

COOK INLET REGIONAL CITIZENS ADVISORY COUNCIL
Cook Inlet Aquaculture Association – Kenai, Alaska
Friday, April 5, 2024
Approved Minutes

Members Present: Gary Fandrei, Walt Sonen, Carla Stanley, Deric Marcorelle, Robert Peterkin, Scott Arndt, Bob Flint, Michael Opheim, Paul Shadura, Hans Rodvik
Members Absent: John Williams (excused), Rob Lindsey (excused), Grace Merkes (excused)
Staff Present: Michael Munger, Madeline Jamora, Steve “Vinnie” Catalano, Susan Saupe, Shaylon Cochran, Candice Elias, Cassandra Johnson
Others Present: Dr. Richard Prentki; Captain Christopher Culpepper, U.S. Coast Guard; Captain Paul Mehler, Marathon; Captain Marc Bayer, Marathon; Jade Gamble, ADEC; Ytamar Rodriguez, ADEC; Graham Wood, ADEC; Teresa Melville, ADEC; Commissioner Emma Pokon, ADEC; Kara Kusche, ADEC; David Blossom, ADEC; Anna Carey, ADEC; Maniksaq Baumgartner, Hilcorp; Dan Marlowe, Hilcorp; Liza Sanden, NOAA

FRIDAY, APRIL 5, 2024

CALL TO ORDER/ APPROVAL

President Gary Fandrei called the meeting to order at 9:05 a.m. Roll was called, establishing quorum.

- **Approval of Agenda**

Scott Arndt moved to approve the agenda as presented, seconded by Robert Peterkin. Hearing no objection, the motion passed.

- **Safety Minute**

Madeline Jamora provided a safety briefing for attendees.

- **Approval of Minutes – December 1, 2023**

Robert Peterkin moved to approve the previous meeting minutes, seconded by Scott Arndt. Pres. Fandrei noted a typographical error to the minutes. Hearing no objection, the motion passed.

- **Welcome and Introductions**

Guests, staff, and directors introduced themselves.

- **Agency Ex-Officio Directors' Remarks**

USCG – Captain Chris Culpepper

Capt. Culpepper updated directors on Work Instruction 32, which remains of significant concern and interest. Admiral Dean will be recommending a phased approach. They are not actively enforcing the requirements to complete certificates of inspection on all the vessels included in Work Instruction 32. The phased approach will take place over a couple of years, and they want to ensure there is a good balance between what makes sense economically and the investment that would be required for vessels that have to go through that annual inspection process. He noted that Prince William Sound RCAC has a good idea of how many vessels are categorized as being included, and he wondered if Cook Inlet RCAC or interested parties have a number of vessels they could provide to headquarters. Mr. Munger stated that he spoke with CISPRI about it, and CISPRI has about 75 vessels under contract. Between the SERVS vessels of opportunity and CISPRI's vessels of opportunity, he believes it's right around 350 vessels.

Capt. Culpepper stated that there is an effort underway to provide time and space for response activities if a vessel transiting on innocent passage suffers any sort of casualty while it is claiming force majeure. He will be meeting with SWAPA in the next few weeks to gather their input, and he has already met with a marine pilot. They are trying to determine a buffer zone outside of state waters, and they are looking at a five nautical mile boundary where the vessels can loiter safely.

Capt. Culpepper stated that they have had great successes through the area subcommittees doing geographic response validation in terms of improving their Area Contingency Plan. Thank you to all the parties involved in that effort.

Based on a question from Paul Shadura about the M/V GENIUS STAR XI that had a lithium-ion battery cargo fire, Capt. Culpepper stated that the case is closed. It was a 49-day incident response. He thanked ADEC, Gallagher Marine Systems, and Alaska Chadux Network. They also had tremendous participation from T&T Salvage and Resolve Marine Alaska in terms of the salvage and firefighting activities there. He will be providing a briefing at the State Emergency Response Commission next week, and there will be follow-on discussions in the area committee meetings with respect to the after-action report.

Capt. Culpepper provided a brief summary that there was a fire aboard the ship that was likely to have occurred in one or more of the lithium-ion battery segments. The CO2 installed system extinguished the fire in the cargo hold, but two days later a second fire occurred in the second cargo hold. There was no CO2 firefighting system left, so they did boundary cooling. The fire died on its own due to lack of oxygen, or it burned through the entirety of its energy. They had the vessel eventually pull in to Dutch Harbor to effect repairs and render safe the cargo holds. 49 days later they sent the ship on its intended destination of San Diego in a safer fashion than it was when it arrived into U.S. waters. It was a fantastic response that ended with zero injuries overall.

ADEC – Ytamar Rodriguez

- The central region is fully staffed, and all positions are filled.

