINDER](#).

UNITED STATES COAST GUARD

Timothy Holmes

RRT9:

CG & CA OSPR personnel met to discuss Potential Places of Refuge in August to discuss the current PPOR guidance content and process.

MEXUSPAC:

CGD11 and SEMAR R2 hosted annual meeting activity on August 11, 2021. The activity was an oil spill response seminar.

CA Coastal Area Committee Activities:

San Francisco Area Committees (1-3): October 2020 to March 2021

Los Angeles Area Committees (4-5): October 2020 to March 2021

San Diego Area Committee (6): January 2021 to March 2021

D11's Area Committee Coordinator position remains unfilled.

Sector SF:

Pollution Responses received 272 NRC reports, had 11 federal cases, issued 45 Letters of Warning, 11 Notice of Violation, and 1 Civil Penalty.

American Challenger - vessel remains hard aground at same location while the CG seeks funding to remove the vessel.

Sector LA/LB:

Sector LA/LB raised the partially sunk 65' P/C GODFATHER to remove pollution.

Sector SD:

Sector SD responded to a vessel fire at Southwestern Yacht Club; the vessel was removed and destroyed by the owner.

D11 DRAT Training and Preparedness:

DRAT w/CA OSPR held Oil Spill Boom refresher training for SF Fire and had to cancel training with the Yurok Tribe due to increased COVID-19 concerns.

The full report provided by the U.S. Coast Guard can be read in its entirety in the [TAC BINDER](#).

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA)

Jordan Stout

In CA, NOAA has supported 20 incidents, including sunken/grounded/drifting vessels, shipboard fires, a pipeline release, whale carcasses, and a missing person.

NOAA continues to be involved in oil spill related research and publishing guidance:

- With USCG Research & Development Center (RDC) – Advancing Autonomous Underwater Vehicle (AUV) and Un-manned Aerial Systems (UAS) capabilities to characterize water column and surface oil in ice environments.
- Multi-platform oil thickness sensors recently deployed at the Santa Barbara seeps from USCG Cutter Blackfin.

The full report provided by NOAA can be read in its entirety in the [TAC BINDER](#).

LUNCH BREAK

VI. REGULATORY AND LEGISLATIVE UPDATE

Christine Kluge, OSPR Regulations Analyst

REGULATIONS

Spill Management Team Certification (SMT)

Office of Administrative Law (OAL) initial review in May 2021.

OAL determination deadline: Oct 27, 2021.

Non-Tank Vessel Fee

OAL initial review in May 2021.

Additional 15-day public comment period Aug 13 – Aug 27, 2021.

OAL determination deadline: Sept 24, 2021.

Drills and Exercises (D&E)

OSPR is working towards harmonizing the marine and inland D&E regulations into one section.

Regulatory Timeline: Commencement of formal rulemaking delayed until approval of SMT regulations.

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 formal rulemaking anticipated in Spring/Summer 2022.

LEGISLATION

[AB 339](#) - **State and Local Government: Open Meetings**

Introduced by Assembly Members Garcia on 1/28/21.

The status of this bill: pending approval by Governor.

[AB 480](#) - **Hazardous Substances**

Introduced by Assembly Member Carrillo on 2/8/21

The status of this bill: this bill would: pending approval by Governor.

The full report can be read in its entirety in the [TAC BINDER](#).

VII. **AB 148 – IMPLEMENTATION**

Dr. Julie Yamamoto

There was no report provided. The [PowerPoint](#) presentation provides information presented to the TAC.

VIII. **UC DAVIS ENVIRONMENTAL POLICY STUDENT STUDY ON OWCN PROGRAM**

Guest Presenters: Nick Carter, Jennifer Cribbs, Mikaela Elder

Nick Carter, Jennifer Cribbs, and Mikaela Elder, graduate students from the University of California, Davis, presented their findings after conducting an independent evaluation of the Oiled Wildlife Care Network (OWCN) in terms of its programmatic performance.

IX. **TAC BIENNIAL REPORT DISCUSSION**

Matt Rezvani, TAC Chair

Discussion amongst the members of the Technical Advisory Committee about the Biennial Report to the Legislature to decide who was going to work on what section of the report.

X. **NEXT MEETING**

Matt Rezvani, TAC Chair

A Doodle Poll will be sent out to determine the best available dates for April 2022.

Adjourn Meeting: 2:05 p.m.

**Department of Fish and Wildlife
Office of Spill Prevention and Response's
Report to the Technical Advisory Committee
April 27, 2022**

EXECUTIVE BRANCH

Verbal update provided by Administrator Cullen.

OSPR LAW ENFORCEMENT BRANCH

October / November



21-5446: Pipeline P00547 Crude Oil Spill. Huntington Beach, Orange County. SFRT, CFRT, and Sacramento OSPR HQ personnel responded in early October 2021 to, and helped manage, this high-profile oil spill response until its conclusion in early February 2022. Orange County, USCG, OSPR, Amplify Energy formed a Unified Command and mobilized responders to assist with incident response and management. These efforts included - a large scale fishery closure, oiled wildlife capture and rehabilitation, causation analysis/investigation, daily shoreline cleanup assessments, and on-water oil recovery. Although the response has ended, a comprehensive and intensive investigation continues.



21-5624: Crude Oil Truck Fire. Santa Barbara, Santa Barbara County: CFRT Members responded to a report of a crude oil tanker truck containing 150 bbls of heavy crude oil that was involved in an accident that resulted in a fire in an unincorporated area of Santa Barbara County. Wildlife Officers assisted with the initial investigative and containment efforts. Responders ensured that the crude oil was removed from the environment and that impacts to the adjacent dry creek were minimized.



21-5632: Bio Diesel Spill. Weaverville, Trinity River, Trinity County. Wildlife Officers responded to a report of an overturned tanker truck accident on State Highway 299 that resulted in a release of approximately 7100 gallons of Bio Diesel near the Trinity River. Wildlife Officers, first responders, and

local citizens created a dirt protection berm that prevented the bulk of the spilled product from entering the Trinity River. Wildlife Officers coordinated cleanup efforts with the responsible party and ensured that the spilled Bio Diesel was removed from the accident site.

December / January



21-6980: Sunken Vessel. Noyo River, Mendocino County. Wildlife Officers responded to a report of a sunken vessel in the Noyo River. Officers assisted local responders with managing the cleanup efforts and removing the vessel from the marina slip where it sank. A quick response by the local marina manager limited the spread of the pollution and minimized the impacts to the adjacent vessels. Measures were taken to remove the spilled fuel and oil from the water's surface.



21-7173: Sunken Vessel. Oakley, Contra Costa County: Wildlife Officers responded to a report of a 50-foot sunken vessel near a marina in Oakley. Upon arrival, the Officers discovered that the vessel not only was discharging petroleum products to the water, but was a possible hazardous material incident because of the presence of household cleaners and suspected narcotics (Fentanyl) at the scene. Wildlife Officers worked closely with local police, fire, and USCG personnel to mitigate this dangerous response. The vessel was eventually removed and destroyed, and the pollutants removed from the water.



21-7337: Off-shore Pipeline Crude Oil Spill. Huntington Beach, Orange County. SFRT and OSPR HQ personnel responded to a report of a heavy offshore sheen near DCOR's Platform Eva. A Unified Command was established that included Orange County, USCG, OSPR, and DCOR personnel. Proactive efforts were taken to protect environmentally sensitive sites. Responders worked closely together to ensure that the spill was cleaned up and properly investigated.



22-0402: Tanker Truck Accident. Redding, Shasta County. A tanker truck accident resulted in a significant petroleum product spill event in downtown Redding. NFRT and OSPR HQ personnel responded to the accident location and learned that approximately 8000 gallons of transmix (a mix of petroleum waste products) was discharged and had entered the adjacent storm drain system. Much of the transmix was caught within the storm drain system, however, a moderate amount reached an outfall to the Sacramento River. Measures were taken to minimize the amount of petroleum product that reached the river and clean-up activities have continued through March 2022.

February / March / mid-April



22-1625: Oily Waste Discharge, US Naval Base, 32nd St. – San Diego. SFRT members responded to the US Navy Base at 32nd St., San Diego, to a report of a significant fuel spill. Upon arrival, Wildlife Officers learned that approximately 2000 gallons of a diesel fuel and firefighter foam mix had been discharged from the USS Curtis Wilbur into San Diego Bay. Wildlife Officers and USCG personnel gave guidance to the Navy during the initial phase of the response and monitored the clean-up activities.



22-2005: Vessel Fire. Sacramento River, Sacramento County. Wildlife Officers responders to a report of a vessel fire near Courtland, in the Sacramento River, Sacramento County. Responders took measures to minimize the fire's impact to the environment and contain the pollutants / fire debris. Quick acting first responders used containment boom from an OSPR Grant Trailer and assisted in extinguishing the fire.



22-2027: Port Fire, City of Benicia, Solano County. NFRT members responded to a significant pier fire at the Port of Benicia. The fire threatened multiple vessels and was the source of significant fire run-off and burned hydrocarbon residue. OSPR responders served as CDFW Subject Matter Experts to the Fire Incident Command while the fire was active. Once extinguished, Wildlife Officers assumed investigative and Incident Command Roles. Efforts were taken to minimize the environmental damage of the fire run-off. On-going investigation.

Personnel: As of April 15th, OSPR's Law Enforcement Branch has 3 statewide vacancies: Lt. Specialist Sacramento, Wildlife Officer San Diego, and Wildlife Officer SF Bay P/V CABEZON. These positions will hopefully be filled by transferring veteran officers in the Summer/Fall of 2022.

ENVIRONMENTAL RESPONSE BRANCH (ERB)

Recently Filled and Vacant Positions:

NFRT – Two field Environmental Scientist (ES) positions filled in Fairfield, no vacancies

CFRT – One Senior ES Supervisor position filled in Santa Barbara, and one vacant field Senior ES Specialist position and one vacant field ES Position both in Bakersfield.

SFRT - One vacant field ES position in Los Alamitos.

PREPAREDNESS:

Geographic Response Plans (GRPs)

OSPR Statewide Internal GRP Workgroup Meetings held on 12/14/2021 and 3/29/2022

Current GRPs in progress (North to South):

NFRT:

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

Lower Sacramento River GRP (Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo and Sacramento Counties) - Finalized all maps and assembled draft version; draft sent to LEPCs III and IV and regional water agencies for comment via an FTP site.

Lower American River GRP (Sacramento and Yolo Counties)- Completion of all 13 GRP site visits using Survey 123 and photos; coordination with GIS for GRP maps.

CFRT:

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

SFRT:

Santa Margarita River GRP (Riverside and San Diego Counties) – Is in OSPR Executive review which should be the last review before final.

Walker River will likely be the next GRP update for SFRT, as this drainage is shared with the State of Nevada, who will also be making an update to their plan concurrently.

Los Angeles River will also be considered for a GRP.

Area Contingency Plans (ACPs)**Sector San Francisco – Major Revision Year**

North Coast (ACP 1) Area Subcommittee Meetings held on 11/18/2021 and 3/17/2022

San Francisco Bay & Delta (ACP 2) Area Committee Meetings held on 11/09/2021 and 02/08/2022

2022 ACPs 1 & 2 Volume II Revision completed. Supervisor review completed on 3/16. Submitted for Area Sub-Committee and Committee review (USCG HomePort) on 4/4/22.

Central Coast (ACP 3) Area Subcommittee Meetings held on 12/7/2021, 3/03/2022, and 4/14/22

ACP 3 – Volume II Revision completed. Supervisor review completed on 3/28. Submitted for Area Subcommittee review (USCG HomePort) on 4/4/22.

Sector Los Angeles/Long Beach

ACP 4/5 Area Committee Meetings held on 11/16/2021 and 3/10/2022

ACP 4/5 - In process to identify any necessary changes for Annual Update.

