PIPELINE P00547 INCIDENT RESPONSE

Guidelines for Terrestrial, Marine Waters and Shoreline Habitat Cleanup Endpoints

October 9, 2021

Amended on October 14, 2021

Amended on October 27, 2021

FOSC: CAPT Rebecca Ore, USCG

Date: 10-28-2021/0815

SOSC: Lt. Christian Corbo / CDFW-OSPR **Date:** 10-28-2021 / 1810

RP: Thomas Haug **Date:** 10-28-21 / 0832

LG OSC OC: Michelle Anderson, Director **Date:** 10/28/21

LG OSC SD: Stephen Rea – Office of Emergency Services **Date:** 10/27/21

1. INTRODUCTION

The objective of cleanup activities for this response is to achieve the greatest net environmental benefit and ensure mitigation of public health and environmental impacts through the removal of oil remaining in terrestrial, shoreline and marine water habitats from the Pipeline P00547 Incident oil spill.

The following cleanup endpoints are approved for the habitats impacted by the Pipeline P00547 Incident oil spill. The habitat-specific endpoints described below were derived from the following general guidelines that achieve cleanup endpoints that are reasonably practicable considering the net environmental benefit (including cultural resources and allowable treatment methods):

- No accessible Pipeline P00547 oiled debris remains
- No oil on surfaces or no oil rubs off on contact
- No oil sheens (excluding biological sheens) affecting sensitive resources

Human health and safety are of primary importance and is not to be jeopardized for any treatment operation. The final determination about the safety of any treatment operation is made by the Unified Command and the Safety Officer. In areas that are inaccessible because of worker safety concerns, it is realized that some oil may remain for removal by natural processes.

Shoreline Cleanup Assessment Technique (SCAT): The SCAT Teams consist of representatives from the U.S. Coast Guard Federal On-Scene Coordinator, the California Department of Fish and Wildlife - Office of Spill Prevention and Response State On-Scene Coordinator, the Responsible Party, and other parties as required. The task of the SCAT Team is to document the extent and degree of oiling and recommend shoreline cleanup strategies.

Oiled areas are currently being cleaned by Operations. Those cleanup activities are guided by these cleanup endpoints and location-specific Shoreline Treatment Recommendations (Form Attachment 1) developed with input from SCAT Teams and the Environmental Unit Once Operations determines these clean-up endpoints have been met, they request a SCAT Team Inspection. The SCAT Team reports the segment inspection on a Segment Inspection Report (Attachment 2).

This document outlines cleanup actions.

This document describes:

- Removal of recoverable oil and removal of oil from various habitats to the lowest practicable level; monitoring remaining oil for eventual final inspection; and sign-off if remaining oil poses no threat to water quality, wildlife, and human health.

This document does not address:

- Potential offshore subsurface oiling.

2. INSPECTION

The SCAT Team will inspect segments of shoreline once notified by the Operations Section Chief that removal of P00547 Incident oil, tarballs, patties, free/residual oil, and/or oiled contaminated debris have been completed. The purpose of the inspection is for all parties on the SCAT Team to agree that free/residual product removal by reasonable means has been completed. The SCAT Team will use the information detailed below as a basis for their decisions and will document their assessment in a Segment Inspection Report.

3. GUIDELINES FOR CLEANUP ENDPOINTS

Constraints to achieving cleanup endpoints: Factors such as safety concerns, cultural concerns, sensitive sites (i.e. snowy plover habitat), or cliff erodibility/stability may prevent meeting the cleanup endpoints at all locations. If needed, these constraints will be identified by a special "Constraints Assessment Team" along specific segments/divisions to provide consistency and agreement by all stakeholders. This team will consist of representatives from USCG, OSPR, Responsible Party and others, as appropriate.

The SCAT Team will determine when each shoreline segment has been cleaned to a reasonable* degree using best professional judgement and experience in order to minimize further risk to the environment, water quality, wildlife, cultural resources, and the public. The following guidelines provide criteria for assessing shoreline cleanup status. Definitions for oil thickness included in endpoint descriptions are provided in Attachment 3.

