



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



*California Maritime Academy
Presidents Conference Room
200 Maritime Academy Drive
Vallejo, California 94590*

January 18, 2011, 9:00 a.m. – 3:30 p.m.

Attendance:

Members	Agency Representatives	DFG/OSPR Participants		Guests	Constituents
Jonna Mazet	Linda Scourtis	Scott Schaefer	Dennis DeAnda	Jim Buckley	
Deb Self	Jesse Stewart	Stephen Sawyer	Julie Yamamoto	Mike Ziccardi	
Joan Lundstrom	Robin Blanchfield	Joy Lavin-Jones	Marion Boyd		
John Berge	Chris Beckwith	Crystal Montoya	Marguerite Diaz		
Laura Kovary	Kevin Mercier		Helen Carriker		
Stephen Ricks	Jordan Stout				
R. Mitchel Beauchamp					

Oil Spill Technical Advisory Committee (TAC) meeting was called to order at 9:03 a.m. - Stephen Ricks, Chair, presiding. *Public comments accepted after each agenda item.*

I. VOTES

- A. Approval of October 18, 2010 minutes tabled for April 19, 2011 meeting
- B. Approval of January 19, 2010 minutes tabled for April 19, 2011 meeting

II. AGENCY UPDATES (State Lands Commission, California Coastal Commission, and BCDC) *Reports provided and incorporated into the minutes by reference [Exhibit A].*

III. ACTION ITEMS/ISSUES

- A. *ICS Positions and Training:* TAC to look at policy training for the Responsible Party (NPREP) and how OSPR staffs ICS. *Compare and contrast inconsistencies on the areas of concerns for the next meeting.*
- B. *Deep Water Horizon:*
 - 1) Lessons learned (to include OSPR expertise, a written report)
 - 2) Focused presentation on Houma – ICP management and what the differences were (also include local government concerns in Louisiana).
 - 3) National contingency plan commission report.
- C. *Port Hueneme notification violations:* John Berg would like a list provided to the TAC of the vessels that were cited.
- D. *Mutual Memorandum of Understanding:* NOAA would be willing to look at the possibility for a mutual MOU with other states.
- E. *2010/11 TAC Biennial Report* [Rough draft provided by subcommittee to TAC for review and comment/edits. Final report will be submitted to TAC for vote.].
 - 1) *Comments/Edits:*
 - (a) Jonna Mazet suggested that TAC enhance OSPRs response to the Deep Water Horizon in the report, Joan Lundstrom seconded and suggested to include one-two paragraphs on a spill of international significance for the Legislature and the public.
 - (b) Robin Blanchfield suggested that Legislation and funding of the program should be included.
 - (c) R. Mitchel Beauchamp value of the State Lands Commission should be included as well.
 - 2) *2011/2012 issues to include in report:*
 - (a) Deep Water Horizon impacts
 - (b) Inland spill funding
 - (c) Shoreline facilities (decommissioning/contamination)
 - (d) Real time tracking and projections
 - (e) Bio Diesel relationships to current regulations
 - (f) Functional and fiscal relationship with OSPR and DFG (section 704)
 - (g) Keep better informed of SLC programs
 - (h) Unintended consequences of fuel switching issues
 - (i) Navy missile traffic issues
 - (j) America's Cup
 - (k) GAP analysis perspective

- (l) MOTEMS future projections and update on status (use dead weight tonnage vs. displacement)
- (m) Continue monitoring status of platforms in state waters and federal waters (include differences in federal standards and state standards)

Provide additional issues, comments and edits to subcommittee by end of January 2011.

IV. OLD/NEW BUSINESS

- A. Chris Klumpp new Supervisor II for DFG/OSPR Readiness Branch
- B. Fill TAC vacancies (also include prior to members for the TAC report)
- C. R. Mitchel Beauchamp to draft thank you letter to Carol Baker

V. NEXT MEETING DATES

- A. April 19, 2011 - San Diego at Bahia
- B. July 19, 2011 - OSPR, 1st floor conference room, Sacramento
- C. October 18, 2011 - TBD

ADJOURN

EXHIBIT A

MEMORANDUM

To: Oil Spill Technical Advisory Committee

Date: January 13, 2011

File: W9777.205

From: Kevin Mercier
Acting Division Chief, Marine Facilities Division
200 Oceangate, Suite 900
Long Beach, CA 90802

Subject: **CALIFORNIA STATE LANDS COMMISSION REPORT**

This report covers the activities of the CA State Lands Commission (CSLC) funded by the Oil Spill Prevention and Administration Fund (Fund 0320).