Sector San Diego

ACP 6 Area Committee Meetings held on 11/4/2021 and 2/2/2022

ACP6 – Started on next Major Revision in January 2022, due in spring of 2023

Sensitive Site Strategy Evaluation Program (SSSEP):SFRT

Ballona Creek (5-140) - Tested on 3/8/2022 by West Coast Environmental Solutions.

Los Cerritos Wetland (5-260) by US Ecology 3/30/2022

Newport Slough Wetland (5-340) - Tested on 4/1/2022 by Patriot Environmental

Drills and Exercises (Virtual and In-Person)**NFRT**

9/29-9/30/2021 – Staff participated in Chevron worst case discharge exercise in Richmond.

CFRT

3/16/22 – Staff participated in an in-person Sentinel Peak Resources – Arroyo Grande TTX drill in Pismo Beach

SFRT

4/26/22 - SERB will participate in a CalTRIVEX Exercise with Gallagher Marine.

5/10/22 - SERB will participate in USCG Marine Transportation System Exercise.

Shoreline Protection Table Workgroup Meetings were held on 3/1/2022, 4/4/2022

Training:

Environmental Response to Oil Spill (EROS) Training moved to 6/7-9/2022 with field days on 6/14/2022 for the south, 6/15/2022 for the central, and 6/28/2022 for the north. ERB Staff participate as Coordinators and Instructors.

All ERB Field Staff participated in mandatory Traffic Safety and Awareness training.

ERB Staff participated in Detecting, Mapping and Recovering Oil at Night and in Fog Symposium.

ERB Staff participated in HAZWOPER Refresher Training with their respective FRTs.

ERB Staff participated in ASA Salvage Training at USCG Island in Alameda on 9/1-2/2021.

Select ERB Staff are training on the Potential Places of Refuge Process for an upcoming exercise with the USCG on 5/10/2022.

ERB Staff participated in virtual trainings and discussions of various relevant oil spill topics.

ERB Staff continue UAV (drone piloting) practice.

RESPONSE (Selected):

21-5057 The NFRT responded to Bodega Bay (F/V Barbara Marie) on 9/17/2021 to address questions and concerns from a citizen/NGO "Beach Walk" who reached out to OSPR Administrator about the response and environmental concerns.

21-5446 – Pipeline P00547 Incident. All FRTs responded when a pipeline from a platform to land had a release of crude oil to nearshore water near Huntington Beach on 10/2/2021. This prompted a full-scale response by OSPR and several other agencies. Over 100 miles of shoreline were impacted from Sunset Beach to the U.S./Mexico Border. Several Geographic Response Strategies were deployed from ACPs 5 and 6. Several OSPR Environmental Scientists served as SCAT Team Leaders in addition to Environmental Unit Leader and SCAT Coordinator. The Oiled Wildlife Care Network served as Wildlife Search and Recovery, and Care and Processing.

21-6906 – The CFRT responded to a produced water and crude oil spill at Crimson Resource Management into a dry waterway in Fellows, CA. No impacts to wildlife observed. Minimal disturbance to native habitat. Cleanup completed without incident.

21-7193 and 21-7337 – The SFRT responded Pipeline P0919 Incident - A pipeline from a platform to land had a release of crude oil on date? to nearshore water near Seal and Huntington Beaches. Several local Geographic Response Strategies were deployed. OSPR Reconnaissance Teams surveyed several miles of the northern Orange County coast for oil, however, no oil was observed on the shoreline. OSPR ESs served as the Environmental Unit Leader on this response. The Oiled Wildlife Care Network served as Wildlife Search and Recovery.

21-7269 - The SFRT responded to a 1,300 gallon gasoline in the city of Pasadena on the evening of December 19th, 2021. Gasoline was released from a faulty fuel dispense and entered a storm drain which connected to the San Pasqual Channel. The San Pasqual Channel is an engineered, hard bottom flood control channel. OSPR responders did not observe any impacted wildlife. Cleanup was completed on December 20th, 2021.

22-0402 – The NFRT responded to the Pine Incident in Redding resulting from a tank truck wreck in Redding causing a release of 8,000 gallons of Transmix onto surface streets and storm drains that feed the ACID canal, Caliboose Creek and the Sacramento River.

22-0952 The CFRT responded to a PG&E release at Helms Courtright Reservoir powerhouse. Reservoir is frozen. Cleanup operations being discussed as response waits for fair weather to conduct a site visit. Initial observations by PG&E confirm petroleum release.

22-1366 – The CFRT responded to a crude oil release at Sentinel Peak Resources (SPR) Well 215 within the Bremer Oilfield near Fellows, California. A total of seven carcasses were collected from the location where crude oil was observed within the dry waterway. Two of these carcasses were in a stage of decay at the time of collection. Although some species could not be accurately identified with 100 percent confidence, the measurements and characteristics collected matched with non-listed common species of rodents.

22-2027 The NFRT response to pier structure fire at Amports facility, Benicia. Sensitive site strategies were deployed to protect sites from fire debris, including creosote covered piers.

OTHER:

All ERB Field Staff Virtual Meetings – 1/20/2022 and 3/17/2022. Next meeting scheduled for 5/26/2022.

SPILL RESPONSE TECHNOLOGY & SUPPORT BRANCH

Units:

- 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:

Staffing:

- New Hires: GIS Programmer Positions (RDS II and RDS I) filled. RDA II position prepping for advertisement
- Two Scientific Aides hired under Prescott Grant funding for sea otter pathology work at MWVCRC
- New Wildlife Position to be filled in Central Valley supporting wildlife response statewide with emphasis on Central Valley oilfields.

Applied Response Technology and Best Achievable Technology

April 12, 2022 - Special Focus Workshop Detecting and Recovering Oil at Night and in Low Visibility Settings.

We had over 200 registered attendees representing approximately 70 entities. There were four non-US sovereign nations represented (Cherokee, Wiyot, Yurok, Canada); multiple state and provincial agencies; numerous industry representatives including oil production and distribution, service providers, and consultants; Class I railroad; and local, state, and federal government entities and NGOs (from the US and Canada).

- **Oil Spill Cleanup Agents (OSCA)** – Reviewing two current applications requesting sorbent exemption.
- **Drills and Exercises** – Remote participation in drills

Oiled Wildlife & Marine Wildlife Veterinary Care & Research Facility

- Oiled Wildlife Response – Several field responses with the Oiled Wildlife Care Network to address oiled wildlife including the Amplify/Beta Offshore Pipeline 0547, American Challenger, Pine Incident, South Bay Incident (on Christmas Day), and others.
- Wildlife Response Plan – Update in progress

- Pipeline 00547 Follow-up – Multiple hotwash discussions and public forum presentations on the wildlife response to the significant release.
- Wildlife Reconnaissance – Developing new strategies and job aids for reconnaissance operations during spill response.
- Internal Wildlife Operations Drill with OWCN – In planning (delayed due to COVID)
- Recovery and Hazing Training for FRT- In planning (delayed due to COVID)
- Drills and Exercises – Remote participation in drills
- Team Coordination - Regular (bi-monthly) meetings with OWCN.

Fisheries Closure

- OEHHA + OSPR – Continued coordination during response
- OSPR Coordination – OSPR Fisheries Closure Team and OEHHA working on after action/lessons learned from Pipeline 00547 closure activities.
- 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
- SCATologue – Programming modernization and optimization occurring for SCATologue
- Wildlife Recover App – Addressing optimization opportunities and lessons learned from Pipeline 00547 incident where the app got its first major stress test. The app proved to be extremely effective.
- GRP Development – Supporting spatial analysis and mapping for multiple concurrent GRPs.
- ERMA Updates – Continual data additions to ERMA for Common Operating Picture during response.
- Drills and Exercises – Remote participation in drills addressing Common Operating Picture, Situation Unit support, SCAT, spatial analysis, and mapping.

RESOURCE RESTORATION PROGRAM

Immediately following the October 2, 2021, report of a spill from Pipeline P00547, members of the OSPR Natural Resource Damage Assessment (NRDA) Unit began pulling together a multi-trustee agency team and deploying staff in the field to pre-assess natural resource injuries arising from the spill. The natural resource trustees (Trustee Team) for the spill include the following state trustees: OSPR, State Lands, and Parks and Recreation; and the following federal trustees: U.S. Fish and Wildlife Service, Bureau of Land Management, and National Park Service (representing the Department of the Interior), and the National Oceanic and Atmospheric Administration. The Trustee Team has directed the collection of hundreds of environmental samples, including fresh oil, tarballs, sediment, water, and biological tissues to understand the pathway the oil traveled and oil exposure levels (through chemical analyses) in various habitats and species. The assessment has been subdivided into various Technical Working Groups (TWGs) charged with assessing potential injuries to birds, marine mammals, and fish, as well as injuries to water column, sandy beach, rocky intertidal, and subtidal habitats. The assessment also includes a Human Use TWG investigating recreational-use losses following the spill. TWGs have initiated various surveys to document injuries to the aforementioned resources. Updates on NRDA activities and findings will be posted on OSPR's Restoration/NRDA webpage at:

<https://wildlife.ca.gov/OSPR/NRDA/Pipeline-P00547>

LABORATORY RESPONSE UNIT

Sample Analysis (since last report)

Performed petroleum fingerprinting analysis to support response efforts on the Pipeline P00547 spill, Pipeline P0919 spill, the Pine Incident spill, and multiple mystery tarball events in Southern California. The laboratory also provided sample coordination for the spill response efforts.

Research

The Petroleum Chemistry Laboratory (PCL) is working to expand the Southern California coverage of the PCL sample database by including all non-matching tarball samples collected during the response efforts for Pipeline 00547 and Pipeline 0919 spills. The biomarker ratios for all non-matching (background oil) tarballs will be entered into the lab's database for comparison to previously collected samples. This will allow investigation of a relationship between previously collected samples and future samples that do not have an identified source. The inclusion of the samples collected from the Southern California spills will significantly expand the southern representation of natural oil signatures from background oil in the environment. The source samples from the major Southern California spills have also been entered into the PCL sample database for future comparisons. In addition, the samples collected from the March mystery tarball event in Southern California will also be added to the PCL sample database.

In collaboration with the Nature Conservancy, PCL performed fingerprinting analysis of samples collected directly from seep expressions on the Dangermond Preserve in Santa Barbara County. These samples will also be included in the PCL sample database to determine if these seeps have been responsible for mystery oiling event (fur and feathers) or mystery tarring events. The signatures between the seeps will be compared to better understand variation between individual seeps.