* *Reasonable* – For the purposes of these shoreline inspections, *reasonable* is defined as when the SCAT Team members concur that further shoreline treatment would not yield a net environmental benefit.

Water Surface:

- No recoverable oil from the Pipeline P00547 Incident oil source
- No oil from the Pipeline P00547 Incident oil source present on passive recovery systems (sorbent booms) for three consecutive days

Coastal Cliff Face:

- Allow for natural attenuation of Pipeline P00547 Incident oil adhered to the cliff due to safety and cultural resource concerns
- No Pipeline P00547 Incident oil greater than 10% coat unless limited by constraints

Sandy / Gravel Beaches:

- No surface Pipeline P00547 Incident oil on gravel (including cobblestones) greater than 10% coat coverage
- No surface oil on sand (tarballs, tar patties, or tar mats) from the Pipeline P00547 Incident greater than 1 inch and more than 5 tarballs/100 yards

Rocks (boulder & bedrock) & Hard Surfaces (seawall, pier structure, rip-rap):

- No Pipeline P00547 Incident oil greater than 10% coat (0.1cm, 1/16 inch) on solid surfaces or produces sheen

- No Pipeline P00547 Incident oil on surfaces that is tacky or rubs off on contact or produces sheen

“Seaweed” on Shoreline (Wrack):

- Only that portion of wrack with more than 10% Pipeline P00547 Incident oil on surfaces should be removed. Seaweed with less than 10% Pipeline P00547 Incident oil on surfaces should be left on the beach.

Buried Oil

- No Pipeline P00547 incident buried oil more than stain, more than approximately 1cm (0.5 in) thick, and more >5% in pit or trench wall

Marsh

- No surface Pipeline P00547 incident oil in the form of tar balls >2.5 cm (1 inch) at a frequency of more than 5 per 100 yards within reach of marsh edge
- No Pipeline P00547 incident recoverable surface oil greater than cover (>1cm) on marsh sediment within reach of marsh edge
- No tacky oil on marsh vegetation that may contact wildlife

4. CLEANUP ALTERNATIVES
   A list of Shoreline Types and Recommended Cleanup Actions for Shoreline Types is included as Attachment 4.

5. SHORELINE TREATMENT RECOMMENDATIONS/BEST MANAGEMENT PRACTICES
   Shoreline treatment recommendations and best management practices are included as Attachment 5.

Attachment 1

Shoreline Treatment Recommendations

Site Location:

Segment: **Length:** **Survey Date:**

Shoreline Type: **Substrate:** **Coastal Character:**

Treatment Type: ☐ Surface ☐ Subsurface ☐ Submerged ☐ Manual ☐ Mechanical

Oiled Area For Treatment:

Treatment Recommendations (EU):

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS):

Ecological Resource Comments:

Cultural / Historical Comments (HPS):

Safety Issues:

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☐ Other:_____

Date Prepared: _____

Approved By SCAT Members:

	FOSC Representative	SOSC Representative	RP Representative
Print			
Signature			

Approved By:

CUL/ARC	EUL or SCAT Coordinator

Received By:

OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT

Segment Inspection Report for_____

Segment ID: _____ Segment Name: _____
Survey Date: _____ Survey Time: _____
Segment Length: _____
Coastal Character:_ _____ Substrate:_____
Tides: _____ Weather:_____

Inspection Completed Along Segment: Yes / No

Results/Recommendation:

- No Pipeline P00547 oil Observed.
- Meets Cleanup Endpoints.
- No further treatment recommended.
- Further treatment recommended.