Particularly significant since the last TAC meeting is the appointment of the new Executive Officer at CSLC. Curtis Fossum has been an attorney with CSLC for more than 30 years, most recently serving as Chief Counsel. In addition, Gary Gregory retired from state service December 30, 2010. I am sure you will agree he will be missed.

MARINE FACILITIES DIVISION

Operations

MFD daily monitoring and inspection operations continue; operations statistics from our latest Monthly Activities Report are attached.

From 2009 to 2010, a downward trend of petroleum products reportedly transferred took place in California. The amount discharged from vessels dropped 3.1%, while the amount loaded on vessels fell 12.8%. The total volume of oil transferred by tank vessels and barges was down 5.4%. Oil reportedly discharged across the dock provides a quick check of the amount of oil that is potentially subject to the per barrel fee that supports the Oil Spill Prevention and Administration Fund. The transfer numbers we capture for our reports are recorded when we are notified of impending transfers. Field staff updates these numbers when feasible, but the amounts we record are neither audited nor "official". We provide a summary of transfers to the Board of Equalization so they can compare to fee related amounts submitted by owners of the oil, or their representatives.

Outreach

Prevention First 2010 was held at the Westin Hotel in Long Beach October 19-20, 2010. More than 500 attendees enjoyed an informative, smoothly run, ninth version of this biennial event.

Engineering

In addition to the review of the 17 moderate MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards, Chapter 31F of the California Building Code), we are now receiving calculations and drawings for upgrades. Some of these tasks include the following:

- New mooring dolphins, Tesoro, Avon
- Seismic upgrades, Tesoro, Amorco
- Trestle upgrade, Shell, Martinez
- Seismic analysis/upgrade, Plains, Martinez
- Seismic analysis/upgrade, Conoco/Phillips, Rodeo
- Pipeline supports analysis/design, Chevron, Long Wharf
- New dolphin design, Exxon/Mobil, Port of Los Angeles
- Steel pipeline bridge, Chevron, El Segundo
- Seismic analysis/upgrade, BP, Richmond
- New mooring analysis/assessment, Tesoro, Port of Long Beach
- New mooring analysis/assessment, Kinder Morgan, Port of Los Angeles

We are reviewing Marine Terminal Operations Manuals to ensure that updated MOTEMS mooring/berthing information is incorporated. We completed our engineering review of Port of Los Angeles Berth 408, Pier 400 (new crude oil terminal), and the latest information suggests that a completely new design is being considered. We will review, after the 80% completion drawings and calculations are provided. We are continuing our research into simplified non-linear methods to analyze wharf/pier structures, with Professor R. Goel, at California State Polytechnic University, San Luis Obispo. Improvements in the methodology will include the inclusion of nonlinear soil properties.

The first significant revision to the MOTEMS became effective on January 1, 2011, and includes the requirement to consider sea level rise. Each terminal must now have a tsunami plan.

Planning

The Marine Terminal pipeline regulations 2 CCR Article 5.5 are being revised based on the experience of the staff and the industry in the management of pipelines in high consequence areas.

When our draft regulations are complete, we will form a technical advisory group (TAG) to review the draft. This will be the first MFD rulemaking package going to the Commission, then Office of Administrative Law (OAL), in the current year.

The staff is monitoring the recent changes to MARPOL Annexure 1 & 2 that became effective on January 1, 2011. We need to understand the impact of blended fuels in terminal operations and consider any impact these changes may have on our regulations.

Our staff continues to monitor proposed regulatory changes of other agencies and provide comments as part of State Interagency Oil Spill Review Subcommittee review required under the CA Oil Spill Act.

MINERAL RESOURCES MANAGEMENT DIVISION (MRMD)

Platform Safety Inspection Program

Mineral Resources Inspectors in the Huntington Beach and Goleta field offices continued the Division's monthly inspection program of offshore platforms and islands and onshore drilling and production facilities. The facilities inspected comprise four offshore platforms, five islands and their related offshore pipelines, including onshore coastal petroleum production facilities. Each facility is inspected monthly and involves comprehensive equipment testing of all facility pollution prevention and safety alarm, control and shutdown devices to ensure functionality, accuracy and reliability. On the average, over 2,900 individual items are inspected on a monthly basis.