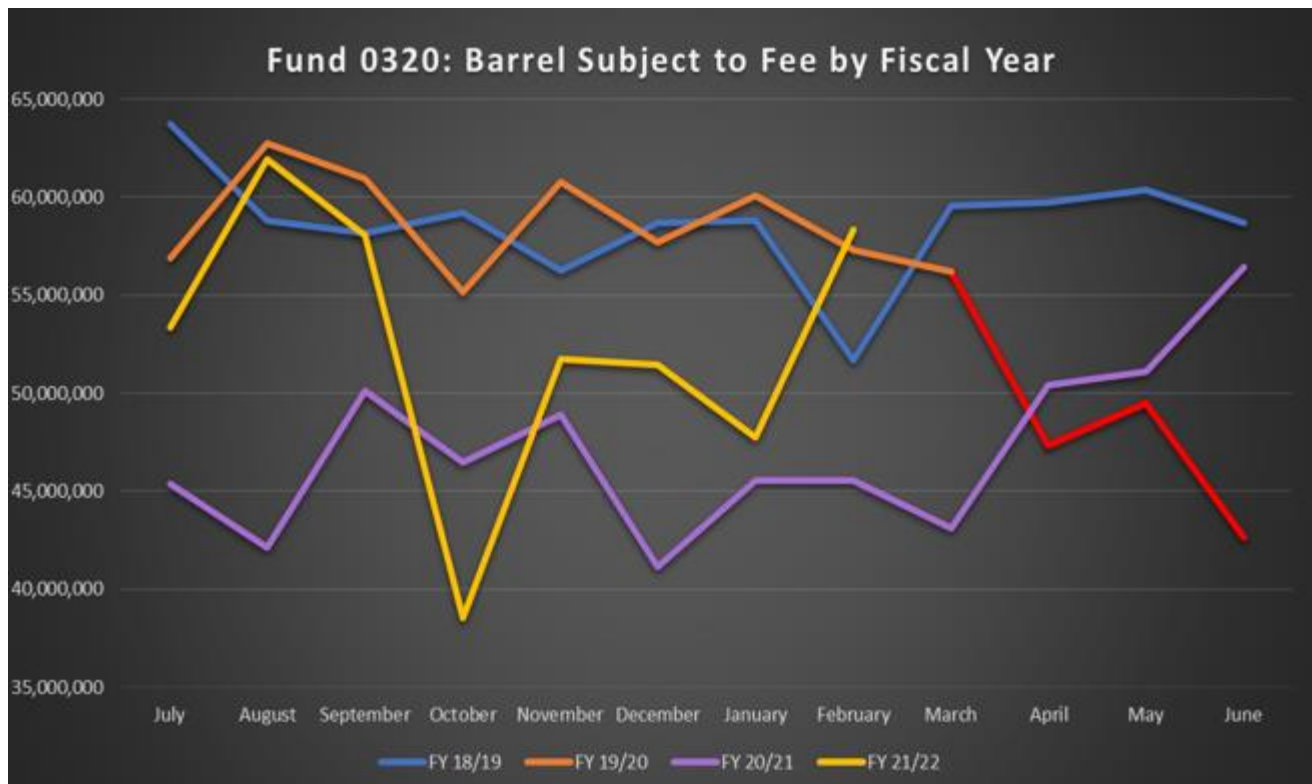
The Petroleum Chemistry Laboratory continues to optimize analytical methodologies for confirming, characterizing, and potentially fingerprinting renewable diesel. Megan McWayne presented the findings of a pilot study of lab simulated weathering of 100% renewable diesel at the CDFW Science Symposium. Martice Vasquez gave an oral presentation on the development of an analytical approach for fingerprinting renewable diesel at the CDFW Science Symposium.

FINANCIAL AND ADMINISTRATIVE SERVICES BRANCH

Finance

Fund 0320 revenue started strong, however took a sharp decline in the fall of 2021. Fund 0320 appears to be on the rebound given the recently passed AB148, which increased the per barrel fee from 0.065 to 0.085 cents beginning October 1, 2021, and allowed for the collection of revenue on renewable fuels beginning January 1, 2022. OSPR will continue to closely monitor these revenue reports to ensure proper planning for future operations.

As required per the findings outlined in the California Department of Finance's (DOF) "California Oil Spill Prevention, Response, and Preparedness Program Performance Audit", OSPR submitted a third version of the Corrective Action Plan (CAP) on March 1st. The CAP provided DOF with progress updates in response to the audit findings. The upcoming fourth, and likely final, CAP is due to DOF on September 1, 2022.



Total Barrels Subject to Fee												
	July	August	September	October	November	December	January	February	March	April	May	June
FY 18/19	63,751,890	58,783,880	58,161,885	59,224,001	56,257,671	58,674,505	58,820,484	51,670,072	59,561,627	59,733,884	60,399,378	58,700,099
FY 19/20	56,927,297	62,761,070	60,969,046	55,161,546	60,781,017	57,726,788	60,061,949	57,286,374	56,211,474	47,366,325	49,467,498	42,652,521
FY 20/21	45,398,857	42,153,227	50,127,302	46,450,206	48,913,207	41,150,304	45,521,962	45,526,964	43,123,637	50,387,273	51,134,629	56,413,844
FY 21/22	53,360,498	61,924,372	58,078,085	38,549,279	51,726,053	51,438,408	47,759,507	58,332,831				

Cost Recovery:

The Fall and Winter months were busy for OSPR with three major spill events occurring between October 2021 and January 2021. The Cost Recovery Unit (CRU) continues to assist with billing for these responses: Pipeline P00547 (10/1/2021), Pipeline 0919 (12/22/2021) and The Pine Incident/Calaboose Creek (1/21/2022). The CRU will be in Orange County on April 27th along with other OSPR representatives to provide a training on best practices in Cost Recovery.

The CRU opened 37 spill cases (37 statewide – 0 deleterious/fund 0207) from September 2021 thru March 2022. Since September 2021, OSPR has recovered \$753,000 in response costs from 26 incidents (which includes 2 large incidents – Parr Canal and Refugio Restoration, Planning, Oversight); \$111,0000 in fines and penalties from 4 incidents.

Procurement/Contracts:

OSPR Procurement has had a successful year meeting deadlines and ensuring OSPR purchasing needs were met. Between the months of October and March roughly 106 Purchase Orders for non-IT goods and 10 Purchase Orders for IT goods were processed. The bulk of OSPR needs continue to be for office supplies and equipment, although there has also been a significant amount of purchasing for replenishment of response supplies due to a major spill response in October.

The Contracts team has successfully met all CDFW Business Management Branch year deadlines with many contracting requests due by February for this fiscal year (FY). In total, there were eleven short

form contracts, two short form contract amendments, two payable agreements, one payable amendment, one reimbursement agreement, eighteen payable grants, and three payable grant amendments for FY 21/22. In addition, staff have prepared six short form contracts, five payable agreements, eleven payable grants and one reimbursement agreement for the upcoming FY 22/23.

Facilities:

OSPR Facilities is gearing up for the Los Alamitos office relocation to set to take place in October. CDFW Business Management Branch Facilities Section is currently negotiating a lease for a new location in Santa Ana which will be shared with other CDFW programs. OSPR Facilities is working closely with the Los Alamitos OSPR programs to ensure that the needs of our staff are met in the new location.

In West Sacramento OSPR Facilities continues to manage building and grounds needs, receiving, asset tagging, badging access, and new employee cubicle assignments. OSPR Facilities also has recently initiated a long-term project of establishing a comprehensive records retention policy for all of OSPR per requirements of the California's State Records Management Act.

Fleet:

OSPR Fleet has been working closely with CDFW Business Management Branch (BMB) Fleet Section to coordinate the installation of telematic devices into Department owned fleet assets (vehicles, vessels and trailers). Telematics will allow electronic tracking of the fleet assets. CDFW BMB is currently in the Phase I roll out of Telematics which include some OSPR vehicles and installation will begin on April 26th. OSPR has twenty-one fleet assets in this first Phase. All other fleet assets will be scheduled for installation in the Phase II roll out expected to take place in mid-summer. We continue to provide guidance for routine maintenance and any vehicle issues that arise. Additionally, all pool vehicles located at OSPR HQ have been maintained (oil changes, brakes, tires, etc.) and all recalls have been taken care of. As staff return to working in the field, requests for pool vehicles have increased significantly. In an ongoing effort to ensure staff safety, OSPR fleet continues to adhere to DGS COVID guidelines when cleaning/disinfecting pool vehicles upon return.

Personnel Updates:

After 21 years with OSPR, Finance and Human Resource Manager Cassaundra White accepted a promotion with another state department and officially separated from OSPR on April 1, 2022. Her vacant position is currently being advertised.

The OSPR HR analyst position has been filled. Misty Catano was a CDFW internal candidate coming from the Data and Technology Division where she served in a general administrative support function which included HR as a portion of her job description. She begins with OSPR on April 21st.

On November 29th, Amir Sharifi began serving in his new position as OSPR's Assistant Deputy Administrator (ADA). As the new ADA, his responsibilities include overseeing FASB, Prevention, PIO, and Regulation Branch operations.

On February 7th, 2022, OSPR welcomed Emily Sunahara as the new FASB Branch Chief (Staff Services Manager II). Emily came to OSPR from the California Workforce Development Board. Interviews for the OSPR Procurement Officer position were held earlier this week on April 25th. We look forward to selecting a well-qualified candidate soon.

Other staff changes throughout OSPR branches include:

Incoming:

Kelley Avilla, SSA, Environmental – (5/2022); Misty Catano, AGPA, FASB – (4/2022); Nita Barve, RDS II, Response Technology – (3/2022); Andrew Jebnanathan, OSPS, Preparedness – (12/2021); Marissa Rodriguez, Warden, Law Enforcement – (2/2022); Anastasia Norris, Warden, Law Enforcement – (2/2022); Amanda Coleman, ES, Preparedness – (4/2022); Mindy Akins, MST, Prevention – (2/2022);

Shane Keefauver, ES, Preparedness – (1/2022); Andrew Taylor, ES, Environmental – (11/2021); 5 Scientific Aids.

Outgoing:

Alex Cheung, MST, Legal – (8/2021); Sherryl Shivers, MST, Prevention – (10/2021); Margie Oram, MST, Environmental – (10/2021), Judd Muskatt, Sr ES, GIS – (8/2021); Kathy Verrue-Slater, Attorney, Legal – (12/2021); Adam Reyes, ITS I, IT – (12/2021); David Mighetto, OSPS, Prevention – (12/2021); John Crispin, ITA, IT – (11/2021); Taylor Schoene, ES, Preparedness – (12/2021); Ben Thompson, Warden, Law Enforcement – (12/2021); Missy Kroninger, ES, Environmental – (12/2021)

Internal transfer/promotions:

Amir Sharifi, Assistant Deputy Administrator, Executive – (11/2022); Mike Connell, Sr ES, Environmental – (3/2022); Branden Walden, AGPA, Preparedness – (1/2022); Madi Boynton, ES, Environmental – (11/2021)

PUBLIC INFORMATION OFFICE

Recent Updates

OSPR PIOs have been engaged in recent responses that include the Benicia Port Fire, the Point Reyes Loss of Propulsion incident, and the Empress yacht fire in the Sacramento River. The unit is also part of a virtual Joint Information Center working to keep the public and media informed of ongoing salvage operations for the American Challenger in Marin County. One of PIO's ongoing objectives as a unit is to continue widespread outreach efforts with potential response partners statewide, beginning this spring in Orange and San Diego counties. PIO is also in the process of getting FAA-certified for UAV flights, so that we can gather optimum imagery for spill response. Additionally, the unit is fine tuning the Emergency Alert System, which utilizes Microsoft Teams as a platform for all spill response or serious event notifications.

PREVENTION BRANCH

September 01, 2021 – March 31, 2022

Vessel Arrivals: 4,962

Vessel Boardings: 02

Category 1 – 3 Risk Boardings: 01

Category 4 Risk Boardings/Monitorings: 00

Oil Transfer Notifications: 2,766

Oil Transfer Monitors: 48

Percent of Transfers Monitored: 01.7%

Facility Contingency Plan Verifications: 06

Facility Contingency Plan Exemptions: 05

Marine Outreach: 174

Inland Outreach: 35

Marine Oil Spill Incidents: 306

Volume Spilled: 26,684.2 gal

Inland Oil Spill Incidents: 388

Volume Spilled: 56,643.2 gal

LEGAL BRANCH

The OSPR Legal Branch is currently handling 102 active cases in addition to the routine legal matters and legal guidance and counsel provided to the OSPR leadership and other branches. Some cases that have been resolved since the last TAC meeting include:

Golden Valley Transfer/Cuyama River Incident - \$159,081

Golden Valley Transfer (GVT) paid \$111,326 to CDFW to remediate natural resource damages and civil penalties under Government Code section 8670.66(a) in the amount of \$47,755 which will be paid to CDFW's Environmental Enhancement Fund. GVT also reimbursed CDFW for \$314,320 in costs associated with the clean-up of the spill. GVT is permanently enjoined from violating Fish and Game Code section 5650(a)(1) and Chapter 7.4 of Division 1, Title 2 of the Government Code (the Oil Spill Prevention and Response Act). In addition, when transporting crude oil in locations without reliable cellular service, GVT will be required to carry a device with the technological means to immediately report crude oil or hazardous materials releases. On March 21, 2020, GVT caused a spill that released 4,533 gallons of crude oil in the Cuyama River. The spill occurred when the driver of GVT's oil tanker truck, traveling from Bakersfield to Santa Maria, drove at an unsafe speed, causing the oil tank to detach from the truck, and roll down an embankment into the river. The Santa Barbara District Attorney's Office prosecuted the case.