(Provide written details of issues and required actions)

- **Continued monitoring required.**

(Provide written details of frequency and schedule)

SCAT Team Members:

Name	Signature
_____ FOSC Rep	_____
_____ SOSC Rep	_____
_____ RP Rep	_____

Attachment 2

Local Representative Comments:

Contact information: Name_____ Title/Agency: _____ Cell:_____
Email:_____

UC Response:

Attachment 4

OIL THICKNESS DEFINITIONS

THICK OIL	>1.0 cm thick
COVER	0.1 to 1.0 cm
COAT	<0.1 cm (1/16th inch) - can be scratched off
STAIN	Visible oil - cannot be scratched off easily
FILM	Transparent or translucent film

Attachment 3

Shoreline Types and Recommended Cleanup Strategies

Shoreline surveys will most likely take place on different shoreline types. These shorelines can be both man-made and natural. Different shoreline types will require different cleanup strategies. The following outlines shoreline types and associated cleanup strategies. These are only the recommended strategies and other strategies may be implemented with Unified Command approval.

Exposed Cliffs and Man-Made Seawalls

These are considered high energy areas which are difficult to protect and clean. These areas can have bird and marine mammal colonies. The recommended strategy is to not clean and let the ocean conditions scour the oil from the substrate.

Wave-Cut Platforms

This is considered a high energy area which is difficult to protect and clean. A wave-cut platform can be rich in intertidal life. The recommended strategy is to not clean and let the ocean conditions scour the oil from the substrate, however, during certain conditions oil can be manually removed with absorbent materials, vacuum, scrapers, or brushes.

Fine-Grain Sand Beach

These are flat, wide, and densely-packed sand beaches. There could be dunes backing the beach. The oil is not expected to penetrate, however sand deposition can bury the oil. SCAT Teams need to dig several pits/trenches to see below the surface. Cleanup can be with hand crews with shovels and sorbents or surgically with heavy equipment and close monitoring.

Coarse-Grain Sand Beach

Moderate to steep sloped beaches with soft sand. These beaches can be backed by dunes or cliffs. The sand will have a soft feel because it will be loosely packed. Oil will penetrate, so SCAT Teams need to dig several pits/trenches to see below the surface. Oil will be expected at the high-tide line.

Coastal Marsh

These are inland low energy wetlands. High biological productivity is expected.

Mixed Sand and Gravel Beach

Gravel Beaches and Riprap

These are usually moderate to steep sloping faces. Deep penetration of the oil is expected. Oil which is not removed will turn into an asphalt pavement. Riprap in protected areas can be cleaned by pressure washing and collecting the rinse. Gravel beaches on the open coast may not be able to be cleaned. Options need to be carefully examined by the Unified Command, but may include removal of gravel for off-site cleaning or replacement, or cleaning in place by pressure washing when conditions allow.

Exposed Tidal Flats

These are highly water saturated finer sediments. Oil is not expected to penetrate, however, these areas are very biologically productive and sensitive to foot traffic. Oil can be collected from the water with absorbent materials by crews on skiffs on high tides. Flushing can direct oil into deeper water for better access.

Sheltered Rocky Shores and Man-Made Structures

These are rocky, riprap or concrete shorelines which oil will readily adhere to. These areas have high biological productivity. Spills in this environment can involve extensive cleanups which require pressure washing and absorbent materials for collection. This environment is also good for the use of shoreline cleaning agents (require approval).

Sheltered Tidal Flats

These are calm waters with soft bottoms and very high biological productivity. Oil will refloat with the rising tides. If oil has penetrated the sediment by response activities, it will persist for a long time. Recommended response actions are to do nothing or to use workers from skiffs to perform cleanup when there is sufficient water.

These are typically moderately sloping
beaches. Gravel can usually be found at

surface. Cleanup can be with hand crews

Coastal Marsh

These are intertidal vegetated wetlands. High biological productivity is expected.

Shoreline Treatment

Site Location: Talbert Marsh, Huntington Beach

Segment: OR-B-S003 **Length:** Various Oil Zones **Survey Date:** Various

Shoreline Type: Saltwater/Brackish Marsh **Substrate:** Mud, fine sediment, vegetation **Coastal Character:** Coastal Marsh

Treatment Type: [x] Surface [ ] Subsurface [ ] Submerged [ ] Manual [ ] Mechanical

Oiled Area For Treatment: Shoreline in Talbert Marsh north of the Pacific Coast Highway Bridge, including sediment and vegetation.

