

Members	Agency	OSPR Participants	Observers
1. Mr. Stephen Ricks	1. Ms. Robin Blanchfield	1. Captain Scott Schaefer	1. Mr. Jonathan Bishop
2. Ms. Deb Self	2. Mr. Chris Beckwith	2. Dr. Julie Yamamoto	2. Maria Gutierrez
3. Mr. Matt Rezvani	3. Ms. Linda Scourtis	3. Mr. Garry Smith	3. Christopher Graff
4. Mr. John Berge	4. Lt. Breedlove	4. Ms. Joy Lavin-Jones	4.
5. Mr. Tom Ford	5.	5. Mr. Ryan Todd	5.
6. Mr. R. Mitchel Beauchamp	6.	6. Ms. Marion Boyd	6.
7. Ms. Joan Lundstrom	7.	7. Ms. Crystal Montoya	7.
8.	8.	8. Captain Roy Mathur	8.

*CALIFORNIA OIL SPILL  
TECHNICAL ADVISORY COMMITTEE (TAC)*

<http://www.dfg.ca.gov/ospr/commit/tac/tac.html>

*Meeting of  
Tuesday, January 17, 2012  
9:00 a.m. to 3:00 p.m.*

*San Francisco BCDC  
50 California Street, Suite 2600  
San Francisco, California 94111  
415.352.3600*

*MEETING MINUTES*

1. Introductions.....9:00 am – 9:10 am (10 Min)  
*Captain Scott Schaefer, OSPR Administrator (Acting)*
  - Captain Schaefer gives Blanchfield certificate of recognition.
  - Captain Schaefer presents Lundstrom with letter of appreciation from Governor Jerry Brown.
2. Approval of Minutes.....9:10 am – 9:25 am (15 Min)  
*Mr. Stephen Ricks, TAC Chairman*
  - Captain Schaefer asked if they wanted more in the minutes. Ms. Lundstrom requests a one or two sentence idea of what presentations are to identify topic. Motion approved by Mr. Ricks.
  - All approved. Minutes approved.
3. OSPR Update.....9:25 am – 9:55 am (30 Min)  
*Captain Scott Schaefer, OSPR Administrator (Acting)*
  - Captain Schaefer gives update about Tugs Lion and Tiger oil spill response and salvage operations.
  - There were 93 loss of propulsion incidents in California marine waters in 2011. This is triple the rate of loss of propulsion incidents before the fuel switching regulations were implemented in July 2009.
  - Captain Schaefer talks about the Environmental Enhancement Fund being able to fund two restoration projects; there were several other excellent proposals submitted but there is a \$358,000 spending cap on the Environmental Enhancement Fund.
  - Captain Schaefer requests presentation from Coast Guard in regards to loss of propulsion.
  - Captain Schaefer announces that OSPR received several DFG awards including Deepwater Horizon Response; Captain Cowan for preventing loss of propulsion and Regina Donahoe for scientific excellence.
  - Fee per barrel increase effective January 1<sup>st</sup>.

- Rezvani would like the auditors to meet with TAC as a whole. Would like to meet for a separate meeting with auditors and TAC; possibly in Sacramento?
- Prevention First Oct 23/24; Upcoming meeting;
- OSPR Branch Chiefs holding an offsite to develop OSPR initiatives.

4. Regulations and Legislative Update.....9:55 am – 10:15 am (20 Min)  
*Ms. Joy Lavin-Jones, Oil Spill Prevention Specialist*

Please refer to attached handout [Exhibit A]

**BREAK.....10:15 am – 10:30 am (15 Min)**

5. OSPR Budget Update.....10:30 am – 10:50 am (20 Min)  
*Ms. Marion Boyd, Associate Government Program Analyst*

Please refer to attached handout [Exhibit B]

6. SS Montebello Assessment.....10:50 am – 11:10 am (20 Min)  
*Captain Chris Graff, OSPR Deputy Administrator (Acting)*

Captain Graff gave presentation on SS Montebello; notified TAC that the SS Montebello does not present a risk of an oil spill.

7. Tugs Lions & Tiger Response.....11:10 am – 11:25 am (15 Min)  
*Captain Roy Mathur, Oil Spill Prevention Supervisor*

Captain Mathur shows how fast and efficient the oil was cleaned up in the Lion and Tiger response.

8. Agency Updates.....11:25 am – 1:10 pm (45 Min)  
*Mr. Christopher Beckwith - State Lands Commission.....11:25 pm – 11:40 pm (15 Min)*

Please refer to attached handout [Exhibit C]

**LUNCH & Update TAC Member Personnel Files.....11:40 am – 12:40 pm (60 min)**

*Ms. Robin Blanchfield - Coastal Commission.....12:40 pm – 12:50 pm (10 Min)*

Please refer to attached handout [Exhibit D]

*Ms. Linda Scourtis – BCDC.....12:50 pm – 1:00 pm (10 Min)*

Please refer to attached handout [Exhibit E]

*LCDR Kerry Karwan- U.S. Coast Guard.....1:00 pm – 1:10 pm (10 Min)*

Please refer to attached handout [Exhibit F]

9. AB 1112 Implementation .....1:10 pm – 1:30pm (20 Min)  
*Captain Scott Schaefer, OSPR Administrator (Acting)*

- Captain Schaefer's goal to have risk-based bunkering and lightering monitoring program in place and operation starting July 1, 2012.