Kinder Morgan/Iron Horse Trail - \$959,286

The Kinder Morgan/Iron Horse Trail Spill Incident was resolved through the Attorney General's Office in People v. SFPP on December 16, 2021, with payments to OSPR of \$74,786 for unpaid costs, \$200,000 for damages to fish, plant, bird or animal life and habitat and other economic losses caused by Defendants' criminal conduct, and \$684,500* for additional penalties. In November 2020, Kinder spilled over 63,000 gallons of gasoline from a cracked pipeline into a waterway that ultimately flowed to the Walnut Creek Canal. Pursuant to its Plea Agreement with the AG's Office, Kinder plead no contest to a violation of Government Code Section 8670.64(c)(2)(A), the crime of Failing to Immediately Report a Discharge of Oil in Waters of the State, a Misdemeanor; and a violation of Fish and Game Code Section 5650(a)(1), the crime of Water Pollution, a Misdemeanor. Kinder was also placed on probation for 18 months. The terms of the probation include:

1. SFPP must train and instruct employees to immediately notify and update all appropriate agencies of potential spills;
2. SFPP must install a leak detection system on its pipeline; and
3. SFPP must revise the spill volume calculation methods it uses to increase the speed and accuracy of reporting.

The AG's Office, OSPR, CalFire and Kinder Morgan are meeting later this month to discuss the leak detection system that is required as a part of the Plea Agreement.

*OSPR is waiting for the Court to release these funds to CDFW.

Fishing Vessel Albatro

The FV Albatro, a commercial fishing vessel was sinking in Ventura Harbor and leaking diesel. The RP owner CARLOS NELSON RIVAS had no insurance, and the response was Federalized by the USCG. Ventura County District Attorney initially refused the case. Defendant apparently filed bankruptcy. Warden provided more information and re-submitted it to the DA.

In June 2021 a Stipulated Judgment Order was entered. RP ordered to pay full OSPR costs. No penalty to OSPR, but the DA got civil penalties. The Order gives the RP until December 1, 2022, to pay all in full - with payments of \$1,666.66 by 12/1/21, \$1666.67 by 6/1/22, and \$1,666.67 by 12/1/22. So far a check received for \$1,666.66 has been received.

PREPAREDNESS BRANCH

Drills and Exercises Unit (October – December 2021)

General Information

The fourth quarter of 2021 was very busy for the Drills and Exercises Unit (D&E). Based on the ongoing COVID-19 pandemic, D&E continues to collaborate with industry to coordinate remote and virtual exercises. The Pipeline P00547 Incident occurred in Orange County on Saturday, October 2, 2021. The

response quickly escalated, and all D&E staff were mobilized to assist the Liaison Officer and Volunteer Unit. To prevent cancelling exercises, D&E approved self-certification for those scheduled to occur during D&E's spill response deployment. In December the vacant Environmental Scientist (ES) position in Los Alamitos was filled and the Bakersfield ES position was vacated; the process to backfill the Bakersfield vacancy has been initiated.

Total Drills Statewide (October – December 2021)

Statewide summary for 2021 oil spill contingency plan regulated drills and exercises during this period:

Total Drills and Exercises: 70

Total Equipment Deployment: 0

Total Tabletop (all exercises attended remote or virtual): 70

Total Drills and Exercises in Northern California (October – December 2021)

Total Drills and Exercises: 21

Total Equipment Deployment Drills: 0

Total Tabletop Exercises (all exercises attended remote or virtual): 21

Total Drills Central California 2020 (October – December 2021)

Total Drills and Exercises: 15

Total Equipment Deployment Drills: 0

Total Tabletop Exercises (all exercises attended remote or virtual): 15

Total Drills Southern California (October – December 2021)

Total Drills and Exercises: 34

Total Equipment Deployment Drills: 0

Total Tabletop Exercises (all exercises attended remote or virtual): 34

Unannounced Drill Program

OSRO Drills for Dec 2021 - Mar 2022 (Quarter)

Marine – Passed: 0

Marine – Failed: 0

Marine Modified: 1

Terrestrial – Passed: 6

Terrestrial – Failed: 0

Terrestrial Modified: 0

Oil Spill Contingency Plans: Dec 2021 - Mar 2022 (Quarter)

Vessel Contingency Plans:

Total Approved New Plans - 54

Total Approved Resubmitted Plans - 53

Total Vessel Revisions - 855

Facility Plans Approved:

Marine: 5

Inland: 5

Inland Exempt: 1

Total Approved: 11

Withdrawn: 5

Geographic Response Plans (GRPs)

OSPR Statewide Internal GRP Workgroup Meetings:

March 29, 2022

June 28, 2022

September 27, 2022

December 1, 2022

GRP Statewide Steering Committee Meetings:

January 2022

December 2022

Current GRPs in progress:

Klamath River (Siskiyou, Humboldt, Del Norte Counties) – field work largely complete, may need to revisit some sites. Sites on tribal lands not available for visits during Covid. GRP Lead currently working on ACP revisions which takes priority, will resume work again on Klamath GRP in early 2022.

Lower Sacramento River (Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yolo, and Sacramento Counties) – First draft sent to GRP Subcommittee for review. Comments due April 1.

Lower American River (Sacramento and Yolo Counties) – Field work completed. Working on response strategy sections, contact sheet, and resources-at-risk.

Salinas River (Monterey and potentially San Luis Obispo County) - Field reconnaissance in progress. GRP Lead working on ACP revisions which takes priority, will resume work again in early 2022.

Lower Santa Ana River (Riverside, and Orange Counties) – GRP is final and on OSPR website.

Santa Margarita River (Riverside and San Diego Counties) – Final draft has been sent to the OSPR Executive Team for review. Last step in the review process before finalizing and posting to website.

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, 2022. OSPR is currently updating the USCG Sector SF ACPs 1-3, and the revision is due May 2022. Draft documents for Area Committee review will be posted in April. 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 are still virtual and on their typical meeting schedules. These meetings and all pertinent information are posted on OSPR's webpage: <https://wildlife.ca.gov/OSPR/Public-Meetings>.

Regional Response Team IX:

The Regional Response Team (RRT) is conducting virtual meetings and workshops. These meetings' information is posted on OSPR's webpage (same URL as above). The next meeting is planned for Nov. 3, 2022

Spill Management Team Program

The spill management team (SMT) regulations will be effective on April 1, 2022. The SMT Program has held a series of informational sessions to prepare the regulated community to comply with the new

regulations. Two Q&A sessions were held on February 15 and 17; the sessions were well-attended and there were a lot of good questions and discussion. On March 15 and 17, the SMT Program hosted training sessions for plan holders and external SMT s, respectively, to introduce them to the online submission system that OSPR's IT Department has created for SMT applications. The first SMT certification exercise will be held on April 26, and the SMT Program has received additional inquiries to conduct certification exercises in 2022. Teams will have until the end of 2025 to conduct their certification exercises.

Training

In-person trainings have resumed as COIVD restrictions lift throughout the state, however virtual trainings remain common as well. From October 2021 through March 2022, OSPR staff completed over 3,500 hours of training. Significant trainings included HAZWOPER Refreshers, the CDFW Science Symposium, First Aid/CPR, Respirator Training, Conservation Lecture Series, Driver's Awareness, and Renewable Fuels – Fundamentals, Future, and Response Planning, and a 4-hour on-line training module in compliance with CPL 02-02-051 for oil spill post-emergency response clean-up workers was created and utilized during the southern California pipeline spill.

In April 2022, OSPR will host sampling training for the Northern FRT. Similar courses will be scheduled for the other FRTs throughout the year. In May 2022, OSPR will also host an Inland Spill Response training with the Whitewater Rescue Institute and an ICS 300 course in collaboration with Captain Michael Kirschner from CDFW Law Enforcement.

OSPR and NOAA's annual Environmental Response to Oil Spills (EROS) course was initially scheduled for October 2021 but was postponed due to the P00547 spill response in southern California. The rescheduled course will be held in June 2022 and will be hosted as a hybrid virtual/in-person format. Lectures and activities will be held virtually over three days and will be followed by an in-person field day in each of OSPR's FRT regions to accommodate smaller group sizes and limit travel. Approximately 60 people are registered to attend the course from OSPR, CDFW Reserves, USCG, OSROs, industry, local government agencies, and NGOs.

The Training Coordinator continues to work with managers and supervisors to outline required and recommended trainings for each classification. Annual training reports were provided to the first group of supervisors to outline training completed by their staff in 2021. Reports will be distributed semi-annually.

Certificates of Financial Responsibility (COFR) December 2021 - March 2022 (Quarter)

Vessel COFR Certificates

Tank:	New: 213 Renewal: 271
Non-Tank:	New: 276 Renewal: 226
Facilities:	New: 7 Renewal: 152

COFR Unit vessel staff are in midst of vessel insurance renewal 'season'', during which they'll process nearly 7000 insurance documents for tank and non-Tank vessels in addition to their normal workload. The 'season' runs from January through April.

Self-Insurance renewals for Facilities certificate holders are due March 31, increasing the workload for the Facilities analyst from March through April.

CALIFORNIA COASTAL COMMISSION

Jonathan Bishop

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

Administration

Covid-19/Planned Leave Program (PLP) – CCC Staff continues to be encouraged to work from home. Office visits are limited to short duration and essential duties and travel remains restricted.

Meetings:

Commission staff attended the following meetings via Zoom or Teams:

Eleven Harbor Safety Committee ("HSC") meetings: three Humboldt HSC meeting (11/18, 1/20, and 3/17); two SF HSC meetings (11/20 and 1/13); two Port Hueneme HSC meeting (11/4 and 2/3); one LA/LB HSC meeting (2/2) and three San Diego HSC meetings (11/17, 1/26, and 3/30).

Updates to all Harbor Safety Plans are continuous and ongoing. Port Hueneme HSC completed the SB 414 emergency tug/tow capability report (2/3/22) and has sent a copy to the Administrator for review.

Ten Area Committee ("AC") meetings: three North Coast AC meetings (11/18, 1/20, and 3/17); one SFBD AC meeting (11/9); two Central Coast AC meetings (12/7 and 4/14); two LA/LB AC (11/16 and 3/10); and two SD AC meeting (11/4 and 2/2).

Updates to the Area Plans are ongoing. The next Area Plan to be extensively updated will be the SF/BD plan.

Statewide Area Committee/RRT9 Quarterly meetings: 1/12/22 and 4/13/22

Oil Spill Incidents

Amplify Pipeline P00547 Incident – OS program staff participated as the Coastal Commission's Agency Representative for this incident. OS program staff participated in regular agency liaison briefings, coordinated with UC on regulatory permitting issues, briefed the Coastal Commission at the October 2021 public hearing, Deputy Director participated in the Assembly Select Committee hearing (1/25), and staff continues to participate in regular NRDA meetings.