Treatment Recommendations (EU): Oil on the marsh sediment surface can be manually removed by crews using shovels, rakes, other hand tools where accessible from hard substrate or boats without foot traffic through vegetation. Remove as little clean sand as possible. Remove only oiled wrack. Limited vegetation cutting of oiled cordgrass and pickleweed.

Cleanup Endpoints

- No surface Pipeline P00547 incident oil in the form of tar balls >2.5 cm (1 inch) at a frequency of more than 5 per 100 yards within reach of marsh edge
- No Pipeline P00547 incident recoverable surface oil greater than cover (>1cm) on marsh sediment within reach of marsh edge
- No tacky oil on marsh vegetation that may contact wildlife

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use water access and/or access from hard substrate. Do not anchor or enter vegetated areas.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (e.g., western snowy plover see Best Management Practices Attachment 6) or bird/marine mammals concentrations areas that will require Natural Resource Advisors to assure that cleanup operations do not disturb them. Stay 300 feet awayfrom marine mammals that are hauled out on the shoreline.

Best Management Practices for Marsh Operations

1. Ensure biologist is present throughout the duration of the cleanup activities.
2. Brief all personnel involved on site of the sensitivity of the surrounding habitat, including but not limited to potential threatened and endangered species that might be present.
3. Avoid walking or trampling on vegetation. Minimize time in the marsh and only where access allows.
4. Biologists to ensure flagging is used to delineate nests of listed avian species (Clapper rails, Belding's savannah sparrows) prior to operations.
5. When possible, maintain a distance of greater than 300 feet from the nest sites.
6. Minimize disturbance to areas that biologists deem sensitive.
7. Wildlife may be using approved methods for hazing birds in areas. Brief cleanup crews if hazing is planned or ongoing and where.

Shoreline Treatment

Cultural / Historical Comments (HPS): Currently, there are no known sites within the Talbert Marsh. The area is identified as significant to local Native American Tribal groups. To ensure that no unknown archaeological and cultural sites are adversely impacted, both an archaeologist and tribal monitors must be present to monitor the work as it progresses. In the event, prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place) and immediately contact the EU. **Archaeological and Cultural to monitor operation.**

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☒ Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:	*Print*			
	Signature			
		FOSC Representative	SOSC Representative	RP Representative

Approved By:			**Received By:**	PSC
	CUL/ARC (if required)	EUL or SCAT Coordinator	OSC	

When Treatment is Completed, send a Segment Completion Report to SCAT

Shoreline Treatment

Site Location: Huntington Beach

Segment: OR-B-S003 **Length:** 2,000 ft. **Survey Date:** Last Survey 10 Oct 2021

Shoreline Type: Fine to Medium Grain Sand Beach **Substrate:** Sand **Coastal Character:** Beach

Treatment Type: [ ] Surface [x] Subsurface [ ] Submerged [ ] Manual [ ] Mechanical

Oiled Area For Treatment: Top of upper intertidal contains buried oil (see attached map).

Treatment Recommendations (EU): Sediment relocation - Stake snare and/or (sorbent boom along high tide line. Use mechanical equipment to shift oiled sand to middle intertidal zone during lower tides to allow for wave washing action to release residual oil for collection with sorbents (snare). Shovels can be used to scrap released oil from the sand surface. **SCAT to monitor operation.**

Cleanup Endpoints: No Pipeline P00547 incident buried oil more than stain, more than approximately 1cm (0.5 in) thick, and more >5% in pit or trench wall.

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use established beach access points only. 4x4s UTVs are allowed for travel over the sand within specified routes. Do not drive along wrack lines.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (e.g., western snowy plover, see Best Management Practices Attachment 6) or areas that will require Natural Resource Advisors to assure that cleanup operations do not disturb them.