10. CA Fish & Wildlife Strategic Vision Project.....1:30 pm – 1:50pm (20 Min)

*Ms. Angela Donlan, Department of Fish & Game*

- Ms. Donlan gives another update; In addition to meetings for stakeholders, there was an opportunity for public to submit drafts. On the same days Dec5-8<sup>th</sup>; dept. held employee meetings; where they asked and welcomed employee input on Chapter 3.
- Less than half of stakeholders unable to complete the survey, perhaps some confusion on survey?
- Compliance discussion group- talking generally where OSPR should be held? And if DFG is best dept. for OSPR to be in.
- Funding Group- Discussion about inland pollution account and how to supplement that.
- February 3rd Executive Meeting-Finalize list and will forward on. Feb 16<sup>th</sup> is actual meeting where they have to vote on final draft. Final report on July 2012.

11. TAC Strategic Priorities.....1:50 pm – 2:20 pm (30 Min)

*Ms. Deb Self, TAC Vice Chair*

- Ms. Self- recommendations for TAC feedback- Recommendations supported by legal office; Establish or Reestablish that the administrator has complete control to hire pursuant to Gov. Code. Clarify to Fish and Game that code 704 does not apply to OSPR
- Second option; creation of civil service classification for law enforcement pollution investigator to Revise relationship between OSPR and dept. to be similar to?
- Third Option; establish board for OSPR perhaps using TAC and include director of finance and appointment.
- Fourth option; severe relationship between OSPR and Fish and Game, clearly establish OSPR as own agency within Dept. of Natural Resources. Idea of dividing OSPAF into two separate funds; OSPAF only for OSPR activities and a new fund would support SLC.

**BREAK .....2:20 pm – 2:35 pm (15 Min)**

12. Old/New Business.....2:35 pm – 2:55 pm (20 Min)

*Mr. Stephen Ricks, TAC Chairman*

13. Meeting Dates & Locations.....2:55 pm – 3:00 pm (5 Min)

*Mr. Stephen Ricks, TAC Chairman*

- Proposed meeting in February (with Audits) Mr. Ricks proposes we do it in Sacramento at OSPR office.
- Mr. Ricks is unable to do week of the 20<sup>th</sup>. Possibly the 15<sup>th</sup>? Back up day is the 16<sup>th</sup>. Maybe Friday the 17<sup>th</sup>?
- Week of the 27<sup>th</sup> as backup if auditors are unable to meet. The 28<sup>th</sup>, 29<sup>th</sup> or 30<sup>th</sup> is backup?
- Mr. Ricks would like to establish a list of items and issues to discuss.
- Regular meeting is April 17<sup>th</sup>, yet to be determined; possibly in Southern California.

**ADJOURN**

## EXHIBIT A

## **SUMMARY OF OSPR'S POTENTIAL REGULATION AMENDMENTS (As of January 12, 2012)**

### **Nontank Vessel Fee Increase**

OSPR received approval on an emergency regulation for an increase to the nontank vessel fee and to make corresponding changes to the COFR Nontank Vessel application. This increase went into effect on January 1, 2012. OSPR believes that the additional revenue generated more appropriately approximates OSRP costs to fully implement a comprehensive nontank vessel program.

The emergency regulations will remain in effect for 180 days (until June 30, 2012) and will need to be followed-up with a "regular rulemaking". If the rulemaking is not complete by then (but is in the process) OAL can grant an additional 180 days to complete the process.

The Notice of for this Rulemaking was mailed on January 13, 2012, and the hearing will be on March 8 at 10am, at OSPR's K street office.

### **Certificates of Financial Responsibility (COFR)**

These amendments further clarify when all COFR evidence of renewals needs to be submitted to OSPR. The Notice of proposed rulemaking was sent out in December with end of the comment period on January 24, 2012.

### **Drills and Exercises:**

Amendments will include limiting scheduled drills to accommodate OSPR staff so they can attend and participate in more drills. Also, requirements to "drill" bunker barges to make sure they can deploy pre-booming and deploy stand-by boom may be included. Workshops are anticipated in the spring.

### **Spill Management Teams:**

Two workshops were held (October 19, 2011, Los Alamitos; December 20, 2011, Martinez) to gather input to the question "Do Current Spill Management Teams Help Achieve Best Achievable Protection of Marine Waters?"

### **LA/LB Tug Escort Regulations.**

To update the Tank Vessel/Tug matching matrix to accommodate larger vessels. The Notice of Proposed Rulemaking is anticipated in March 2012.

### **Shoreline Protection Tables**

Amendments are planned to the Shoreline Protection Tables, to incorporate changes to the Area Contingency Plans and to do some streamlining/simplification of the tables. Workshops are planned in the fall of 2011.