DCOR Pipeline 0910 Incident (12/22) – OS program staff filled in as an Agency Representative for this incident as well. During the incident, OS program staff coordinated closely through the Liaison unit with the UC on the pipeline repairs. DCOR has submitted an after-the-fact Coastal Development Permit application to the Coastal Commission for the repair work in State waters (temporary and permanent clamps). Commission staff is coordinating with the State Lands Commission and Fire Marshall on the pipeline repairs and project completion.

Mission Hospital Laguna Beach – On September 29th, 2021, approximately 290 gallons of red dye diesel fuel was released from a backup generator 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. This is the second diesel spill in the past 9 months by Mission Hospital at this same location. The Commission issued Emergency Permit (G-9-21-0050) for the remediation efforts and is working with Mission Hospital on a follow up CDP. The project was completed on November 23, 2021.



American Challenger – CCC OS program staff has been participating in regular meetings with the EU on the American Challenger response and salvage plan. Assisting with designing BMP's/mitigation measures to be implemented during salvage operations aimed at avoiding/minimizing impacts to coastal resources.

New Legislation/Regulations. Spill Management Teams (SMT's) – in effect on April 1st, 2022. CCC staff is also tracking some of the bills post-Huntington Beach spill (e.g., AB 1611 – Anchor Drags; and AB 1658 – Notice of Spills Impacting State Waters).

California State Lands Commission
Oil Spill Technical Advisory Committee Report
April 27, 2022

State Lands Commission's April Public Meeting

The [next public meeting of the State Lands Commission](#) will be on April 26, 2022. This meeting will be conducted in a hybrid format, with public participation possible both virtually through the Zoom platform and in person. Of note are two oil and gas related items (Items 59 and 61).

First, the Commission will consider certifying the EIR and approving Component 1 of the [Piers 421 Decommissioning Project](#). These are the last remaining oil and gas production related shorezone piers in the State and we anticipate removing these structures later this year, subject to a coastal development permit issued by the Coastal Commission.

Second, the Commission will hear an update on the status of the offshore oil and gas production and pipeline leases under its jurisdiction. Currently, there are 11 actively oil-producing leases operating in the state's offshore waters, in addition to five leases that are "inactive," meaning that, for various reasons, they are not producing oil and gas. The Commission also manages 13 offshore pipeline leases that originate from federal and state offshore facilities and traverse state waters in route to shore. The report begins with a summary of the policy and statutory framework that provides the foundation for the management of the existing leases. The report also details the various state and federal agencies involved in offshore oil and gas production and transportation. And finally, the report is organized by county and explores in detail the oil and gas production and pipeline leases mentioned above, as well as other significant leases that the Commission has recently terminated or that have been quitclaimed, some of which are undergoing extensive plug and abandonment operations.

At its [February 25, 2022 meeting](#), the Commission authorized staff to retain consultant services for the preparation of an environmental document and for studies necessary to implement an [Abandoned and Derelict Vessel Removal Program](#) for commercial vessels in the Sacramento-San Joaquin Delta, Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties. The Commission also voted to support [AB 2257 \(Boerner-Horvath\)](#), legislation that would direct the Commission to develop a cost study that measures the fiscal impact of a voluntary buy-out of the remaining lease interests in actively producing offshore oil and gas leases in state waters and [AB 353 \(O'Donnell\)](#), legislation that would reduce the State's unfunded liability for future abandonment costs associated with oil and gas operations in the City of Long Beach.

Oil Spill Response

Commission staff participated in field and offshore operations offering our pipeline and facility expertise to support the efforts of the Unified Command established for the:

- Pipeline P00547/Platform Elly Pipeline (Amplify) Oil Spill Incident, October 2021- February 2022; and
- Pipeline 0919/Platform Eva Pipeline (DCOR), December 2021 – present.

Pipeline 0919/Platform Eva to Shore Pipeline

On December 22, 2021, DCOR, LLC, a Commission lessee and operator of multiple offshore oil and gas operations, reported a sheen off the coast of Orange County. An investigation found that pipeline 0919, which transports oil from state Platform Eva to shore, was the source of the discharge. In accordance with the Commission's regulations, and at the direction of Commission staff, DCOR immediately suspended operations at Platform Eva. Under California Code of Regulations, Title 2, Section 2137, an immediate suspension of drilling and production operations is required to control pollution caused by such operations and corrective action must be taken immediately. Similarly, the lease agreement between DCOR and the Commission obligates DCOR to perform repairs and maintenance as required to maintain the premises and improvements in good order and repair and safe condition. Staff has worked closely with other regulators, including OSPR and the State Fire Marshall, throughout the initial spill response, including identification and repair of the damaged portion of the pipeline.

Platform Eva and pipeline 0919 continue to remain shut-in. Additional pipeline internal and external corrosion survey inspections are being conducted and analyzed. DCOR is currently exploring options for repair/replacement of this pipeline, in consultation with Commission staff and the State Fire Marshall, and subject to regulatory review and approval.

State Budget/Commission Budget/OSPAF

On January 10th, Governor Newsom released his proposal for the State's budget for the 2022-23 fiscal year. This includes a total budget for the State Lands Commission of \$54,378,000, including an appropriation of \$15,723,000 from OSPA. 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 includes four Commission budget augmentations. The first is a \$2 million appropriation from the Environmental License Plate Fund in 2022-23, 2023-24, and 2024-25, to operate, maintain, and dredge the Bolsa Chica wetlands. The second is a \$500,000 one-time General Fund appropriation to secure a consultant to conduct a statewide risk assessment to determine the state's liability associated with the Commission's leased premises, and to establish criteria for and develop a framework to help staff calculate appropriate levels of insurance and bonding/security for leases.

The third is a \$2,165,000 one-time General Fund appropriation to facilitate removal of deteriorated infrastructure at the Crockett Waterfront to improve public access and protect public health and safety. The fourth is a \$1,625,000 General Fund appropriation and \$2,650,000 in reimbursement authority to accept the state's cost-sharing contributions for the preliminary plans phase of the Remedial Action Plan at Selby Slag. Selby Slag is a 66-acre site adjacent to the San Francisco Bay Area in Contra Costa County where the Commission, the Department of Toxic Substances Control, and others are facilitating the remediation of heavy metal contamination on the site. The Governor's budget also contains an appropriation to implement AB 525 (Chiu, 2021) that includes a \$1.2 million appropriation from the General Fund to the Commission to support a study of ports and other waterfront facilities as required by AB 525.

Commission staff is working closely with OSPR in reviewing the condition of the OSPAF to identify and implement solutions moving forward to ensure fund viability. Tight budget restrictions have been put in place including limiting non-essential travel, overtime, and training and essential travel. Overtime and training must be directly authorized by the Executive Office. The OSPAF revenue supports the Commission's Mineral Resources and Management (MRMD) and Marine Environmental Protection Division's (MEPD) oil spill prevention work.

Table 1. OSPAF Historical Fund

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	\$3,405,000	\$ 2,037,000	62.6%
MEPD	\$8,600,000	\$8,070,000	\$ 530,000	93.8%
2020-21	\$ 14,042,000	\$ 11,475,000	\$ 2,567,000	81.7%
MRM	\$6,231,000		\$6,231,000	0.0%
MEPD	\$ 9,498,000		\$ 9,498,000	0.0%
2021-22	\$15,729,000	\$	\$15,729,000	0.0%
MRM	\$6,219,000		\$6,219,000	0.0%
MEPD	\$9,504,000		\$9,504,000	0.0%
2022-23	\$15,723,000	\$	\$15,723,000	0.0%

Table 2. OSPAF Personnel Years

	Personnel Years 19-20	Personnel Years 20-21	Personnel Years 21-22
OSPAF PYs	92.9	92.9	92.9
MRMD	28.3	28.3	28.3
MEPD	64.6	64.6	64.6
State Lands Commission	205.4	210.4	210.4

Staffing

The Commission is pleased to announce that Ron Maria has been appointed as the Commission's new Marine Environmental Protection Division's Assistant Chief. The Commission's Marine Environmental Protection Division has also filled three (3) field staff positions and one (1) Marine Safety Supervisor position. The Commission will be recruiting for one (1) Marine Safety Supervisor, one (1) Marine Safety Specialist II and several field staff positions later this year. These have been categorized as essential positions and are vital to maintaining our presence in the field and maintaining a prevention program for the protection of public health, safety, and the environment.

Oil Transfer Monitoring Statistics

From January 1 through December 31, 2021, staff monitored 22 percent of oil transfers (1,128 of 5,181 transfers) conducted at marine oil terminals (MOTs) in California. During this same period, 658,897,691 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 17.86 barrels, or 750 gallons. This is approximately 0.000003 percent of all barrels transferred. In the same time frame, staff conducted 67 spot and annual inspections and 5 training and certification program reviews at MOTs.

Regulations Update

Staff has begun the process of updating Article 5 (operations) regulations which will include updating the definition of "oil" to include renewable fuels pursuant to Chapter 115, Statutes of 2021.

Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)

Commission staff reviewed multiple MOTEMS audit reports, designs, drawings, and inspections-related submittals from all 34 MOTs in California. Overall, MOTs in California continue to make substantial progress towards full MOTEMS compliance. Engineering and operations staff have also been working with two proposed renewable fuels terminals in the Port of Stockton as well as reviewing the EIR's for the retooling of two bay area refineries to process renewable fuels.

Prevention First Symposium

Prevention First has been cancelled for 2022 due to the uncertainty of the COVID-19 pandemic. Staff is exploring options to host this important symposium in Fall 2023.

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, four 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 Platform Holly are shut down and in the process of being abandoned, 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.

California Resources Corporation (CRC) completed all action items identified in the safety audit of Platform Emmy offshore Huntington Beach in August 2021 and the audit was closed.

The Safety Audit Team began fieldwork on DCOR's Platform Eva in June 2021. Excepting the electrical power distribution system evaluation that is performed by a third party electrical contractor, fieldwork for the audit has been completed, and the team is finalizing the action item matrix and developing the safety audit report.

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 fourth quarter 2021 and first quarter of 2022 Commission staff completed the following:

- Witnessed and documented Spill Drills for:
 - Paradigm - Industry Pipeline Accident Drill – Operators and excavators.
 - CSLC-Beacon West – Platform Holly Tabletop Spill Drill
 - Bolsa Chica Wetlands CRC Boom Deployment Drill
 - THUMS Islands Spill Drill
 - Platform Gail (Chevron) Tabletop Spill Drill

- Reviewed the following remote operating vehicle and visual pipeline inspection reports for spans, cathodic protection, and damage for platforms:
 - Platform Edith and Eva to shore ROV and CP Survey
 - Beta – Platform Elly and Eureka ROV and CP Survey
 - DCOR – Platform Gina and Gilda ROV and CP Surveys
 - Exxon/Mobil – Platforms Hondo, Harmony and Heritage ROV and CP Surveys
 - CRC – Platform Emmy ROV and CP Surveys
 - Platform Gail and Grace to Shore ROV and CP Surveys

- Reviewed and documented the following Smart Pig (In-line Inspection) pipeline reports
 - CRC – Platform Emmy 12" oil line Inline Inspection Report (Smart Pig)
 - DCOR – Platform Irene 10" oil line Inline Inspection Report (Smart Pig)
 - DCOR – Platform Irene 6" gas line Inline Inspection Report (Smart Pig)
 - CRC Platform Emmy – 4 Mudlines Hydrotests
 - Platform Eva MFL, and 2 – Ultrasonic Smart Pigs Runs Complete

Structural/Facility Engineering Projects

Staff continue to review and evaluate the structural adequacy based on existing corrosion and damage for all platforms, causeways, and piers associated with the State offshore oil operations.