Safety and Oil Spill Prevention Audit Activities

All action items from the Safety and Spill Prevention Audit of DCOR's Fort Apache have been completed. Several action items for Platforms Eva and Esther have been extended until later in 2011 because they involve long lead time parts procurement and require complete shutdown for safe installation activities. Engineering and planning for the installation and resolution of these few remaining items has been completed.

An assessment of the Safety and Environmental Management Programs (SEMP) at DCOR LLC, was conducted beginning in October 2010 and the final report is complete. This process evaluates company safety culture and management practices that help to drive the risk of accidents and spills to even lower levels. The CSLC evaluation procedure is called a Safety Assessment of Management Systems or (SAMS), and consists of a number of interviews with a cross section of lessee employees, followed by a rating process in seven areas of safety management, the results of which show the relative strengths and weakness of the lessee's safety management programs.

Previous assessments have shown DCOR to be in the process of implementing many of their programs as they had just acquired Platforms Eva , Esther, and Fort Apache at that time. This assessment shows the progress that DCOR has made in the five year period since the acquisition. A final report is about to be issued to DCOR and a debriefing for their management will be held in the very near future.

The Safety Audit team is preparing for Safety Audits which will occur at the Venoco operations in the Montalvo field in Ventura County, and at the Ellwood Operating Facility and Platform Holly in Goleta, CA.

Pipeline Inspection Program

MRMD engineers enforce strict pipeline safety regulations that include annual inspections of the twelve oil and gas pipelines from the State's five offshore Platforms and bi-annual inspections of the twenty-four pipelines from Federal OCS Platforms that pass through State waters. Since the last report was submitted for internal electronic inspections of pipelines wholly or partially within State waters, "smart pig" tools were run to examine the condition of the following pipelines:

Federal Platforms: Twenty-inch oil pipeline from Platform Irene to shore.
Eight-inch water pipeline from Platform Irene to shore.

Since the last report was submitted for pressure test inspections of pipelines wholly within State waters, hydrostatic tests were run to determine the maximum operating pressure for the following pipelines:

State Platform: Three and a half-inch high pressure and four-inch low pressure gas pipelines from Platform Emmy to shore.

MRMD Engineers have completed the review and approval of Platform Emmy to shore Pipeline free span remediation project. The free span remediation project is in the process of being implemented. AERA has received all the necessary permits from the Coastal Commission as well as the Army Corps of Engineers. Contractor has been authorized to proceed with the project work. The remediation work is scheduled for completion by the end of January 2011.

Structural Engineering Projects

MRMD engineers review all structural changes for platforms, causeways, and piers associated with State offshore oil operations. MRMD Engineers have reviewed and approved the repair of a causeway connecting Rincon Island to the shore. The repair work is scheduled to start in January 2011 and is expected to be completed in six months.

MRMD engineers have reviewed and approved Platform Holly Structural reinforcement of south side columns to safely carry the expected loads from the re-drilling activities at the southern most wells. The column strengthening project is under construction and is expected to be completed by the end of March 2011. Also, MRMD engineers have reviewed and approved the PRC 421-2 Caisson Repair Project. The caisson repair work was started in December 2010 and is expected to be completed by February 2011. Also, MRMD engineers have reviewed and approved the removal of old deteriorated pilings from the PRC 421-1 and PRC 421-2 piers. Venoco is in the process of obtaining necessary permits from other involved agencies.

Drilling Engineering

Executive Order S-16-10 (EO) issued on October 12, 2010, issued by Lt. Governor Mr. Abel Maldonado, as then acting Governor of California, addressed the need to adopt third-party certification of blow out preventers (BOPs) as a means to decrease the likelihood for an oil spill in California's marine environment. On October 29, 2010 the California State Lands Commission directed the Commission staff to obtain agreements from state lessees to submit third-party certification of the use of BOPs used in connection with offshore operations. MRMD Engineers have developed Interim Guidelines for third party certification of the BOP equipment. Certification would be performed by a registered professional engineer with applicable drilling engineering experience. These third-party certifications would be submitted to MRMD for review and approval with a copy to the Division of Oil, Gas, and Geothermal Resources.

MRMD has requested all lessees/operators, to adopt these interim guidelines as part of their operating procedures. Our request included those drilling activities being conducted into tide and submerged lands, including both state leases and legislatively granted lands, and whether from an offshore platform or upland site.