## EXHIBIT B

THIS FUND DOES NOT HAVE A DEDICATED FUND SOURCE, REVENUE IS RECEIVED FROM FINES, PENALTIES AND SETTLEMENTS									







		2008-09	2009-10	2010-11	FM 10 - APRIL 2011-12	Projection 2012-13	Projection 2013-14
BEGINNING BALANCE		\$ 1,726,699	\$ 1,837,683	\$ 1,913,845	\$ 2,006,173	\$ 2,075,641	\$ 2,173,066
Prior year adjustments (Prior year and prior, prior year)		\$ 13,319		\$ 17	\$ 131		
<b>ADJUSTED BEGINNING BALANCE</b>		<b>\$ 1,740,018</b>	<b>\$ 1,837,683</b>	<b>\$ 1,913,862</b>	<b>\$ 2,006,304</b>	<b>\$ 2,075,641</b>	<b>\$ 2,173,066</b>
<b>REVENUES TRANSFERS, AND OTHER ADJUSTMENTS</b>							
125600	Other Regulatory Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
131000	Fish and Game Violation Fines	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
150300	Income from Surplus Money investments	\$ 38,377	\$ 9,387	\$ 9,503	\$ 5,834	\$ 8,241	\$ 7,859
161400	Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
161900	Other Revenue - Cost recoveries	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
164300	Penalty Assessments	\$ 76,848	\$ 81,077	\$ 102,472	\$ 84,000	\$ 89,183	\$ 91,885
<b>REVENUES &amp; TRANSFERS</b>		<b>\$ 115,225</b>	<b>\$ 90,464</b>	<b>\$ 111,975</b>	<b>\$ 89,834</b>	<b>\$ 97,424</b>	<b>\$ 99,744</b>
<b>TOTAL RESOURCES</b> (Adjusted beginning balance, revenues & transfers)							
		<b>\$ 1,855,243</b>	<b>\$ 1,928,147</b>	<b>\$ 2,025,837</b>	<b>\$ 2,096,138</b>	<b>\$ 2,173,066</b>	<b>\$ 2,272,810</b>
<b>EXPENDITURES AND APPROPRIATIONS</b>							
3600	Department of Fish and Game	\$ 15,699	\$ 7,290	\$ 19,663	\$ 20,497		
0840	State Controller	\$ 186	\$ 215				
8860	Department of Finance	\$ 1,675	\$ 1,361				
8380	Department of Personnel Administration	\$ -	\$ 5,436				
<b>TOTAL EXPENDITURES</b>		<b>\$ 17,560</b>	<b>\$ 14,302</b>	<b>\$ 19,663</b>	<b>\$ 20,497</b>	<b>\$ -</b>	<b>\$ -</b>
<b>FUND BALANCE</b>		<b>\$ 1,837,683</b>	<b>\$ 1,913,845</b>	<b>\$ 2,006,173</b>	<b>\$ 2,075,641</b>	<b>\$ 2,173,066</b>	<b>\$ 2,272,810</b>
<b>SCO'S SMIF YTD AMOUNT (SCO FUND RECONCILIATION)</b>		<b>\$2,076,000</b>					
		<b>SCO SMIF RATES</b>					
		03/31/12	0.374%				
		06/30/11	0.480%				
		09/30/11	0.377%				
		12/31/11	0.378%				
		<b>AVERAGE</b>	<b>0.402%</b>				

## EXHIBIT C

**MEMORANDUM****To:** Oil Spill Technical Advisory Committee**Date:** January 17, 2012**File:** W9777.205**From:** Don Hermanson  
Chief, Marine Facilities Division  
200 Oceangate, Suite 900  
Long Beach, California 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).

As a rulemaking agency, we are sensitive to the changes to the California Administrative Procedures Act (APA) through passage of Senate Bill 617 and Assembly Bill 410. We note with particular interest the changes to economic impact assessments and the requirement for the Department of Finance to issue rules for conducting these assessments. We will continue to monitor APA developments and have staff undergo training at the opportune time.

The Division said goodbye to three of our long-time Marine Safety specialists during the last period: Robert Chedsey, Rondal Litterell, and Daniel Cox. Their expertise and advice will be sorely missed.

**MARINE FACILITIES DIVISION****Operations**

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

**Outreach**

On November 30, 2011, our Northern California Field Office (NCFO) hosted a Customer Service Meeting at the Shell Clubhouse in Martinez, CA. Approximately 95 people attended the 3-hour meeting, which was highlighted by: an AB 1112 update by OSPR's Acting Administrator Scott Schaefer; a Coast Guard Sector San Francisco Bay discussion of the impact of the upcoming America's Cup Races; U.S. Army Corps of Engineers Major David Kaulfer's summary of the decreased tempo of dredging and debris removal in the Bay area; Harbor Safety Committee San Francisco Bay member Jonathan Mendes's update on Best Management Practices; Professional Engineer Bill Bruin's presentation on the performance of marine oil terminals during the Japanese

tsunami; and consultant Matthew Peake's discussion of pre-arrival exchange of information between marine oil terminals and tank vessels.

Division personnel attended a meeting on October 19, 2011, at OSPR's Los Alamitos office to brainstorm ideas for OSPR's regulation of spill management teams (SMTs). Proposed regulations were also discussed. A similar workshop was attended by us at the Martinez Shell Clubhouse on December 20, 2011.

Planning continues for the 12th Annual California Maritime Leadership Symposium (CMLS) at the Sacramento Convention Center on February 1-2, 2012. State Senators, Assembly members, port executives and maritime industry and government leaders will attend two days of panel discussions and networking events. I will be a panelist in the California Maritime & Transportation Agencies session.

## **Engineering**

The second set of MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards, Chapter 31F of the California Building Code) audits for the "high risk" terminals were received in August 2011. We have completed audit reviews for almost half of the 17 "moderate risk" oil terminals. Throughout the audit process, we constantly receive compliance design projects for evaluation reviews of proposed MOTEMS upgrades and requests for alternatives to MOTEMS requirements.

The Engineering review of Operations Manuals continues, to verify that terminal operating limits (TOLs) are consistent with the MOTEMS audits. In many cases, lack of linkage between the audits and actual terminal operations has been identified. We are working actively to resolve such issues.

The first significant revision to the MOTEMS became effective on January 1, 2011, and includes requirements for a tsunami plan and also consideration of sea level rise. We are working on the next revision of MOTEMS and hope to complete this task in 2012. As this is a building code, we must work with the California Building Commission to effect changes to MOTEMS.

Besides MOTEMS, Engineering provides continuing support to the Division for day-to-day marine oil terminal matters such as pipeline safety, mooring & berthing, and terminal operating limits.

## **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 at marine oil terminals. Staff is nearing completion of a draft of proposed regulatory changes and hopes to submit it for public comment in the near future. We expect that this will be the next rulemaking package going to the Commission, then on to the office of Administrative Law (OAL).