Cultural / Historical Comments (HPS): None known at this time. Immediately contact the EU if prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place). Archaeological and Cultural to monitor operation. All work must cease if human remains, or an archaeological site is encountered during operations. **Archaeological and Cultural to monitor operation.**

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Shoreline Treatment

Attached: [x] Map [ ] Sketch [ ] SOS Form [ ] Fact Sheet [x] Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:

Print

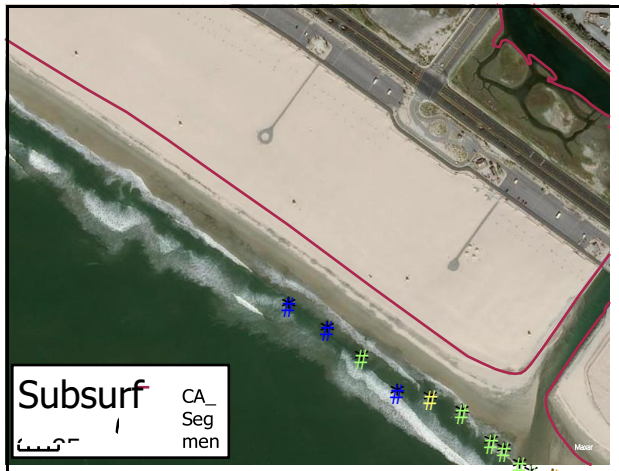
Signature

_____	_____	_____
FOSC Representative	SOSC Representative	RP Representative

Approved By:

		Received By:	
CUL/ARC (if required)	EUL or SCAT Coordinator	OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT



Treatment

Maxar

Shoreline Treatment

Site Location: All **Boulder and Bedrock** areas within Pipeline P00547 Incident response area in Orange and San Diego Counties

Segment: All impacted segments **Length:** Varies **Survey Date:** Varies

Shoreline Type: Exposed Rocky Shores, Exposed Wave-cut Platforms **Substrate: Boulder and Bedrock** **Coastal Character:** Rocky beach

Treatment Type: [x] Surface [ ] Subsurface [ ] Submerged [ ] Manual [ ] Mechanical

Oiled Area For Treatment: This Shoreline Treatment Recommendation (STR) covers all **Boulder and Bedrock** areas within the response area.

Treatment Recommendations (EU): Oil boulder/bedrock can be manually removed by crews using sorbent materials, scrapers, or brushes.

Cleanup Endpoints Rocks: No surface Pipeline P00547 incident oil on boulder or bedrock greater than 10% coat, produces a sheen, or rubs off on contact

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use established beach access points only. 4x4s UTVs are allowed for travel over the sand within specified routes. Do not drive over wrack lines and keep as far away from any dunes as possible.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (e.g., western snowy plover see Best Management Practices Attachment 6) or bird/marine mammals concentrations areas that will require Natural Resource Advisors to assure that cleanup operations do not disturb them. Stay 300 feet away from marine mammals that are hauled out on the shoreline.

Cultural / Historical Comments (HPS): None known at this time. Immediately contact the EU if prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place).

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Shoreline Treatment

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☒ Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:	*Print*		
	Signature		
		FOSC Representative	SOSC Representative	RP Representative

Approved By:

		Received By:		
CUL/ARC (if required)	EUL or SCAT Coordinator		OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT

Shoreline Treatment

Site Location: All **Mixed Sand and Gravel Beaches** within Pipeline P00547 Incident response area in Orange and San Diego Counties

Segment: All impacted segments **Length:** Varies **Survey Date:** Varies

Shoreline Type: Mixed Sand and Gravel Beaches **Substrate:** Sand and Gravel **Coastal Character:** Beach

Treatment Type: [x] Surface [ ] Subsurface | [ ] Submerged [ ] Manual [ ] Mechanical

Oiled Area For Treatment: This Shoreline Treatment Recommendation (STR) covers all **Mixed Sand and Gravel Beaches** within the response area.