Enclosures

MARINE FACILITIES DIVISION FIELD OPERATIONS - 2010
TOTAL PRODUCT TRANSFERRED (in barrels)

NCFO	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY 10 TOTALS	CY 09 YTD	CY 09 Totals
Discharge	14,410,273	16,406,900	16,169,930	18,757,821	18,027,135	17,640,064	20,410,550	17,318,835	16,938,200	18,607,000	15,626,180	15,061,800	205,374,688	213,088,585	213,088,585
Load	7,386,584	6,829,658	8,217,451	8,422,190	9,593,356	7,848,396	8,640,987	8,184,007	6,794,050	8,091,011	5,696,321	7,947,071	93,651,082	101,576,808	101,576,808
Total	21,796,857	23,236,558	24,387,381	27,180,011	27,620,491	25,488,460	29,051,537	25,502,842	23,732,250	26,698,011	21,322,501	23,008,871	299,025,770	314,665,393	314,665,393
SCFO	25,103,837	24,734,462	25,312,500	27,735,700	24,583,952	25,758,200	25,703,460	28,971,100	28,497,745	25,312,898	28,235,127	25,959,988	315,908,969	324,640,198	324,640,198
Discharge	3,789,972	4,755,889	4,828,767	3,560,629	5,659,764	4,399,031	4,662,419	3,728,091	3,562,281	4,475,037	4,659,073	4,258,774	52,339,727	65,772,069	65,772,069
Load	28,893,809	29,490,351	30,141,267	31,296,329	30,243,716	30,157,231	30,365,879	32,699,191	32,060,026	29,787,935	32,894,200	30,218,762	368,248,696	390,412,267	390,412,267
COMBINED	39,514,110	41,141,362	41,482,430	46,493,621	42,611,087	43,398,264	46,114,010	46,289,935	45,435,945	43,919,898	43,861,307	41,021,788	521,283,657	537,728,783	537,728,783
Discharge	11,176,556	11,585,547	13,046,218	11,982,819	15,253,120	12,247,427	13,303,406	11,912,098	10,356,331	12,566,048	10,355,394	12,205,845	145,990,809	167,348,877	167,348,877
Total	50,690,666	52,726,909	54,528,648	58,476,340	57,864,207	55,645,691	59,417,416	58,202,033	55,792,276	56,485,946	54,216,701	53,227,633	667,274,466	705,077,660	705,077,660

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885



January 13, 2011

Captain Roger Laferriere
Sector Commander
U.S. Coast Guard
Sector Los Angeles - Long Beach
1001 S. Seaside Ave., Bldg. 20
San Pedro, CA 90731-0208

Subject: Recommendation for the Los Angeles-Long Beach Area Contingency Plan to Include a Worst Case Discharge Scenario for an Offshore Platform 30-day Uncontrolled Well Blowout and Oil Spill.

Dear Captain La Ferriere:

As the state agency responsible for protecting coastal uses and resources under the California Coastal Act and the federal Coastal Zone Management Act of 1972, we actively participate in California's Area Committees to improve California's preparedness for oil spill response. In light of the recent catastrophic BP Deepwater Horizon oil spill in the Gulf of Mexico, we are concerned about the risk of an uncontrolled well blowout and oil spill from the oil platforms in the federal waters offshore Santa Barbara and California's preparedness to respond to such a spill.

We are pleased to hear from Lt. Bonnie Shaner, of your staff, that the US Coast Guard (USCG) is planning to have the Los Angeles-Long Beach (LA-LB) Area Committee revise the LA-LB Area Contingency Plan's (ACP) current offshore platform oil spill scenario, once the USCG and the Bureau of Ocean Energy Management, Regulation and Enforcement-Pacific Outer Continental Shelf Region (BOEMRE-Pacific OCS Region) have reviewed the updated Oil Spill Response Plans that are currently being submitted by the Pacific OCS offshore platform operators. We commend and strongly support the USCG and BOEMRE-Pacific OCS Region in this effort.

During the scenario updating process, we encourage the USCG and the LA-LB Area Committee to revise the LA-LB ACP's current platform scenario to be a worst case discharge (WCD) for a 30-day uncontrolled well blowout and oil spill from an Outer Continental Shelf (OCS) platform in the Santa Barbara Channel. The addition of a 30-day WCD scenario would be consistent with the BOEMRE regulations (30 CFR §254.26(d)(1) and §254.47) that require 30-day WCD scenarios for the OCS oil and gas platforms offshore California, as well as allow for the inclusion of lessons learned from the BP Deep Horizon oil spill about the challenges of sustaining oil spill response efforts over a long period of time. The reasons for our recommendation are explained in more detail below.