The staff has commenced the first revision of Article 5.3 – Marine Terminal Personnel Training and Certification regulations. The changes to these regulations are in development stage and include further examination of the human element contribution to preventing oil spills.

Our staff continues to monitor proposed regulatory changes of other agencies and provide comments required under the Lempert-Keen-Seastrand Oil Spill Prevention and Response Act.

There is a 3-year reprieve provided to tank ships under MARPOL Annex VI to have an on-board vapor emissions control system provided they can use a shore based vapor control systems for capturing volatile organic compounds during loading operations. This international regulation has some terminals requesting an alternative method by using a vapor recovery system aboard a barge.

We will consider these requests for alternatives after staff has completed a thorough review of the systems safety risks associated with barge mounted equipment.

The Planning Branch Supervisor, Ravi Varma, is represented us in topic and panel selections for the “Clean Pacific” oil spill conference.

## **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**

The MRMD Safety Audit program is used to verify regulatory compliance as well as conformance with design, maintenance, and other safety management practices that are key safety elements for the offshore oil and gas production industry. Recent Safety and Spill Prevention Audits for Venoco's McGrath/Montalvo lease operation and the Ellwood Onshore Operating Facility in Goleta became final in November 2011 with the final written reports being issued. A subsequent Safety Audit of the Venoco Platform Holly that began in August is now substantially complete. The electrical portion of the audit is scheduled to occur in January by a qualified Electrical Engineering firm. MRMD staff will begin the audit of the four offshore islands of the Long Beach Unit in early January 2012. The number of action items identified at repeating periodic Safety Audits continues to trend downward, indicating improved levels of compliance, maintenance, and more fully developed safety management programs. We have also observed continued improvement by the offshore operators in the rate of recordable and reportable accidents and injuries. These rates serve as an indicator of their overall safety performance. MRMD and the Safety Audit Program continue to monitor each company's safety management and the safety culture exhibited by their staff.

### **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:

- |                    |   |
|--------------------|---|
| State Platforms:   | Six-inch oil pipeline from Platform Holly to shore, and<br>Six-inch gas pipeline from Holly to shore.   |
| Federal Platforms: | Ten-inch oil pipeline from Platform Grace to shore.<br>Twenty-inch gas pipeline from Platform Hermosa to shore.<br>Twelve-inch gas pipeline from Platform B to shore.<br>Eight-inch gas pipeline from Platform Irene to shore.<br>Twelve-inch gas pipeline from Platform Hondo 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 Platforms: Three-inch low pressure and three-inch high pressure gas pipelines from Platform Emmy to shore.

Federal Platform: Twelve-inch water pipeline from Platform Harmony to shore.

Since the last report was submitted for external inspections of pipelines/pipeline bundles wholly or partially within State waters, diver or robotic tools were run to examine the condition of the following pipelines:

State Platforms: Platform Eva to shore  
Platform Emmy to shore, and  
Platform Esther to shore.

Federal Platforms: Platform Hermosa  
Platform Irene to shore  
Platform B to shore  
Platform Gilda to shore  
Platform Gina to shore  
Platform Habitat to shore

MRMD Engineers have reviewed, approved and witnessed the hydrotest for the Platform Emmy to Shore High and Low Pressure Gas Pipelines.

MRMD Engineers reviewed, approved, and witnessed the repair of Venoco's Oil and Gas Pipelines from Platform Holly to shore. August 2010 inspection of the pipelines identified the need for repair of the 6-inch Oil Pipeline at four locations and identified two locations for the 6-inch Gas Pipeline. Venoco has completed the repair of the Oil Pipeline at two locations and the Gas Pipeline at one location. The repair work for the remaining locations is being planned.

MRMD Engineers are currently reviewing ExxonMobil's Pipeline Span Remediation Project and the Power Cable Installation Project. The Pipeline Span Remediation Project will add supports where the pipeline span exceeds the allowable span. The remediation work is scheduled for late January 2012 or Early February 2012. Exact date of implementation is dependent on the availability of the work ship.



ExxonMobil's Cable Installation Project will install three new submarine cables from the onshore Santa Ynez Unit to the offshore Platforms Hondo, Heritage, and Harmony. This project is in the data gathering and planning stage. Cable installation is expected to occur either during the last quarter of 2014 or the first quarter of 2015. Currently ExxonMobil is conducting Biological and other underwater surveys to help establish the optimum cable route and secure permits from the applicable government agencies. ExxonMobil plans to submit a formal application to the agencies in 2<sup>nd</sup> or 3<sup>rd</sup> quarter of 2013.

### **Structural Engineering Projects**

MRMD engineers review and evaluate the structural adequacy for all the 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 started in May 2011 and is estimated to be completed early this year.

MRMD Engineers reviewed and approved proposed DCOR's Platform Eva Heliport Upgrade Project that will improve heliport's rating from 5,000 lbs. to 10,000 lbs. This project was completed in September 2011.

MRMD Engineers reviewed, approved, and witnessed the addition of a protective wall on the seaward face of Venoco PRC 421 Caisson No. 2 to protect the structure from further deterioration and possible collapse. May 2010 inspection revealed that the Caisson No. 2 was structurally stable but in a very rough condition and continuing to deteriorate. Lower portion of the southwest corner of the 1980s repaired concrete sea wall had fallen away exposing the original 1920s reinforcing bars. Thus, Caisson No. 2 was found to be fully exposed to storm loading and wave conditions. In 2011 Venoco completed installation of protective wall on seaward side of the Caisson No. 2.