Treatment Recommendations (EU): Oil on the sand surface can be manually removed by crews using shovels, rakes, other hand tools. Remove as little clean sand as possible. Remove only oiled wrack. Move clean wrack aside to access oil, as needed, and replace it back to its original location after oil removal. 4x4 UTVs are allowed to transport teams to the beach and for removal of bags of oiled materials. No heavy equipment is allowed on the beach. Oil on individual pieces of cobble can be manually removed by crews using sorbent materials, scrapers, or brushes. Do not remove gravel, pebbles, or cobbles.

Cleanup Endpoints

- Sandy Beach - No surface Pipeline P00547 Incident oil in the form of tar balls >2.5 cm (1 inch) at a frequency of 5 per 100 yards
- Gravel Beach – No surface Pipeline P00547 Incident on gravel (including cobblestones) greater than 10% coverage

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use established beach access points only. 4x4s UTVs are allowed for travel over the sand within specified routes. Do not drive over wrack lines and keep as far away from any dunes as possible.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (see Best Management Practices Attachment 6) or bird/marine mammals concentrations areas that willrequire Natural Resource Advisors to assure that cleanup operations do not disturb them. Stay 300 feet awayfrom marine mammals that are hauled out on the shoreline.

Cultural / Historical Comments (HPS): None known at this time. Immediately contact the EU if prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place).

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Shoreline Treatment

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☒ Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:	*Print*			
	Signature			
		FOSC Representative	SOSC Representative	RP Representative

Approved By:

		Received By:	
CUL/ARC (if required)	EUL or SCAT Coordinator	OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT

Shoreline Treatment

Site Location: All **Exposed, Solid Man-made Structures** within Pipeline P00547 Incident response area in Orange and San Diego Counties

Segment: All impacted segments

Length: Varies

Survey Date: Varies

Shoreline Type: Exposed, Solid Man-made Structures

Substrate: Seawalls, riprap, piers,

Coastal Character: Beaches, entrance channel

Treatment Type: [x] Surface [ ] Subsurface [ ] Submerged [ ] Manual [ ] Mechanical

Oiled Area For Treatment: Upper intertidal band of oiling on impacted **Exposed, Solid Man-made Structures.**

Treatment Recommendations (EU): Manual removal – scrape oil off to less than coat. Use sorbent if needed to wipe off residual oil if sticky. Remove oiled debris.

Cleanup Endpoints:

- No Pipeline P00547 incident oil more than a coat (0.1cm, 1/16 inch) and >10% distribution
- No Pipeline P00547 incident oil that is tacky and can rub off on wildlife

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use established beach access points only. 4x4s UTVs are allowed for travel over the sand within specified routes. Do not drive over wrack lines and keep as far away from any dunes as possible. Minimize use of sorbents.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (see Best Management Practices Attachment 6) or bird/marine mammals concentrations areas that will require Natural Resource Advisors to assure that cleanup operations do not disturb them. Stay 300 feet away from marine mammals that are hauled out on the shoreline. Minimize removal of attached biota (mussels, algae, snails, etc.)

Cultural / Historical Comments (HPS): Huntington Beach and Newport Beach (McFadden Wharf) Piers are National Registered Properties. If there is any physical or mechanical cleaning that will be conducted, it must be consistent with current practices already in place for maintenance of the pier. If cleaning activities are not consistent with current practices for maintenance, the EU and HPS will need to review the proposed methodology. If chemicals are used to clean discolored or stained pilings, these must not cause deterioration or harm to the concrete pilings. Immediately contact the EU if prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place).