BOEMRE-Pacific OCS Region's WCD Scenario Requirements and California's Response Planning Requirements

In the current LA-LB ACP (dated Oct. 1, 2008), the Northern Sector WCD planning scenario (§9450.11.2) is a collision between a tank vessel and a container vessel in the Santa Barbara Channel, spilling 210,000 barrels of oil. Although the current ACP also includes a Platform Discharge scenario (§9450.11.10), from an oil platform offshore the Santa Barbara area, it is for a pipeline rupture of approximately 2,200 barrels of oil, and does not consider a larger size uncontrolled well blowout and spill. In addition, both the current vessel collision WCD and Platform Discharge scenarios involve a one-time release of oil, and so do not address the challenges of containing a new uncontrolled WCD erupting on a daily basis or the sustained response capability required to respond to such an ongoing spill.

The BOEMRE's regulations for offshore OCS oil and gas platform operators require a WCD scenario to address an uncontrolled well blowout lasting 30 days.¹ The BOEMRE-Pacific OCS Region's current estimate for the largest WCD from an uncontrolled well-blow out is 2,000 barrels per day from Exxon Mobil's Platform Heritage for 30 days, for a total of 60,000 barrels. Adding a second WCD scenario to the ACP that reflects the BOEMRE-Pacific OCS Region's latest WCD estimates for offshore platforms would create consistency in the regional response planning efforts.

A 30-day platform WCD scenario would also be consistent with the Governor's Executive Order S-16-10 (dated October 12, 2010), which requires that "entities that own or operate offshore marine facilities off the coast of California file revised response coordination plans for worst case discharge scenarios that must accommodate a 30-day uncontrolled oil spill by July 1, 2011." To comply with this Order, the Office of Spill Prevention and Response (OSPR) is currently finalizing an amendment to the Oil Spill Contingency Plan regulations for Marine Facilities, which would revise the calculation of Reasonable Worst Case Spill Volume for offshore platforms (with and without active well drilling) in state waters, to increase the factor for daily production volume from an uncontrolled blowout from 7 days to 30 days.

A Platform 30-day WCD Scenario Raises Questions and Challenges that are Different from an Instantaneous WCD from a Vessel

Although the ACP's current WCD vessel collision scenario's spill volume of 210,000 barrels is much larger than the cumulative volume for the BOEMRE-Pacific OCS Region's 30-day platform spill WCD estimate of 60,000 barrels (2,000 barrels per day over 30 days), it raises the following questions that should be considered:

- Does an ongoing sustained 30-day WCD from an uncontrolled platform well blowout pose response equipment and capability planning considerations that are different and perhaps more challenging than an instantaneous WCD from a vessel collision? For example, dispersant use and in-situ burning could potentially be greatly prolonged during

¹ The volume of this WCD estimate may change, depending on Exxon-Mobil's WCD revisions in its Oil Spill Response Plan Update. The Pacific OCS Region platform operators are currently updating their Oil Spill Response Plans at the request of BOEMRE-Pacific OCS Region. BOEMRE regulations for offshore oil and gas platforms in federal waters of the Outer Continental Shelf (OCS) require the WCD scenario for an oil production platform facility, or exploratory or development drilling operation, to address a blowout lasting 30 days (30 CFR §254.47), and response equipment for operations at a drilling or production facility to support operations for a blowout lasting 30 days (30 CFR §254.26(d)(1)).

the response to a 30-day uncontrolled spill, compared to an instantaneous spill that is soon emulsified. What criteria should the ACP consider in order to provide the best protection and sustainability of California's marine and coastal resources?

- What effect will ocean currents have on the distribution of the uncontrolled oil plume at the sea floor? Will the ocean currents cause the distribution of the underwater oil plume to impact a wider range of marine species and habitat areas? Would an underwater oil spill require consideration of shoreline protection strategies for a wider range of coastal areas?
- Does additional consideration need to be given to inter-state and industry agreements for cascading equipment for a sustained length of time? We note that the current ACP's shortfall analyses of both the northern sector's WCD vessel collision scenario (§9450.11.4) and of the Platform Discharge scenario (§9450.11.12) indicate that there is uncertainty as to the availability of cascadable equipment due to regulations, permits, and operating limitations of the industry. Should the Area Committee compare the regional response capability for the current vessel collision WCD to a 30-day platform uncontrolled WCD to identify whether there are any additional shortfalls in response capability for a sustained release?