Some of the old pilings of 421 Piers 1 and 2 near the City of Goleta were deteriorated significantly and posed safety hazard to the public. After assessing condition of these pilings, MRMD Engineers required Venoco to remove these old pilings. Venoco completed the removal of all the old pilings in 2011.

Enclosures

MARINE FACILITIES DIVISION FIELD OPERATIONS - 2011

TOTAL PRODUCT TRANSFERRED (in barrels)

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	CY 11 TOTALS	CY 10 YTD	CY 10 Totals
NCFO															
Discharge	14,390,143	13,202,114	18,757,672	17,840,055	16,492,046	15,186,223	18,294,900	18,218,911	19,047,427	15,495,507	17,166,565	17,620,438	201,712,001	205,374,688	205,374,688
Load	7,265,216	4,991,942	8,384,096	8,491,884	8,785,772	6,472,901	7,904,651	8,803,769	6,451,596	6,139,159	6,520,682	8,080,445	88,292,113	93,651,082	93,651,082
Total	21,655,359	18,194,056	27,141,768	26,331,939	25,277,818	21,659,124	26,199,551	27,022,680	25,499,023	21,634,666	23,687,247	25,700,883	290,004,114	299,025,770	299,025,770
SCFO															
Discharge	25,140,521	21,935,323	26,755,281	29,467,529	27,907,150	25,872,388	26,266,261	22,774,100	26,616,940	25,868,700	27,077,474	25,670,475	311,352,142	315,908,969	315,908,969
Load	4,428,432	4,436,899	4,355,720	4,502,725	4,628,735	5,218,745	3,900,851	6,501,601	5,224,876	5,616,927	5,024,124	3,888,435	57,728,070	52,339,727	52,339,727
Total	29,568,953	26,372,222	31,111,001	33,970,254	32,535,885	31,091,133	30,167,112	29,275,701	31,841,816	31,485,627	32,101,598	29,558,910	369,080,212	368,248,696	368,248,696
COMBINED															
Discharge	39,530,664	35,137,437	45,512,953	47,307,584	44,399,196	41,058,611	44,561,161	40,993,011	45,664,367	41,364,207	44,244,039	43,290,913	513,064,143	521,283,657	521,283,657
Load	11,693,648	9,428,841	12,739,816	12,994,609	13,414,507	11,691,646	11,805,502	15,305,370	11,676,472	11,756,086	11,544,806	11,968,880	146,020,183	145,990,809	145,990,809
Total	51,224,312	44,566,278	58,252,769	60,302,193	57,813,703	52,750,257	56,366,663	56,298,381	57,340,839	53,120,293	55,788,845	55,259,793	659,084,326	667,274,466	667,274,466