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Shoreline Treatment

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☒ Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:	*Print*		
	Signature		
		FOSC Representative	SOSC Representative	RP Representative

Approved By:

		Received By:		
CUL/ARC (if required)	EUL or SCAT Coordinator		OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT

Shoreline Treatment

Site Location: All **Sandy Beaches** within Pipeline P00547 Incident response area in Orange and San Diego Counties

Segment: All impacted segments **Length:** Varies **Survey Date:** Varies

Shoreline Type: Sandy Beach **Substrate:** Sand **Coastal Character:** Sandy Beach

Treatment Type:	Surface	Subsurface	Submerged	Manual	Mechanical
	X				

Oiled Area For Treatment: This STR applies to surface oil on ocean-facing **Sandy Beaches** from Surfside to La Jolla, excepting identified Plover habitat beaches.

Treatment Recommendations (EU): Oil on the sand surface can be manually removed by crews using shovels, rakes, other hand tools. Remove as little clean sand as possible. Remove only oiled wrack. Move clean wrack aside to access oil, as needed, and replace it back to its original location after oil removal. 4x4 UTVs are allowed to transport teams to the beach and for removal of bags of oiled materials. No heavy equipment is allowed on the beach.

Cleanup Endpoint: No surface Pipeline P00547 Incident oil in the form of tar balls >2.5 cm (1 inch) at a frequency of 5 per 100 yards

Cleanup Endpoint Wrack: Only that portion of wrack with more than 10% Pipeline P00547 Incident oil on surfaces should be removed. Seaweed with less than 10% Pipeline P00547 Incident oil on surfaces should be left on the beach.

Recommendations / Staging and-or Logistics Constraints / Waste Issues (OPS): Use established beach access points only. 4x4s UTVs are allowed for travel over the sand within specified routes. Do not drive over wrack lines and keep as far away from any dunes as possible.

Ecological Resource Comments: The Environmental Unit (EU) will identify any areas of concern for threatened and endangered species (see Best Management Practices Attachment 6) or bird/marine mammals concentrations areas that will require Natural Resource Advisors to assure that cleanup operations do not disturb them. Stay 300 feet away from marine mammals that are hauled out on the shoreline. See attached for Best Management Practices forwestern snowy plovers.

Cultural / Historical Comments (HPS): None known at this time. Immediately contact the EU if prehistoric/historic artifacts, such as pottery, ceramics, or shipwreck debris, etc. are found (and leave all artifacts in place).

Safety Issues: All response personnel will read, understand, and follow the Site Safety Plan. All COVID safety precautions should be in place throughout any operations. Only certified 4x4 drivers should operate equipment.

Shoreline Treatment

Attached: ☐ Map ☐ Sketch ☐ SOS Form ☐ Fact Sheet ☒ Other: BMP Snowy Plovers, Attachment 6

Date Prepared: _____

Approved By SCAT Members:

Print			
Signature			
	FOSC Representative	SOSC Representative	RP Representative

Approved By:

		Received By:		
CUL/ARC (if required)	EUL or SCAT Coordinator		OSC	PSC

When Treatment is Completed, send a Segment Completion Report to SCAT

Attachment 6

BEST MANAGEMENT PRACTICES FOR SNOWY PLOVERS FOR THE PIPELINE 00547 OIL SPILL

BMP 1. Biological monitors will be used during spill response activities with the potential to impact snowy plovers. Biological monitors will be used to monitor snowy plover behaviors in response to spill response activities, preventing unanticipated impacts to snowy plovers, and to minimize injury to snowy plovers. If multiple biological monitors are required, their activities will be coordinated through one primary biological monitor.

A. For any spill response activities that occur within the non-breeding season for the snowy plover (September 1 to February 28), the snowy plover biologist should be a trained ornithologist with at least 40 hours of documented supervised snowy plover observations in the field.

BMP 2. An education program will be conducted to all spill response crews (i.e., search effort, SCAT, clean-up, ect.) including vehicle and vessel drivers, during all phases of the response and will cover the potential impacts to federally listed species, the importance of complying with avoidance, minimization, and compensation measures, and problem reporting and resolution methods.

BMP 3. Equipment fueling and maintenance will take place within existing paved areas or identified staging areas. Equipment fueling and maintenance will not occur within 100 feet of any drainage, lagoon/estuary/wetland, the Pacific Ocean, or snowy plover critical habitat.