Amongst others, we believe these issues should be evaluated in the LA-LB ACP process as part of the lessons learned from the BP Deepwater Horizon oil spill. Thank you for your consideration.

If you have questions, please contact the Commission's Oil Spill Program staff: Robin Blanchfield, Supervisor, (415) 904-5247, rblanchfield@coastal.ca.gov, or Vanessa Metz, Environmental Scientist, (707) 445-7873, vmetz@coastal.ca.gov.

Sincerely,



Alison Dettmer
Deputy Director
Energy, Ocean Resources, and Federal Consistency
California Coastal Commission

CCs (via email):

Lt. Bonnie Shaner, USCG, Co-Chair, LA-LB ACP
Scott Schaeffer, Administrator, California Office of Spill Prevention and Response (OSPR)
Chris Thixton, OSPR, Co-Chair LA-LB ACP
Susan Krala, Regional Response Team-Region IX, USCG Coordinator
Jeff Slusarz, USCG, Statewide ACP Coordinator
Lora Konde, OSPR, Statewide ACP Coordinator
Craig Ogawa, BOEMRE-Pacific OCS Region
John Day, Santa Barbara County
Linda Krop, Environmental Defense Center
Ike Ikerd, Clean Seas LLC
Steve Ricks, MSRC

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Date: January 18, 2011
To: Oil Spill Technical Advisory Committee (TAC) members and Interested Parties
From: Robin Blanchfield and Vanessa Metz
Coastal Commission Oil Spill Program
RE: Update on the Coastal Commission Oil Spill Program Activities
October 18, 2010 to January 18, 2011

A summary of the California Coastal Commission Oil Spill Program staff's work activities since the last TAC meeting on October 18, 2011 is provided below. Please note, as mandated by the Governor, the Coastal Commission Oil Spill Program staff has a reduced work schedule due to mandatory furlough days.

➤ **BP Deepwater Horizon oil spill in the Gulf of Mexico**

- Coastal Commission staff has been monitoring the BP Deepwater Horizon oil spill in the Gulf of Mexico for lessons learned that are applicable to oil drilling offshore California. The Coastal Commission has federal consistency and permit review authority over the oil and gas platforms in Federal and State waters offshore California, respectively. Staff is currently reviewing the National Commission's report and recommendations on lessons learned from the BP Deepwater Horizon oil spill.
- Staff has and will continue to work with the Bureau of Ocean Management, Regulation, and Enforcement (formerly MMS) and State Lands Commission to review the risk of well blow-outs, worst case spill scenarios, spill prevention technologies (e.g., blow-out preventers), and platform safety inspection programs for offshore oil and gas platforms, as well as the adequacy of oil spill response capability for the offshore platforms.
- In 2010-2011, staff will be reviewing and updating the CCC's oil spill prevention and response review criteria for the evaluation of oil and gas development and production plans/amendments, oil spill response plans, and environmental impact assessments for new and amended oil and gas development proposals offshore California.

➤ **LA/LB ACP and Worst Case Discharge Scenario for 30-Day Uncontrolled Well-Blowout and Oil Spill at OCS Platform in Santa Barbara Channel**

- On January 13, 2011 Commission staff sent a letter to the USCG expressing strong support for their plans to have the Los Angeles-Long Beach (LA-LB) Area Committee revise the LA-LB Area Contingency Plan's (ACP) current offshore platform oil spill scenario. For this revision, we encouraged the USCG and the LA-LB Area Committee to make it a worst case discharge (WCD) scenario for a 30-day uncontrolled well blowout and oil spill from an offshore platform in the Santa Barbara Channel. See attached letter.

➤ **OSPR Regulations**

- Coastal Commission Staff has provided comments on the following OSPR regulation packages:

- Minor Amendments to C-Plan Regulations for Marine Facilities, Tank Vessels, and Non-Tank Vessels for minor clean-up and clarification of language.
- Amendment to C-Plan Regulations for Marine Facilities revising Reasonable Worst Case Spill Volume calculations for offshore platforms in State waters to increase factor for daily production volume from an uncontrolled well blowout from 7 days to 30 days, pursuant to Governor's Executive Order S-16-10.
- Coastal Commission staff is currently reviewing amendments for: (1) COFR regulations; and (2) Bunkering and Pre-Booming regulations.