MARINE FACILITIES DIVISION FIELD OPERATIONS STATISTICS - 2011																																	
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY 11 Totals	CY10 YTD	CY 10 Totals	CY09 Totals	CY08 Totals	CY07 Totals	CY 06 Totals	CY05 Totals	CY04 Totals	CY03 Totals	CY02 Totals	CY 01 Totals	CY 00 Totals	CY 99 Totals	CY 98 Totals	CY 97 Totals	CY 96 Totals	CY 95 Totals	CY 94 Totals	CY 93 Totals	CY 92 Totals
OIL TRANSFERS																																	
Onshore Facilities-ship	165	147	180	169	184	154	186	183	165	180	166	163	2042	2044	2044	2107	2043	2188	2247	2027	1782	1855	1880	2003	2276	2384	2289	2268	2344	2272	2178	2702	2862
Monitored	82	84	108	100	107	86	108	113	105	118	100	87	1198	1114	1114	1228	1060	1137	1226	1077	1021	1065	1230	1400	1426	1624	1453	1362	1433	1673	1591	1997	2121
Onshore Facilities-barge	311	284	322	274	272	246	234	206	238	241	235	264	3127	3888	3888	4169	4211	4900	4882	4660	4285	3924	4168	4512	4885	4171	3938	4304	4826	5015	4776	5477	4936
Monitored	102	100	124	123	111	79	87	90	90	117	94	104	1221	1323	1323	1668	1624	1935	2040	1947	1741	1756	1570	1741	1532	1607	1527	1872	2088	2499	2302	2690	2142
Spreadmoor-ships/barge	28	24	26	26	25	22	15	23	28	24	26	24	291	278	278	319	271	304	314	274	214	214	194	229	213	252	337	383	353	423	464	450	450
Monitored	8	3	8	3	8	5	6	3	6	4	2	4	60	78	78	81	67	103	49	56	41	48	49	82	88	113	128	145	140	153	142	188	137
Tug/Other Vessels																																	
Monitored																																	
Total Transfers	504	455	528	469	481	422	435	412	431	445	427	451	5460	6210	6210	6595	6525	7392	7443	6961	6281	5993	6242	6920	7374	6807	6564	6955	7523	7711	7418	8669	8248
Total Monitors	192	187	240	226	226	170	201	206	201	239	196	195	2479	2515	2515	2977	2751	3175	3315	3080	2803	2869	2849	3223	3046	3344	3108	3380	3662	4325	4035	4875	4400
Percent monitored	38%	41%	45%	48%	47%	40%	46%	50%	47%	54%	46%	43%	45%	40%	40%	45%	42%	43%	45%	44%	45%	48%	46%	47%	41%	49%	47%	49%	49%	56%	54%	56%	53%
TRANSFER EVENTS																																	
Ship Events	825	735	900	845	920	770	930	915	825	900	830	815	10210	10220	10220	10535	10215	10940	11235	10135	8910	9275	9508	10895	11380	11920	11445	11340	11720	11360	10890	13495	14310
Monitored	178	174	245	209	231	178	250	242	206	264	202	196	2575	2432	2432	2872	2222	2499	2438	2301	1961	2117	2366	2790	2927	3195	3044	3137	3072	3466	3282	4496	4566
Barge Events	1555	1420	1610	1370	1360	1230	1170	1030	1190	1205	1175	1320	15635	19440	19440	20845	21055	24500	24410	23300	21425	19620	21304	22560	24425	20855	19690	21520	24130	25075	23880	27385	24680
Monitored	262	249	285	276	259	190	218	225	214	282	216	246	2922	3313	3313	4280	3725	4406	4504	4353	3788	3967	3634	4244	3616	3849	3766	4754	5462	6661	6308	7594	6502
Offshore Events	196	168	182	182	175	154	105	161	196	168	182	168	2037	1946	1946	2233	1897	2128	2198	1918	1498	1498	1390	1603	1491	1764	2359	2681	2471	2961	3248	3430	3150
Monitored	27	11	30	12	26	15	20	11	23	11	8	18	212	284	284	283	200	348	152	173	103	129	169	289	298	385	424	483	463	493	476	746	587
Tug/Other Vessel Events																																	
Monitored																																	
Total Events	2576	2323	2692	2397	2455	2154	2205	2106	2211	2273	2187	2303	27882	31606	31606	33613	33167	37568	37803	35353	31833	30393	32202	35058	37296	34539	33494	35541	38321	39396	38018	44310	42140
Total Monitors	467	434	560	497	516	383	488	478	443	557	426	460	5709	6029	6029	7435	6147	7253	7094	6827	5852	6213	6169	7322	6838	7429	7234	8152	8998	10620	10066	12836	11655
Percent monitored	18%	19%	21%	21%	21%	18%	22%	23%	20%	25%	19%	20%	20%	19%	19%	22%	19%	19%	19%	19%	18%	20%	19%	21%	18%	22%	22%	23%	23%	27%	26%	29%	28%
TERMINAL INSPECTIONS																																	
SCFO Inspections	7	4	9	4	8	8	8	7	11	11	7	8	92	94	94	70	67	70	74	75	74	54	37	37	42								
NCFO Inspections	4	10	5	3	2	2	1	11	5	3	5	4	55	49	49	51	49	51	63	66	49	28	13	20	22								
VIOLATIONS NOTED																																	
During Transfer Mon.	4	1	9	7	3	6	8	2	7	10	4	17	78	91	91	170	214	434	323	314	251	251	301	496	506	863	633	680	945	1318	1189	1635	1601
During Annual Insp.	2	4	0	0	3	0	0	0	0	0	0	2	11	7	7	4	40	38	35	46	54	35	27	39	36	39	27	34	68	56	129	483	367
OIL SPILLS																																	
Total Reported	1	2	1	0	0	1	0	2	2	4	0	1	14	13	13	8	14	19	17	32	28	36	27	25	21	25	35	38	42	81	56	147	154
Terminal Fault	0	1	1	0	0	1	0	1	2	1	0	0	7	8	8	7	7	10	7	8	12	14	15	8	7	6	12	17	12	23	21	32	27
Vessel Fault	1	1	0	0	0	0	0	1	0	2	0	1	6	4	4	2	7	6	9	17	16	21	7	17	8	15	19	10	11	17	13	85	95
Facility Fault	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	3	1	7	0	1	5										
Bunkering	0	0	0	0	0	0	0	0	0	0	0	0	0													3	3	7	14	41	22	30	32
Special Interest	0	0	0	0	0	0	0	0	0	0	0	0	0											6	1	1	4	5					

## EXHIBIT D

**CALIFORNIA COASTAL COMMISSION**

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Date: January 17, 2012  
To: Oil Spill Technical Advisory Committee ("TAC") Members and Interested Parties  
From: Robin Blanchfield, Jonathan Bishop, and Vanessa Metz  
California Coastal Commission ("CCC") Oil Spill Program  
RE: Update on the California Coastal Commission Oil Spill Program's Activities  
October 18, 2011 to January 17, 2012

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A summary of the California Coastal Commission Oil Spill Program's ("Commission") work activities for the last four months, since the last TAC meeting on October 18, 2011, is provided below.<sup>1</sup>

**Announcements**

- Robin Blanchfield, CCC Oil Spill Program Coordinator, is retiring February 1, 2012.
- Jonathan Bishop will be the CCC Oil Spill Program Coordinator, effective February 1, 2012.

Jonathan Bishop has been a lead Coastal Program Analyst in the Coastal Commission's Central Coast district office for over 10 years. His project work has covered the coastal zone area of San Luis Obispo County. Prior to his work at the Coastal Commission, Jonathan was the Oil Spill Program Manager for Save Our Shores, where he partnered with state and federal agencies in the development and implementation of oil spill prevention and response programs throughout the Monterey Bay National Marine Sanctuary area, including the marina Dockwalker boater education and outreach program.

Jonathan also participated in the West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project in 1999-2000, where he gained experience with non-tank and tank vessel traffic issues and the potential oil spill risks posed for the sensitive coastal resources along the entire West Coast. Jonathan is a graduate of UC Davis with a degree in International Relations.

- Dr. Charles Lester was appointed as the CCC's new Executive Director on September 8, 2011, after former CCC Executive Director Peter Douglas retired in August 2011 for health reasons. More information about the careers of each of these men can be found on the CCC website, [www.coastal.ca.gov](http://www.coastal.ca.gov).

