

RDA Committee Meeting

Wednesday, March 11, 2020

Department of Ecology Headquarters, Lacey, WA, Room R0A-09

Call to Order: 9:03

Attendees: Geoff Baran (Ecology), Tami Neilson (Ecology), Max Gordon (Ecology), Shayne Cothorn (DNR), Don Noviello (WDFW) via Skype, Rob Whitlam (DAHP) via Skype, Mark Toy (DOH) via Skype, Jessica Logan (PARKS) via Skype

Approval of Minutes: Motion to approve the February 12, 2020 meeting minutes as written. Motion passed.

Adjournment: 11:18

Minutes

I. New Business

A. *Preassessment Screenings*

1. Chelan PUD Rocky Reach Dam, February 25, 2019 turbine oil spill into the Columbia River

Geoff described the incident:

On February 19, 2019, turbine unit C3 at Rocky Reach Dam was taken out of service for a planned inspection. While draining the hub, mechanics identified approximately 100 gallons of water in the hub suggesting oil had been displaced. On February 25, 2019, Chelan PUD notified Department of Ecology verbally that there was an unaccounted for volume of oil missing and that the unit would not return to service until a more thorough inspection and assessment could be completed. The remaining oil was drained from the hub and we recently completed the assessment and have concluded that between January 2, 2019 and February 19, 2019, approximately 208 gallons of hydraulic oil may have been lost to the Columbia River. Oil volume lost was calculated by using sump level recordings on January 2, 2019 and comparing them to values taken during the follow up inspection outage on February 19, 2019. The spill was likely caused by a leak from the hub/trunnion seals of the turbine unit.

No prior indication of any oil loss was observed in tailrace inspections, oil level reads, and oil head sampling. None of the oil was recovered within the first 24 hours.

This is one of many spills from turbine unit C3 in 2019.

Preassessment Screening:

- Are the damages quantifiable at a reasonable cost? 5 no.
- Is restoration or enhancement technically feasible? 5 no.
- No project proposal has been submitted for this spill.
- Damages will be assessed using the compensation schedule.

2. [Crowley Barge 650-2, November 15, 2019 crude oil spill into Fidalgo Bay](#)

Shayne Cothorn (DNR) arrived at the meeting room. Geoff described the incident:

On November 15, 2019 the ATB Gulf Reliance/Barge 650-2 was moored at the Shell PSR Facility (Shell) in Anacortes discharging 5,257,500 gallons of Alaska North Slope (ANS) crude. During offloading, a member of the crew inadvertently opened the wrong valve, sending crude oil to the vacuum tank, causing crude oil to spray from a Pressure Relief Valve (PRV). Vessel crew closed valves to the vacuum tank and the spill was secured in approximately 40 to 45 seconds. Oil sprayed to the deck, overboard and into pre-boomed containment. Global Diving & Salvage was hired to recover the spilled oil from the water. Initial volume estimates indicated a minimal spill volume, however observations made during daylight hours demonstrate that a much larger volume spilled. Based on the information gathered on line pressure, piping configuration, pipe diameter, and reported duration of the release, Ecology's initial estimate is that as much as 213 gallons of crude was spilled into the water inside of the containment boom. The spill volume is still under investigation. Although oil was recovered within the initial 48 hours, the total recovery volume was not documented.

Preassessment Screening:

- Are the damages quantifiable at a reasonable cost? 6 no.
- Is restoration or enhancement technically feasible? 6 no.
- No project proposal has been submitted for this spill.
- Damages will be assessed using the compensation schedule.