BMP 4. No night work is anticipated in association with the oil spill response activities. However, if night work and lighting are required, any night lighting will be shielded and directed away from snowy plover roost areas to the greatest extent possible to avoid disturbance to federally listed species.

BMP 5. Areas within which spill response crews work, temporary command centers, and vehicle staging areas will be kept as clean as possible to avoid attracting predators of the snowy plover. All food-related trash will be placed in sealed bins or removed from the site regularly. All response-related debris will be disposed of properly and promptly.

BMP 6. The USFWS will be notified immediately if any federally listed species are found dead or injured as a potential direct or indirect result of the implementation of the spill response activities. The notification will include the date, time, a photograph, the location of the bird/carcass, and any other pertinent information that may help determine a cause.

BMP 7. Heavy equipment use should be avoided within dune habitat areas, within lagoon/estuary habitat, and within the mouths of lagoon/estuary habitat to the greatest extend practical.

BMP 8. An ingress/egress route will be established for spill response vehicles and heavy machinery along the beach for use when regular daily vehicle use or use of multiple vehicles is expected to occur. The ingress/egress route should be located close to the waterline within the hard-packed sand. The ingress/egress route will have a clearly defined footprint on project reference maps and will be delineated in the field, spill response vehicles will remain within the limits of the ingress/egress route while traveling between work sites.

BMP 9. Spill response-related vehicles (heavy machinery including bobcat tractors, wheeled trucks, all-terrain vehicles (ATV), and other similar tracked and wheeled vehicles) accessing the beach will travel at speeds no greater than 5 mph when within 500 feet of snowy plover wintering roost areas. Vehicles will drive within designated ingress/egress routes, or if no designated route is identified, will travel farther down on the beach within the hard packed sand when driving past a snowy plover roost area. The travel route taken should be one that avoids/minimizes tracking oil into new areas.

BMP 10. Spill response-related vehicles will avoid driving through snowy plover wintering roosts to the greatest extent possible.

A. If multiple vehicles must pass through or vehicles must repeatedly drive through a roost area throughout the day because no other route is accessible, a designated vehicle escort will be stationed on the beach to escort each vehicle through the roost area.

B. If a single vehicle must drive through the roost area, vehicles will be escorted into the roost area by a passenger walking in front of the vehicle or, if no passenger or vehicle escort is available, vehicles will travel at speeds no greater than walking speed.

BMP 11. For spill response activities that need to occur in or within 500 feet of snowy plover roost areas, an incremental start/slow start of activities will be used at the beginning of activities each day, after each break of more than 30 minutes, and if an increase in intensity of spill response activities occurs, to allow sufficient time for snowy plovers to react and move away from spill response activities.

A. For vehicle and heavy machinery use (i.e., use during which vehicles will be repeatedly used within a designated area such as creating sand berms, excavating sand, or multiple vehicles working concurrently, including during boom deployment), vehicles should be escorted into the roosting area by an individual slowly walking in front of the vehicles in order to allow the snowy plovers to move away from the roost area prior to spill response activities beginning.

B. For spill response activities that primarily consist of crews on foot, at the beginning for the day, crews should slowly walk in a spread out configuration

towards and into the snowy plover roost site. Crews should then wait in place for about 10 minutes prior to starting response activities to allow snowy plovers to move away from the response activities.

BMP 12. Spill response cleanup activities should avoid impacts to and removal of non-oiled wrack, driftwood, and other natural debris to the greatest extent possible.

A. Wrack, driftwood, and natural debris above the oil line that shows no evidence of oil will be left in place.

B. Wrack, driftwood, and natural debris that is lightly oiled will be examined and oiled portions will be removed (e.g., oiled sections of wrack can be cut off and disposed of) and the unoiled sections will be returned to the beach to the greatest extent practical. For larger items where it is impractical for the oiled portion of the item to be removed, the whole item will be disposed of.