Rincon Well Abandonment Project

Phase 1 work, consisting of abandonment of the wells and oil facilities at the former state oil and gas leases at Rincon Point in Ventura, is complete. Rincon Island and the nearby onshore site were placed into caretaker status effective July 1, 2021. Caretaker status is when the well and well-related abandonments comply with regulatory requirements and the site requires limited surveillance to maintain safety, security, and stability. The Rincon facilities will remain in caretaker status while the Phase 2 Feasibility Study and California Environmental Quality Act (CEQA) documentation are completed, and until the final Phase 3 work, which will include the final island and onshore decommissioning, commences.

Commission staff released the [draft Feasibility Study](#) for a 60-day public review and comment period on March 17. After the close of the comment period, the draft Feasibility Study will be revised as necessary, finalized, and then considered by the Commission for next steps. The final Feasibility Study is anticipated to be completed by the 3rd quarter of 2022, with the CEQA analysis to commence after the Study has been the Commission approves a proposed Project and alternatives for further analysis.

A [virtual public meeting](#) to discuss and receive comments on the draft Feasibility Study is scheduled for May 4, 2022. Staff has also begun informal consultation with other government agencies, including the Coastal Commission, State Coastal Conservancy, California Department of Fish and Wildlife, National Marine Fisheries Service, and Ventura County.

Platform Holly Decommissioning Projects

Platform Holly well plugging and abandonment work resumed in October 2021 after a 528-day hiatus owing to the COVID-19 pandemic. Six of the thirty wells are fully plugged and abandoned with the remaining abandonment work expected to take another 6–12 months. Staff will continue to maintain and monitor the platform and onshore facilities to ensure the protection of public health and safety during the well plugging and abandonment operations.

Legacy Well Remediation Program

The Commission's SB 44 Legacy Wells and Coastal Hazards Program provides up to \$2 million per year to remediate legacy oil wells and coastal hazards to protect coastal resources, maximize public access to the beach and coastline, and reduce the presence of oil at Summerland Beach and other similarly situated locations.

As of the 4th quarter of 2021, the Commission successfully plugged and abandoned the Duquesne #910 well at Summerland Beach this past December, the fourth legacy well we have re-abandoned in Santa Barbara County using the SB 44 funds. The abandonment was completed on time, using the same technique as the previous wells, and without any incidents. Staff also published its [annual report](#) to the Legislature last December summarizing program activities and expenditures. Staff continues to monitor and investigate remaining legacy wells off Summerland Beach. Commission staff and its contractor, Interact, are preparing engineering programs, cost estimates, and establishing priorities for additional well abandonments in the future, based on site conditions and program funding.

NOAA Emergency Response Division (ERD) briefing for TAC April 27,2022

NOAA-supported Incidents for 2022:

As of 13-APR-2022, NOAA ERD has supported 42 incidents: 33 involving oil, 4 involving chemicals, and 5 involving other stuff (e.g. whale carcasses, plane crashes, facility fires). In CA, NOAA has supported 6 incidents, including sunken/grounded/drifted vessels, a facility fire, and a whale carcass.

NOAA COVID reintegration status:

In general, NOAA folks are moving back to our offices on/about 25-APR, travel approvals are less restrictive, and we're trying to evolve back from virtual to in-person/hybrid trainings.

Trainings:

- Virtual Shoreline Cleanup Assessment Technique (vSCAT) is being scheduled for the USCG's Pacific Strike Team (PST) the week of May 23rd. Being a virtual training, open seats will be available to USCG and State responders across the Pacific Area on a prioritized basis, including USCG Districts 11, 13, 14, and 17
- NOAA's virtual Science Of Chemical Releases (vSOCR) training the week of June 27th: <https://response.restoration.noaa.gov/training-and-education/training/workshops/science-chemical-releases-classes.html>
- NOAA's Science of Oil Spills (SOS) training the week of July 11th (in person): <https://response.restoration.noaa.gov/events/science-oil-spills-sos-class-seattle-wa>
- LT Matt Marler is currently doing a portion of his USCG Industry Training under NOAA's Office of Response & Restoration (with Jordan Stout and Dr Lisa DiPinto) to assist USCG's transition to UAS operational uses for pollution response. LT Marler is a former member of the USCG's Atlantic Strike Team, most recently assigned to Sector San Diego where he was engaged in the P00547 pipeline response, and will soon be assigned to the National Strike Force.

NOAA oil spill tools updates:

- **ADIOS Oil Database** (on-line) has gone live (<https://adios.orr.noaa.gov/oils>). This ADIOS Oil Database represents a web-based update to our desktop ADIOS-2 software and includes 1,805 oil types so far and still growing. Basic and detailed information is provided on each oil type for informing responses as well as downloadable data for expert users.

- Oil data compiled from ADIOS-2, Environment & Climate Change Canada, ExxonMobil, Norway, and ongoing Louisiana State University (LSU; NOAA ERD's contract lab) analyses (e.g. low sulfur fuels)
- Specific oil types
- Generic oil types (e.g. diesel, bunker, bitumen, biofuels, hydraulic & dielectric fluids, some solvents, etc.)
- **sUAS job aids** for shoreline assessments during spills (SCAT) and disaster response (Emergency Response Function 10 [ESF-10]) were reported on during prior TAC meetings and will be updated to include lessons learned and best practices from their use during the P00547 pipeline spill (Huntington Beach, CA) and Hurricanes Laura & Ida responses (Louisiana).

ADIOS Oil Database About User Guide Contact

Browse through the list of oils, or query for a particular oil. [Report a Problem](#)

Search ID, Name, or Location API 100 Type unspecified

Total results: 1805 GNOME Compatible Labels unspecified

Status	ID	Name	Location	Product Type	API	Score	Date
✓	EC00501	158 RGN Mistura	Unknown	Crude Oil NOS	29.47	14	2004
✓	AD02545	15W40 MOTOR OIL, SHELL		Lube Oil	29.34	20	
✓	NO00108	AASGARD A 2003	NORWAY	Crude Oil NOS	42.18	35	
✓	EX00001	Aasgard Blend		Crude Oil NOS	52.5	68	
✓	AD02552	AASGARD BLEND, STATOIL	NORTH SEA, NORWAY	Crude Oil NOS	53.7	42	
✓	AD01582	ABOOZAR	IRAN	Crude Oil NOS	26.9	20	
✓	AD01983	ABOOZAR (1999)	IRAN	Crude Oil NOS	26.9	20	
✓	AD01304	ABOOZAR, OIL & GAS	IRAN	Crude Oil NOS	26.9	20	
✓	AD00005	ABSORPTION OIL		Refinery Intermediate		15	
✓	AD01583	ABU AL BU KHOOSH	UAE	Crude Oil NOS	31.6	15	
✓	AD01984	ABU AL BU KHOOSH	UNITED ARAB EMIRATES	Crude Oil NOS	31.6	15	
✓	AD00009	ABU SAFAH	SAUDI ARABIA	Crude Oil NOS	28	19	

US DOC NOAA NOS NOAA Office of Response & Restoration Disclaimer Privacy Policy Website Survey

TAC AGENCY REPORT, April 27, 2022

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

Chief James Hosler
Doug Allen

General Updates

- [Rulemaking Activity: Pipeline Safety Intrastate Fees](#) – Adopted; Operative 7-1-2022
- The 2022 OSFM Hazardous Liquid Pipeline Safety Seminar will be held on Wednesday, June 29 and Thursday, June 30 at the Long Beach Hilton. More information about the seminar, the agenda, to register as an attendee may be found here: <https://web.cvent.com/event/9f892420-d5d7-44c5-804f-d447e41a63ef/summary>

2021 Pipeline Inspections and Enforcement

- In 2021, OSFM completed over 1,600 inspection activity days, found 55 probable violations, and assessed \$30,300 in proposed civil penalties.

Significant Investigations

- Paramount Pipeline LLC – Paramount, CA: On December 8, 2021, the OSFM was notified of a potential product release during a hydrostatic test conducted on a 6-inch nominal diameter pipeline. Paramount explained that the pipeline was previously flushed of product in anticipation of the hydrostatic test and reported the estimated amount of commodity released as 8 barrels. Preliminary field findings indicated that a crack was found at the location of the leak. The segment with the crack has been sent for laboratory analysis and the pipeline was repaired using a newly tested section of pipe. This is an ongoing investigation.
- DCOR, LLC – Huntington Beach, CA (offshore): On December 22, 2021, DCOR submitted OES Report # 21-7337 indicating that a crew boat located a rainbow-colored sheen on the Pacific Ocean from an unknown source. A Unified Command consisting of US Coast Guard (USCG), California Department of Fish and Wildlife Office of Spill Prevention and Response (CDFW-OSPR), the County of Orange, and DCOR, LLC responded to a pipeline breach that created sheens in coastal waters one-mile offshore of Huntington Beach. CA State Lands Commission (SLC) and CAL FIRE - Office of the State Fire Marshal (OSFM) worked with the Unified Command to successfully complete pipeline evacuation procedures and approved and implemented a pipeline repair plan. Divers identified a small leak in the pipeline and performed a temporary clamp repair on the pipeline. The pipeline has been evacuated of oil using seawater and cleaning pigs and remains shut down pending corrective actions required by OSFM and the CA State Lands Commission. This is an ongoing investigation.
- West Coast Terminal Pipeline – Carson, CA: On February 2, 2022, a leak occurred at the Carson Terminal from a cracked threaded coupling on a refined products tank appurtenance. The product travelled approximately 100 feet and penetrated the aggregate rock layer and soil adjacent to the tank. The reported estimated amount of commodity released was 75 barrels. West Coast Terminal Pipeline initiated remediation work by removing the contaminated gravel and soil and repaired the threaded coupling. This is an ongoing investigation.

Coastal Best Available Technology (CBAT) Program

- The OSFM adopted CBAT regulation to limit the quantity of a release in the event of an oil spill. This regulation became effective on 10/1/2020. More information on CBAT process may be found on the following public website: <https://osfm.fire.ca.gov/divisions/pipeline-safety-and-cupa/coastal-best-available-technology/>
- The OSFM implemented the CBAT regulation in three phases.

- In the first phase, the OSFM identified 395 pipelines that are subject to the CBAT regulation.
- In the second phase, the OSFM reviewed 395 risk analysis and proposed retrofit implementation plans. At the end of the phase 2, the OSFM classified each CBAT regulated pipeline into the following categories.
 - Category 1 (Exemption): If the worst-case discharge of a CBAT regulated pipeline has no impact to the coastal zone, the OSFM acknowledged the exemption request from the operator. Total – 28 pipelines
 - Category 2 (Deferral): If the subject pipeline already has the BAT, the OSFM acknowledged the deferral request from the operator. Operators will resubmit the risk analysis in five years. Total – 219 pipelines
 - Category 3 (Implementation Plan): If a CBAT regulated pipeline does not have the BAT, the OSFM required the operator to conduct the risk analysis and proposed a plan to lower the worst-case discharge from the pipeline. Total – 130 pipelines
 - Note: 14 pipelines are in both deferral and implementation plan category and 4 pipelines are in both exemption and deferral categories.
- In the final phase, the OSFM will monitor the CBAT related construction projects, which will start in the upcoming months. The construction team of the OSFM will conduct inspections and will monitor the construction projects associated with approved CBAT retrofit plans.
- The deadline for operators to retrofit their pipelines is April 30, 2023. If the retrofit project is delayed with reasonable causes (e.g. no permit), the operator may ask for extension.