3. [M/V Global Arc, December 20, 2019 hydraulic oil spill into the Duwamish Waterway](#)

Geoff described the incident:

On Friday morning, December 20, 2019, Ecology received a report of a hydraulic spill on board the M/V GLOBAL ARC. The 580' Panamanian flagged bulk carrier that was offloading a cargo of furnace slag cement when hydraulic hose for a cargo hatch cover ruptured. The vessel crew secured the hose and contacted their emergency response contractor, who hired NRC-ES to assess the spill. The initial report was that an unknown amount of hydraulic oil spilled to the deck with no impacts to water. When NRC arrived, they discovered that oil did spill to water and began deploying sorbent pads and sweep. An Ecology responder and inspector boarded the vessel, and observed oil collecting between the pilings of the Lafarge dock and the side shell of the ship. Along with heavy rains, a ballast water tank was purging onto the deck, washing spilled oil from the deck overboard into the Duwamish. An estimated 70 gallons of hydraulic oil spilled into the Duwamish Waterway, and 61 gallons was recovered within the first 24 hours.

Preassessment Screening:

- Are the damages quantifiable at a reasonable cost? 6 no.
- Is restoration or enhancement technically feasible? 6 no.
- No project proposal has been submitted for this spill.
- Damages will be assessed using the compensation schedule.

4. *P/C Birdman, December 23, 2019 diesel spill into Burke Bay*

Geoff described the incident:

Around 0200 on Monday, December 23, 2019, the 45' fiberglass hulled P/C Birdman sank at its mooring at the Port of Brownsville Marina in Port Orchard. Ecology and the USCG responded. Marina staff deployed sorbent material around the vessel, and when attempts to contact the vessel owner were unsuccessful, the USCG hired Global Diving and Salvage to deploy hard boom. Over the next few weeks, Global removed an estimated 20-30 gallons from the vessel, but were unable to access one of the fuel tanks due to safety concerns. They attempted to plug the vents, and continued sorbent recovery. The Coast Guard requested that Global remove the containment boom on Friday, February 21, 2020. Since the vessel sank, Ecology has received a number of complaints that the vessel is creating a very large sheen, and is actively spilling residual amounts of oil. At least 25 gallons of oil has spilled into the marina. The Port of Brownsville is currently discussing funding options to remove the vessel from the water.

Preassessment Screening:

- Are the damages quantifiable at a reasonable cost? 6 no.
- Is restoration or enhancement technically feasible? 6 no.
- No project proposal has been submitted for this spill.
- Damages will be assessed using the compensation schedule.

II. *San Juan GRP Update*

A. *Presentation by Max Gordon, Washington State Department of Ecology*

- Max shared a presentation on the San Juan Island GRP, it's current status, and proposed revisions.
- Max received a number of comments:
 - Mark asked if any risk modelling data was used for this update.
 - Max said no, but the Spills Program is hiring risk modelers to help with future updates.
 - Shayne and Don mentioned that they would like to preserve the strategies slated for removal in some way.
 - Rob asked if the proposed updates received any tribal consultation.
 - Max said that some consultation is occurring, and that tribes were notified of the updates.
 - Rob offered to help with tribal consultation with Washington tribes and First Nations.

III. *Old Business*

A. *Open RDA Case Updates*

1. *Chelan County PUD, 2016-2019 dam spills into the Columbia River*

Geoff reported that this project does not appear to be linked to any sort of statutory requirements, and will verify that with the PUD prior to developing the project proposal.

2. [Coleman Oil Company, March 28, 2017 r-diesel spills into the Columbia River](#)

Geoff transmitted the project proposals to Coleman Oil Company for consideration. Committee members have received a copy of the proposals under consideration. Geoff asked Coleman Oil to propose one of the projects to the RDA committee by the April 8, 2020 regular meeting.

Shayne asked about how the monetary contribution should factor into the approval process.

Geoff reminded the committee to make their decision based on the environmental benefits of the project, regardless of the monetary value. The goal is to restore resources damaged by the spill. If the financial component is very low, the project likely won't have adequate environmental benefit.

IV. [Announcements](#)

- The West Coast JAT meeting has been moved to a WebEx only format. Geoff will forward the link to the committee. California Department of Fish and Wildlife Office of Spill Prevention and Response (OSPR) is hosting the meeting on March 24, 2020.