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<sup>1</sup> Due to a 15% program budget cut for Fiscal Year 2011-2012, the Commission's Oil Spill Program had to reduce its staff from 2.0 full-time staff (PY) to 1.5 full-time staff for this year, and also had to reduce its travel costs. As a consequence of these reductions, staff has entirely missed some meetings due to other work load priorities, and has attended more meetings by phone rather than in person. In addition, staff has not been able to review all oil spill-related work products of other agencies, or participate in all spill drills and other statewide activities.

➤ **Legislation**

*Ban Toxic Dispersants Act* (H.R. 3562). Commission staff is monitoring this federal bill in collaboration with staffs from OSPR, EPA and NOAA. This bill was just introduced in December, and seeks to amend the Federal Water Pollution Control Act to establish new procedures for the use of chemical dispersants in oil cleanup efforts. The bill would require the Environmental Protection Agency (EPA) to carry out a new rulemaking procedure to establish baseline levels of toxicity and effectiveness. The bill includes a temporary moratorium on the use of dispersants until the rulemaking and study ensuring their safety is complete. The EPA, however, could grant conditional approvals if it determines that there will be no negative impact on human health or the environment.

➤ **Regulations**

- *Spill Management Team Workshop*. Staff attended an OSPR regulation workshop on December 20, 2011 that was held to gather public and industry input on OSPR's proposal for possible regulation language concerning spill management team qualifications and on-scene requirements for California oil spills. Staff is monitoring OSPR's process and providing assistance as requested.
- *Certificate of Financial Responsibility Regulation Amendments*. Staff wrote a letter in support of OSPR's proposed minor amendments (dated November 22, 2011) to the Financial Responsibility regulations 14 CCR Sections 791 – 796.

➤ **Oil Spill Response Plans for Offshore Platforms**

Using its Federal Consistency review authority, the Coastal Commission is the only State agency with direct authority to review the 2011 oil spill response plans ("OSRP") updates for the oil and gas platforms in the federal Outer Continental Shelf ("OCS") waters offshore Santa Barbara County. In all there are seven OSRPs that cover 23 OCS oil and gas platform and their associated pipelines to shore. The federal Bureau of Safety and Environmental Enforcement ("BSEE") required all the OCS platforms to review and update their Worst Case Discharge "well blowout" scenarios, following the 2010 BP Deepwater Horizon well blowout and oil spill. BSEE has given their federal approval for each of the 2011 OSRP Updates. The Oil Spill Staff is now reviewing the OSRP updates for consistency with the Coastal Act and the Commission's prior federal consistency actions over the installation and operation of the OCS platforms.

- *PXP 2011 OSRP Update for Platforms Hermosa, Harvest, Hidalgo, and Irene*. Staff determined that the updates in the PXP 2011 OSRP maintain the capability for oil spill response that was provided prior to the revisions, and do not reduce the level of protection for California's coastal and marine resources. A copy of the No Effects Determination (NE-057-11) that was sent to BSEE is available upon request.
- *Exxon Mobil 2011 OSRP Update for Platforms Hondo, Heritage, and Harmony and Venoco 2011 OSRP Update for Platforms Gail and Grace*. Oil Spill Staff are currently reviewing these two plans. It is worth noting that the Exxon-Mobil platforms have largest potential WCD volumes of all the OCS platforms.

➤ **Oil Spill Restoration Activities**

*Cosco Busan Oil Spill Draft Restoration Plan.* Staff continues to work with OSPR staff and National Parks staff on the review of restoration projects in the Commission's jurisdiction: (1) Muir Beach (dune restoration); (2) Redwood and Grizzly Creek State Parks (marbled murrelet habitat enhancement); (3) Farallon Island (nesting site improvements for Auklets and Petrels); and (4) Recreational use projects in Marin, San Francisco, and San Mateo Counties. Oil Spill staff also attended the October 19, 2011 public hearing in Marin County.

➤ **Amendment to Santa Barbara County's Coastal Zoning Ordinance**

On January 12, 2012, the Coastal Commission approved an amendment to Santa Barbara County's Coastal Zoning Ordinance ("CZO") for oil and gas exploration and development (STB-MIN-1-11). The amendment adds language to the County's CZO that clarifies that hydraulic fracturing is not an allowed permitted use for oil and gas exploration activities. The amendment also adds language to the CZO to explicitly clarify that if an oil and gas production project seeks to conduct hydraulic fracturing at any time, whether it is from an existing or new oil and gas well, then the subject activity must be specifically described in the Production Plan that was approved for the issued coastal development permit. Otherwise, an amended Production Plan and new coastal development permit is required to be reviewed and approved.

➤ **Proposed Oil and Gas Projects**

- *Venoco/Ellwood Pipeline LLC Company Line 96 Pipeline Expansion project (CCC permit E-11-003).*

The Line 96 Expansion Project will eliminate all marine barging of Platform Holly crude oil from the Ellwood Marine Terminal to the refinery destinations. The new 6-inch crude oil pipeline extension will extend 8.5 miles to connect the Ellwood onshore oil and gas processing facility in the City of Goleta to the common carrier pipeline, Plains Pipeline L.P., at the Las Flores Canyon consolidated oil and gas processing site in Santa Barbara County.

In December, during horizontal directional drilling ("HDD") operations for the construction of the Line 96 pipeline underneath Bell and Eagle creeks, two "frac-out" incidents occurred that released small amounts of drilling fluids into each of these creeks. Commission staff worked closely with Venoco and the staffs from DFG, USFWS, RWQCB, City of Goleta, and County of Santa Barbara in reviewing spill containment and mitigation measures to avoid and minimize impacts, and drilling alternatives for restarting and completion of HDD operations. HDD operations were completed, but some impacts did result to the endangered species, Tidewater Goby, that inhabits Bell Creek.