END OF REPORT

U.S. Coast Guard D11

Mr. Tim Holmes

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OSPR TECHNICAL ADVISORY COMMITTEE MEETING

RRT9:

- RRT9 & Statewide Area Committee Meeting – **July 13-14, 2022**: In person meeting. Agenda will be posted to www.nrt.org/rrtix.
- Annual RCP update was scheduled to be finalized in March; this will be postponed until June 1.
- DOI & OSPR to host NHPA Training for FOSCs on 21 Jun 2022 at Fort Mason, SF and is held in conjunction with the HPS Training on oil spill response scheduled for 22-24 Jun 2022.
- A proposal was made to RRT9 to establish guidance for the use of Surface Washing Agents in Region 9 (similar to Region 2 & 6). To include pre-authorized testing and/or use of products on certain types of surfaces. ART workgroup to explore this.
- RRT9 USCG Coordinator position advertisement has closed, and we hope to have our new coordinator sometime in May.
- www.nrt.org/rrtix

MEXUSPAC:

- CGD11 and SEMAR R2 staff met to discuss MEXUSPAC program at SEMAR R2 office in Ensenada, BC, MX. Topics included oil spill notification procedures, drills/exercises, and the group completed a Five Year Plan for meetings, annex update, and activities.
- LT Ivan Sujail Velazquez has relieved CAP Norma Hernandez as MEXUSPAC Coordinator for SEMAR R2.

D11 Contingency Planning:

- D11 is addressing an issue with the LA ACP regarding the misplacement of PPOR content. PPOR planning content is to be contained in the local ACP. Area Committee member agency noted the content had been erroneously transferred to the local Marine Firefighting Plan. Correction to be made with the 2022 annual update.
- D11 Area Committee Coordinator position should be filled sometime in May (fingers crossed).

CA Coastal Area Committees:

San Francisco Area Committees (1-3):

Meetings: North Coast: 19 May; Central Coast: 10 Apr; SF Bay & Delta: 10 May.

NPREP: TTX 01 Aug.

Active Workgroups: Abandoned and Derelict Vessels (ADV); Hazardous Materials (in conjunction with LEPC II); Drills & Exercises.

ACP: 01 June submitted to D11 prior to the CGNRP.

Los Angeles Area Committees (4-5):

Meetings: 09 June.

Active Workgroups: Pipeline Response Subcommittee: Collect and analyze After Action Reports and Lessons Learned from all stakeholders; Develop Working Groups to address Improvement Planning for the LA-LB ACP.

ACP Annual Update: 01 May 2022

San Diego Area Committee (6):

Meetings: 10 May.

NPREP: FSX 4/26/22 (Industry Led)

ACP Annual update: (2018.4 revision) & record of changes by 01 June.

Volume I: Five year revision scheduled for 2023.

Volume II: Draft files 9800 currently under review for updates with CDFW OSPR.

Planned updates for SSSEP's from 2021-2022 deployments.

Operations (Sectors):

Sector SF

- Pollution Responses received Jan - Mar 2022: 89 NRC reports, had 05 federal cases, issued 17 Letters of Warning, 00 Notice of Violation, and 00 Civil Penalty.
- **AMERICAN CHALLENGER** – Former F/V in-tow from Seattle to Mexico broke towline and ran aground north of Tomales Bay on 5 March 2021. Vessel remains hard aground at same location. CG received approval from CG Commandant to use funds to remove the vessel. CG has currently spent \$4 million of OSLTF. EPA will assist with funding for disposal. Initial prep for removal started April 4th, 2022.
- The **TUG VALIANT** reported adrift in the San Joaquin Channel with an estimated potential of 150-300 gallons of diesel on board. OGA's arrived on scene to temporarily anchor the vessel and place navigation lights to remain overnight. Unified Command established with USCG, EPA, USACE, OSPR, SLC, SAC County CG assumed the response under the OSLTF and hired contractors to remove pollution. Contractors removed roughly 2,000 gallons of oily/petroleum waste. Vessel towed to Mare Island for destruction. Excellent coordination at local/state and federal levels to reach final disposition of vessel.
- 08 Mar 22; Adrift container ship **M/V WAN HAI 176**, 7NM offshore the Pt. Reyes National Seashore. The vessel reported loss of propulsion outbound from Oakland, CA to Seattle, WA. and requested permission from SEC SF VTS to anchor outside the Traffic Separation Scheme to effect repairs. VSL anchored but was dragging anchor towards shore. A 2nd anchor deployed slowing the drag. Gale force winds up to 55kts and 12-15ft seas prevented a tow being hooked up until Sunday morning. WAN HAI 176 was towed to Anchorage 9 for Class Survey.
- 09 Mar 22; at approx. 1245 smoke was noticed on port cameras at Port of Benicia, the Valero Benicia Refinery/AMPORTS dock. 3 ships had to be moved from the pier as the four alarm fire was out of control. SECTOR SF had to take people from the ICP for the WAN HAI 176 to respond to the fire. Benicia Fire and mutual aid fought the fire, including fire boats and tugs. The Pacific Strike Team and the Marine Safety and Security Team also responded to support. US Ecology was hired for any possible pollution and debris removal. The fire was extinguished.

Sector LA/LB

- Pollution Responses received Jan - Mar 2022: 50 NRC Reports, had 01 federal cases, and issued 09 Letters of Warning, 02 Notice of Violation and 00 Civil Penalties.
- Sector LA/LB Initially received a report of a mystery sheen with tar like characteristics. IMD collected oil samples for fingerprint analysis by Marine Safety Lab. On December 22, a second mystery sheen was reported near Bolsa Chica. Oil samples were also taken during this incident and were correlated to the first mystery sheen. DCOR LLC. (Platform EVA) assumed responsibility for the discharge and IC/UC was established. Utilization of aerial assets with on water recovery and usage of satellite imagery/drone imagery for operations and monitoring were highly effective.

Sector SD

- Pollution Responses received Jan - Mar 2022: 67 NRC reports, had 01 federal cases, issued 02 Letters of Warning, 01 Notice of Violation, and 00 Civil Penalties.
- Sector SD personnel conduct patrols to ID derelict vessels/vessels of concern while recording vessel information to populate the Environmental Response Management Application (ERMA). Also provides situational awareness to USCG & state. Patrols identified 22 vessels of concern in the southern area of responsibility.

D11 DRAT Training & Preparedness:

- DRAT is planning US NAVY SUPSALV oil spill equipment deployment on a CG Buoy Tender in Port Hueneme for May 2023. This will be the model for CG large oil spill equipment needs now that the Spilled Oil Recovery System (SORS) has been removed from CG Buoy Tenders.
- DRAT is investigating large vessel emergency towing systems. District 11 may add a system to the district inventory for helicopter deployment to an adrift vessel. We are also looking into the ability to deploy a system from a fixed wing aircraft. We had a tow system belonging to the State of Alaska flown in, as a tertiary plan in case the tugs could not pass a tow to the WAN HAI 176.
- Government Initiated Unannounced Exercises (GIUEs): D11 Sectors have completed 30% of the required GIUEs for FY22. We invite partner agencies and try to conduct GIUEs so that industry receives credit from each of the participating agencies.

HQ/NRT:

- HQ finalized a Mission Analysis Report (MAR) on the MER Program to determine how well the Coast Guard is organized, trained, and equipped to plan, prepare for, and respond to oil and hazmat releases in the Coastal Zone. MAR identified challenges, gaps, and opportunities in the MER program. *Challenge*: changes in the marine operating environment are requiring the Coast Guard to respond to less frequent but more severe spills occurring in increasingly remote locations, more extreme weather conditions, and environmentally sensitive areas. *Gaps*: Five overarching problem areas including: performance metrics & data management; distribution of MER roles and responsibilities; MER expertise; national preparedness management; and MER activities during major natural disasters. *Opportunities*: promoting use of remote sensing technology; strengthening the national response capability; and expanding MER knowledge and capabilities in the Arctic.
- 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>

Fun Fact: "MER Data Across the Coast Guard"

- In February 2022, units responded to 688 pollution incident reports, conducted 278 marine environmental protection sorties totaling 2,133 hours across 3,754 miles; mitigated the impacts of 19,017 gallons of oil and 45 gallons hazardous substances discharged within the Coastal Zone; and prevented the potential discharge of 61,727 gallons of oil into U.S. waters.

U.S. Coast Guard D11

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Meetings: North Coast: 19 May; Central Coast: 10 Apr; SF Bay & Delta: 10 May.

NPREP: TTX 01 Aug.

Active Workgroups: Abandoned and Derelict Vessels (ADV); Hazardous Materials (in conjunction with LEPC II); Drills & Exercises.

ACP: 01 June submitted to D11 prior to the CGNRP.

Los Angeles Area Committees (4-5):

Meetings: 09 June.

Active Workgroups: Pipeline Response Subcommittee: Collect and analyze After Action Reports and Lessons Learned from all stakeholders; Develop Working Groups to address Improvement Planning for the LA-LB ACP.

ACP Annual Update: 01 May 2022

San Diego Area Committee (6):

Meetings: 10 May.

NPREP: FSX 4/26/22 (Industry Led)

ACP Annual update: (2018.4 revision) & record of changes by 01 June.

Volume I: Five year revision scheduled for 2023.

Volume II: Draft files 9800 currently under review for updates with CDFW OSPR.

Planned updates for SSSEP's from 2021-2022 deployments.

Operations (Sectors):

Sector SF

- Pollution Responses received Jan - Mar 2022: 89 NRC reports, had 05 federal cases, issued 17 Letters of Warning, 00 Notice of Violation, and 00 Civil Penalty.
- **AMERICAN CHALLENGER** – Former F/V in-tow from Seattle to Mexico broke towline and ran aground north of Tomales Bay on 5 March 2021. Vessel remains hard aground at same location. CG received approval from CG Commandant to use funds to remove the vessel. CG has currently spent \$4 million of OSLTF. EPA will assist with funding for disposal. Initial prep for removal started April 4th, 2022.
- The **TUG VALIANT** reported adrift in the San Joaquin Channel with an estimated potential of 150-300 gallons of diesel on board. OGA's arrived on scene to temporarily anchor the vessel and place navigation lights to remain overnight. Unified Command established with USCG, EPA, USACE, OSPR, SLC, SAC County CG assumed the response under the OSLTF and hired contractors to remove pollution. Contractors removed roughly 2,000 gallons of oily/petroleum waste. Vessel towed to Mare Island for destruction. Excellent coordination at local/state and federal levels to reach final disposition of vessel.
- 08 Mar 22; Adrift container ship **M/V WAN HAI 176**, 7NM offshore the Pt. Reyes National Seashore. The vessel reported loss of propulsion outbound from Oakland, CA to Seattle, WA. and requested permission from SEC SF VTS to anchor outside the Traffic Separation Scheme to effect repairs. VSL anchored but was dragging anchor towards shore. A 2nd anchor deployed slowing the drag. Gale force winds up to 55kts and 12-15ft seas prevented a tow being hooked up until Sunday morning. WAN HAI 176 was towed to Anchorage 9 for Class Survey.
- 09 Mar 22; at approx. 1245 smoke was noticed on port cameras at Port of Benicia, the Valero Benicia Refinery/AMPORTS dock. 3 ships had to be moved from the pier as the four alarm fire was out of control. SECTOR SF had to take people from the ICP for the WAN HAI 176 to respond to the fire. Benicia Fire and mutual aid fought the fire, including fire boats and tugs. The Pacific Strike Team and the Marine Safety and Security Team also responded to support. US Ecology was hired for any possible pollution and debris removal. The fire was extinguished.

Sector LA/LB

- Pollution Responses received Jan - Mar 2022: 50 NRC Reports, had 01 federal cases, and issued 09 Letters of Warning, 02 Notice of Violation and 00 Civil Penalties.
- Sector LA/LB Initially received a report of a mystery sheen with tar like characteristics. IMD collected oil samples for fingerprint analysis by Marine Safety Lab. On December 22, a second mystery sheen was reported near Bolsa Chica. Oil samples were also taken during this incident and were correlated to the first mystery sheen. DCOR LLC. (Platform EVA) assumed responsibility for the discharge and IC/UC was established. Utilization of aerial assets with on water recovery and usage of satellite imagery/drone imagery for operations and monitoring were highly effective.