➤ **Trainings and Meetings**

- Staff attended the following meetings from October 18, 2010 – January 11, 2011.
 - Prevention First Conference, Long Beach, CA. Oct 19-20.
 - 6 Area Contingency Planning Committee meetings (North Coast, San Francisco/Bay Delta, Central Coast, Los Angeles/Orange County/Santa Barbara/Ventura, and San Diego).
 - 5 Harbor Safety Committee meetings (Humboldt, San Francisco, Port Hueneme, Los Angeles/Long Beach and San Diego).

➤ **Best Achievable Technology (BAT) Work Groups**

- Commission staff attended two meetings for BAT Prevention and BAT Mechanical Response Workgroups on December 8, 2010. Commission staff took lead responsibility to work with the State Lands Commission and Bureau of Ocean Energy Management, Regulations and Enforcement to update the draft BAT Prevention – Marine Facilities section with new information for offshore platforms that will include existing and new SLC and BOEMRE programs/regulations, and future actions, to address lessons learned from the BP Deepwater Horizon spill. Commission staff is also in process of reviewing and commenting on the current draft versions of the BAT Prevention and BAT Mechanical Response reports.

Memorandum

To: OSPR TAC
Subject: BCDC Quarterly Report

January 18, 2011

From: Linda Scourtis
San Francisco Bay Conservation and Development Commission
50 California Street, Suite 2600
San Francisco, California 94111
DIRECT: (415) 352-3644 E-MAIL: lindas@bcdc.ca.gov FAX: (415) 352-3606

The following report covers the activities of the San Francisco Bay Conservation and Development Commission (BCDC) Oil Spill Prevention Program for the period October 18, 2010 – January 14, 2011.

SF Harbor Safety Committee: BCDC staff participated in the San Francisco Bay Area Harbor Safety Committee October, November 2010 and January 2011 meetings. No meeting was held in December 2010.

The USCG will work with the HSC and the broader maritime industry to plan for the America's Cup, which will hold 9-18 days of racing in 2012 and 20-40 days in 2013. According to COTP Cynthia Stowe, the HSC will provide an excellent forum to air industry's concerns and recommendations regarding potential impacts to commerce and safety. The USCG has established a task force to plan for the events, and expects to enter into MOUs with relevant agencies. The HSC anticipates the Navigation and Prevention Through People work groups will be directly involved with the process. Landside development on piers and the shoreline will require permits from BCDC; NOAA has requested information on any changes to be relayed to them for any chart corrections that will need to be made.

The USCG and the state Air Resources Board continue to track lost propulsion incidents to determine if the required switch to low sulfur distillate fuel is the cause. Findings are reported monthly to the HSC for discussion. Between January 2009 and December 2010, 24 (of a total 63, or nearly 40 percent) LOP incidents have been attributed to fuel switching.

The PORTS work group met at the end of November to discuss the progress of new sensor installations. An added topic of discussion was the need for air gap monitoring equipment on the Oakland Bay Bridge as vessels grow larger, for which a PORTS budget augmentation was recommended. With the current status of the State budget, however, this request was not submitted for fiscal year 2011-2012.

Area Contingency Planning. Staff attended the Area Committee meeting on the morning of November 16, 2010. In the afternoon, staff participated in the Bay Area Marinas Oil Spill Preparedness work group meeting. The work group is developing a communications protocol for the region's marinas to utilize in the event of a spill. The next Area Committee meeting is scheduled for January 25 in Oakland, CA.



BCDC spill staff participated in the kickoff ACP update subcommittee meeting and the Potential Places of Refuge workgroup meeting at the OSPR Fairfield office in mid-December 2010. Staff has worked with OSPR and NOAA staff to develop a poster describing the state's PPOR process, which will be displayed at the International Oil Spill Conference in Portland, OR in May 2011.

Related activities. BCDC continues as a member of the Best Achievable Technology (BAT)/Prevention and Mitigation focus group and is assisting in final editing of its report to the Legislature, slated for completion by spring 2011.

October 19-20, 2010: Attended Prevention First Symposium in Long Beach.

October 26-27: Participated in annual Richmond Inner Harbor multi-terminal drill.

November 17: Power plant exercise in Martinez.

December 8: Best Achievable Technology/Prevention and Mechanical Response meetings at OSPR Sacramento.

December 9: SISRS site visit, Middle Harbor at Port of Oakland.

December 14: Invited to attend and assess Cal Maritime pilot presentation of their newly developed ICS-300 class.