- *Venoco Oil Piers 421-422 Re-Commissioning Project.*

Venoco is proposing to re-commission its abandoned oil production pier wells 421-422 to resume oil production. These piers are located on the beach, adjacent to the Sandpiper golf course, in the City of Goleta. A Revised Draft EIR for the [Recommissioning of Oil Production on Oil and Gas Lease PRC 421 \(Venoco, Inc.\)](#) is posted on the State Lands Commission website for public review and comment. The Commission's Oil Spill staff

has been participating in an inter-agency Joint Review Panel for the development of the EIR, providing a review and critique of the analysis of oil spill risk and mitigation measures in the EIR.

➤ **Meetings**

Commission staff attended the following meetings between October 18, 2011 and January 17, 2012:

- Three Area Committee (“AC”) meetings: one North Coast (in person), two Los Angeles-Long Beach (LA-LB) (one by phone, one in person)
- Three Harbor Safety Committee (“HSC”) meetings: one Humboldt, one Port Hueneme, and one San Diego. Staff also attended one San Francisco meeting as a non-voting member.
- Meetings missed: Due to 0.5 PY staff reduction, meeting conflicts, other work priorities, and travel reductions, staff was not able to attend: (1) three AC meetings = two SF ACs (Nov. 15, Jan. 17) and one Central Coast AC (Nov. 8); and (2) two HSC meetings = one LA-LB HSC (Dec. 7) and one SF HSC (Jan. 12).



## EXHIBIT E

# Memorandum

To: OSPR TAC

From: Linda Scourtis

Subject: Quarterly Report

Date: January 17, 2012

## San Francisco Bay Conservation and Development Commission

50 California Street, Suite 2600

San Francisco, California 94111

DIRECT: (415) 352-3644

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The following report covers the activities of the San Francisco Bay Conservation and Development Commission (BCDC) Oil Spill Prevention Program for the period October 19, 2011 – January 12, 2012.

**SF Harbor Safety Committee.** BCDC staff participated in the San Francisco Bay Area Harbor Safety Committee November 2011 and January 12 meetings. The HSC addressed a letter to Senator Feinstein requesting full funding for COE Bay Area debris removal activities.

Best bunkering practices that include fueling at anchorage developed by the Tug Work Group with LA/LB counterparts were adopted by the HSC during its November 2011 meeting.

The PORTS and Navigation Work Groups are working with NOAA in considering the installation and use of fog sensors in the Bay.

Of the 93 loss-of-propulsion incidents reported statewide during 2011, 34 percent (32) were attributed to fuel switching. Of the total, 54 occurred in the Bay Area and 38 in LA/LB.

### LOSS OF PROPULSION INCIDENTS

#### Monthly Totals in 2011

	Total Loss of Propulsion Incidents	Loss of Propulsion - Fuel Switching Related
Jan-11	3	1
Feb-11	5	0
Mar-11	6	3
Apr-11	11	4
May-11	10	3
Jun-11	15	6
Jul-11	10	4
Aug-11	9	4
Sep-11	5	2
Oct-11	4	2
Nov-11	7	2
Dec-11	8	1
<b>Totals</b>	<b>93</b>	<b>32</b>



**Area Contingency Planning.** Staff attended the November Northern California Area Committee meetings; the January meeting is being held today, January 17. The PPOR and reconstituted ACP working groups plan to hold planning meetings this quarter.

- October 19: Participated in annual Richmond Inner Harbor multi-terminal drill
- December 7-8: Chevron Worst Case Exercise, Richmond
- Staff attended an OSPR workshop on Spill Management Teams in Martinez December 20.

**Spills and Related Activities.** The decommissioned Tug Tiger sank in Richmond December 11. Staff met with OSPR and USCG on site December 12. A stakeholder meeting, which included an overview of the salvage plan, was held January 5. Based on the activities proposed, BCDC does not anticipate the need to issue a permit for work in the Bay.

December 10: Strawberry Creek diesel spill, Berkeley. An unknown quantity reached the Bay prior to booming.



## EXHIBIT F



January 12, 2012

TAC Committee,

The following is a breakdown of what the District's responses were by Sector this last quarter.

## SECTOR SAN FRANCISCO

NRC Reports - 45

Warnings-8

NOVs- 1

Federal Cases-11

### Significant Cases:

October 25, Minor discharge, Richmond, CA, FPN A12002, A12003 Sector San Francisco received a report from Air Station San Francisco of a sheen surrounding the Tug LION and TIGER at Pt. Protrero in Richmond, CA.

A surveyor was hired by the RP and confirmed that the Tugs had large amounts of oil onboard.

NRCES was hired to conduct sample analysis of the vessels and to remove all pollution threats onboard. On 11 December, Tug TIGER sank in its berth with 78K gallon potential. IMD used federal funds to mitigate environmental impact. Approximately 1,500 gallons have been recovered and contractors continue to remove remaining oil products. Case pends.

December 11, Medium discharge, Strawberry Creek, Berkeley A day tank in the basement of Stanley Hall discharged 1,650 gallons of diesel into Strawberry Creek. EPA is the lead Federal On Scene Commander. UC Berkeley hired contractors to clean up product and mitigate environmental damage. As of 2 Jan, 970 gallons have been recovered and contractors continue to remove remaining oil products. Case pends.

## SECTOR SAN DEIGO

NRC Reports-80

Mystery Sheens-38

USN Spills-16

Responses-55

NOV-3

LOW-4

## SECTOR LA/LB

NRC Reports - 147

Responses - 147

NOVs - 3

LOWs - 2

Mystery Sheens- 8

## MSD SANTA BARBRA

NRC Reports-57

NOVs-1

LOWs-3

Federal Projects-5