Sector SD

- Pollution Responses received Jan - Mar 2022: 67 NRC reports, had 01 federal cases, issued 02 Letters of Warning, 01 Notice of Violation, and 00 Civil Penalties.
- Sector SD personnel conduct patrols to ID derelict vessels/vessels of concern while recording vessel information to populate the Environmental Response Management Application (ERMA). Also provides situational awareness to USCG & state. Patrols identified 22 vessels of concern in the southern area of responsibility.

D11 DRAT Training & Preparedness:

- DRAT is planning US NAVY SUPSALV oil spill equipment deployment on a CG Buoy Tender in Port Hueneme for May 2023. This will be the model for CG large oil spill equipment needs now that the Spilled Oil Recovery System (SORS) has been removed from CG Buoy Tenders.
- DRAT is investigating large vessel emergency towing systems. District 11 may add a system to the district inventory for helicopter deployment to an adrift vessel. We are also looking into the ability to deploy a system from a fixed wing aircraft. We had a tow system belonging to the State of Alaska flown in, as a tertiary plan in case the tugs could not pass a tow to the WAN HAI 176.
- Government Initiated Unannounced Exercises (GIUEs): D11 Sectors have completed 30% of the required GIUEs for FY22. We invite partner agencies and try to conduct GIUEs so that industry receives credit from each of the participating agencies.

HQ/NRT:

- HQ finalized a Mission Analysis Report (MAR) on the MER Program to determine how well the Coast Guard is organized, trained, and equipped to plan, prepare for, and respond to oil and hazmat releases in the Coastal Zone. MAR identified challenges, gaps, and opportunities in the MER program. *Challenge*: changes in the marine operating environment are requiring the Coast Guard to respond to less frequent but more severe spills occurring in increasingly remote locations, more extreme weather conditions, and environmentally sensitive areas. *Gaps*: Five overarching problem areas including: performance metrics & data management; distribution of MER roles and responsibilities; MER expertise; national preparedness management; and MER activities during major natural disasters. *Opportunities*: promoting use of remote sensing technology; strengthening the national response capability; and expanding MER knowledge and capabilities in the Arctic.
- 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>

Fun Fact: "MER Data Across the Coast Guard"

- In February 2022, units responded to 688 pollution incident reports, conducted 278 marine environmental protection sorties totaling 2,133 hours across 3,754 miles; mitigated the impacts of 19,017 gallons of oil and 45 gallons hazardous substances discharged within the Coastal Zone; and prevented the potential discharge of 61,727 gallons of oil into U.S. waters.

OSPR REGULATIONS & LEGISLATIVE UPDATE

(as of April 18, 2022)

Christine Kluge, Regulations Analyst

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

REGULATIONS

Drills and Exercises (D&E)

OSPR has promulgated a rulemaking to harmonize the marine and inland D&E regulations into one section.

- Formal rulemaking commenced February 4, 2022
- 45-day public comment period closed March 21, 2022
- Status: Additional 15-day public comment period anticipated first week of May
- Rulemaking details and documents at: <https://wildlife.ca.gov/OSPR/Legal/Rulemakings/Drills-Exercises>

General Provisions

OSPR has promulgated a rulemaking to consolidate general provisions applicable to all OSPR regulations into one chapter.

- Formal rulemaking commenced February 4, 2022
- 45-day public comment period closed March 21, 2022. No public comments received
- Status: Office of Administrative Law determination due May 6, 2022
- Rulemaking details and documents at: <https://wildlife.ca.gov/OSPR/Legal/Rulemakings/General-Provisions>

Renewable Fuels

A.B. 148 (Stats. 2021, ch. 115) expanded OSPR's authority to address spills of renewable fuels including prevention, preparedness, and response measures, and the authority to collect a fee from handlers of renewable fuels.

The Fee [Gov. Code 8670.40]

- October 1, 2021 – the fee on each barrel of crude oil or petroleum product increased from 6.5 cents to 8.5 cents
- January 1, 2022 – the fee became applicable to renewable fuels
- July 1, 2023 – the fee is adjusted again (revised annually based on the California Consumer Price Index)

Preparedness and Response

- Owners of facilities and vessels that handle renewable fuels must submit a contingency plan, demonstrate financial responsibility to pay for cleanup and damages from spills of renewable fuel, and participate in drills and exercises.
- Regulatory Timeline: In development phase. Anticipate scoping sessions prior to commencement of formal rulemaking Fall of 2022

For more information:

- [FAQ](#) on OSPR's homepage at www.wildlife.ca.gov/ospr
- [Webinars](#) hosted by the Pacific States/British Columbia Oil Spill Task Force

Non-Floating Oil (NFO)

- A.B. 936 (Stats. 2019, ch. 770) requires OSPR to implement regulations addressing response to spills of NFO by Jan 1, 2023
- Regulatory Timeline: Commencement of formal rulemaking anticipated in Spring/Summer 2022

Articulated Tug Barge

- Regulatory 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 Spring/Summer 2022

LEGISLATION

AB 1611 – Submerged Oil Pipelines

Introduced by Assembly Member Davies on 1/5/22, this bill would:

- Require a vessel operator to immediately report to OES any potential casualty in an anchorage designated as proximate to a submerged pipeline zone
- Require OES to make contact with the pipeline about the occurrence
- Requires OES to notify OSPR, CSLC, CCC, the regional water quality control board, and local area governmental agencies
- Require OES, in coordination with U.S. Coast Guard and the Marine Exchanges, to designate the anchorages proximate to submerged oil pipelines, and propose duly published designation of the anchorages in the official navigation charts maintained by NOAA
- Impose civil liability on a vessel operator who delays or fails to make the report to OES [not less than \$10,000 and not more than \$1 million for each violation]

Status: Referred to Committee on Appropriations

AB 1657 – Reporting Spills to Waters of the U.S.

Introduced by Assembly Member Nguyen and amended on 3/14/22, this bill would:

- Define "threatened discharge of oil into waters of the state" to include a presumption that a discharge by a facility or pipeline that transports oil through state waters located where a spill may impact state waters is a threat
 - Current law already requires a discharge of oil or threatened discharge of oil in waters of the state to be reported to OES, regardless of spill location or the type of equipment from which the discharge is released.

Status: Re-referred to Committee on Appropriations

Note: As introduced on 1/14/22, this bill was originally about requiring oil spills in waters of the United States that may impact state waters to be reported to OES. This was eliminated in the 3/14/22 version.

AB 1658 – Local Government Oil Spill Contingency Plans

Introduced by Assembly Member Nguyen and amended on 3/15/22, this bill would:

- Require the oil spill elements of local government hazardous materials area plans be consistent with applicable federal Area Contingency Plans

- Eliminate requirement that the local area plans be consistent with the coastal program, the state oil spill plan, and the National Contingency Plan

Status: Re-referred to Committee on Appropriations

Note: As introduced on 1/14/22, this bill was originally about posting on OSPR's website best practices for local jurisdictions wanting to adopt a local oil spill response plan. The bill was re-written on 3/15/22.

AB 1733 – Open Meetings (Bagley-Keene)

Introduced by Assembly Member Quirk on 1/31/22, this bill:

- Applicable to all advisory boards, commissions, committees, subcommittees, or similar multimember advisory body, including but not limited to the TAC
- Defines "teleconference" to mean both audio and video via telephone, website, or other platform
- Specifies that a "meeting" includes a meeting held entirely by teleconference
- Requires all open meetings to be held by teleconference (currently this is only an option); the use of teleconference for closed sessions is permitted
- Requires a state body to provide members of the public a physical location to listen, observe, and address the state body
 - The physical location of the meeting must be visible and audible on the teleconference
- Requires a state body to provide a means by which the public may remotely hear, or hear and observe the meeting and address the state body either with a two-way audio-visual platform or a two-way telephonic service
 - If only telephonic communication service is offered, then live webcasting of the meeting must also be provided
- Authorizes all members of a state body to participate in a meeting remotely; presence at a physical meeting location is not required for the member to be deemed present at the meeting
 - Requires members of a state body attending a meeting remotely to disclose whether any other individuals 18+ years of age are present in the room and the general nature of the member's relation to that individual
- Eliminates existing requirements that each teleconference location be accessible to the public and disclosed in the notice and agenda
 - Prohibits the notice and agenda from disclosing any information regarding any remote location from which a body member is participating

Status: Policy committee meeting April 20.

AB 1795 – Open Meetings (Bagley-Keene)

Introduced by Assembly Member Fong on 2/7/22, this bill would:

- Require a state body to provide all persons the ability to participate in meetings both in-person and remotely
- Require a state body to allow all persons to address the state body remotely
- Defines "remote participation" as participating from a location other than the physical location designated in the meeting agenda via electronic communication

Status: Referred to policy committees, but no action since Feb 18.

AB 1996 – Review of regulations

Introduced by Assembly Member Cooley on 2/10/22, this bill would:

- Require each state agency, by 1/1/26, to conduct a one-time review all of its regulations and determine if any are duplicative, overlapping, inconsistent, or out-of-date
- Require each state agency to report any such findings to the Legislature and the Governor
- Require each state agency, by 1/1/26, to adopt, amend or repeal regulations to reconcile any that are identified
- Require each state agency to hold at least one public hearing to receive public comment on any proposed adoptions, revisions, repeals
- Sunset on 1/1/27

Status: Re-referred to Committee on Appropriations.

SB 1065 – Abandoned and Derelict Commercial Vessel (ADCV) Program

Introduced by Senator Eggman on 2/15/22, this bill would:

- Establish the California Abandoned and Derelict Commercial Vessel Program (ADCV) within the California State Lands Commission (SLC) to identify, prioritize, and fund the removal of ADCVs from waters of the state, in coordination with federal, state, and local agencies
- Establish the ADCV Program Fund in the State Treasury
- Establish within the Natural Resources Agency, the California Abandoned and Derelict Commercial Vessel Program Coordinating Council responsible for:
 - Overseeing and providing policy direction for the program
 - Developing a system to prioritize the removal of ADCVs as well as coordinating their removal
 - Identifying state agency, department, and board operating and funding responsibilities for each ADCV site
 - Researching and evaluating the efficacy of prevention measures and recommend to the Legislature viable measures to implement
- Require SLC, in coordination with the Council, to develop a plan to provide a strategic framework to facilitate and track actions to prevent or reduce ADCVs
- Define and prohibit a commercial vessel that is at-risk of becoming derelict from occupying, anchoring, mooring, or otherwise being secured in or on waters of the state
- Grant authority to peace officers to declare vessels as at-risk of becoming derelict, as defined, and enable jurisdictions to take actions to mitigate a potential problem
- Impose civil liability on violators [not less than \$1,000 and not more than \$5,000 per day; with each day a separate violation]
 - 75% of civil penalties collected deposited into the ADCV Program Fund;
 - 25% to the prosecuting office
- Provide direction with regard to civil actions and whether a temporary restraining order, or preliminary or permanent injunction is recommended

Status: To be heard before the Senate Judiciary Committee April 26, 2022.

OTHER

AJR 24 – Oil Spills: Unified Command Center Locations

Introduced by Assembly Member Nguyen on 1/14/22, the California Legislature requests that the United States government locate unified command centers based on proximity and access to oil spills to make them easily accessible to local agencies and local governments directly affected by the oil spill.

AJR 25 – Regulation of Vessel Anchorages

Introduced by Assembly Member Nguyen on 1/14/22, the California Legislature calls upon the Congress of the United States and the President of the United States to immediately take action to increase resources for the enforcement of regulating vessel anchorages to both regulate the backlog of cargo ships and prevent future oil spills related to anchor strikes.