- The central region received a new PCN that is currently out for recruitment. This vacant environmental program specialist IV position is currently being recruited in all offices located in the central region and is on Workplace Alaska.
- The Spill Prevention and Response Program (SPAR) is pleased to announce new Acting Director Teresa Melville.
- Graham Wood has returned as a Prevention, Preparedness, and Response (PPR) program manager.
- Emma Pokon was confirmed by the legislature as ADEC's official commissioner designee moving forward.
- Regarding outreach and training, ADEC recently completed a Zender Environmental Group training which was supported by the PPR program. This program is a training opportunity to train unemployed or underemployed rural Alaskans in a variety of environmental topics.
- In January, PPR partnered with the Kenai Peninsula Borough on a trucking related hazmat response multiagency tabletop exercise. This tabletop exercise brought borough responders together to successfully walk through a hypothetical release scenario.
- Central region staff attended CISPRI cultural resources trainings and are working with CISPRI to attend additional training exercises this summer.
- In terms of Cook Inlet related Contingency Plan updates, a new plan was submitted for tankers in Cook Inlet. The Crowley Government Services tanker plan is in the final stages of review. This plan will be used for tankers exiting the Crowley Government Services tank farm at the Port of Alaska.
- PPR has been routinely reviewing spot charter amendments from Delta Western, North American Fuels, Marathon, and occasionally Crowley for one-time vessel voyages on their approved C Plans.
- PPR has participated in spill response exercises around Cook Inlet.
- In recent months, PPR has done inspections around Cook Inlet at Marathon's KPL terminal on both Crowley and Marathon tankers as well as an inspection with the railroad with both Marathon and Petro Star at the Port of Alaska.
- Inspections are scheduled for additional facilities in Cook Inlet, Anchorage, and on the Peninsula this spring, and PPR has inspections happening in Kodiak next week.
- Exercises:
 - Hilcorp will be having a spill response exercise for their Cook Inlet exploration plan on April 17th and the 18th.
 - Marathon's Cook Inlet vessel plan will have an exercise this summer.
 - Various other facility exercises are being planned, such as U.S. Coast Guard Kodiak and Matanuska Electric Association.
- In regards to notable spill responses, Cook Inlet Energy produced a water spill in January, and PPR provided oversight for the clean up of an approximately 3,000-gallon discharge of produced water that contained crude oil from a Cook Inlet Energy crude oil production facility on the west side of Cook Inlet near the south end of Trading Bay. The spill from packing of an injection pump that failed was confined to the gravel pad under and around the building and piping runs. The cleanup has been determined to be adequate until spring when further testing can be completed.

Ytamar Rodrigues provided further information regarding the M/V GENIUS STAR XI. The vessel released CO2 onboard fire suppression on the No. 1 cargo hold, and the fire was believed to be extinguished. The Coast Guard command center was notified of another potential fire aboard the vessel in their No. 2 cargo hold. The vessel cargo was lithium-ion batteries, and the Coast Guard initially instructed the vessel to continue to Dutch Harbor where it maintained two miles offshore with a safety zone around the vessel. A unified command was established consisting of the U.S. Coast Guard, ADEC, with Gallagher Marine Systems representing the responsible party. Upon conducting a preliminary assessment of the vessel's condition, the unified command directed the vessel to anchor in a place of refuge in Broad Bay near Dutch Harbor. On January 30th, 2024, the vessel docked in Dutch Harbor to facilitate resealing of the cargo and provide a safer environment for response operations before it continues its voyage. A technical group of advisors assisted the response by developing recommendations for opening the cargo hatch and conducting inspections of the cargo. The USCG Pacific Strike Team conducted air monitoring on the vessel and in the community throughout the duration of the response. The vessel departed Dutch Harbor on its way to its original location on February 12th, 2024.

Paul Shadura asked about the rural training for emergency responders. Ytamar Rodrigues stated that the intensive training includes about 15 students. It includes classroom time the first day, and then hands-on training the second day. The training prepares the students for getting an idea of what emergency response involves, including emergency training, hazardous materials response, and other skills like learning how to drive forklifts, et cetera. It doesn't include the full breadth of what it would take to become fully trained, but it gives students an introduction and prepares them if they would like to pursue further studies. He also believes the trainees are given certification at the end of the training.

Walt Sonen asked if the trainees are from communities that ADEC has provided with a conex full of response equipment. Ytamar stated that because they have no control over where the students come from, it's really hard to say if they are all representative of each of those locations where ADEC maintains those conexes. They try to attract students from centralized locations in near contact to other villages.

Walt Sonen remarked that the conexes are fixed, and oil spills can happen anywhere. Nobody can really attack an oil spill unless they have a little bit of equipment. Mr. Rodrigues agreed that not having the proper gear presents challenges, but what they can do is coordinate moving some of the equipment from the conexes to nearby villages as needed. Walt further asked if ADEC makes any attempt to go to the villages where these conexes are in place to teach local people about the conexes, what's in them, and how to respond. Ytamar Rodrigues stated that ADEC has contracts where each of the conexes are located so people have access to the gear and know how to use it. As far as he is aware, ADEC does not send staff to those locations to train people. In most instances where there is a spill, ADEC will have SPAR staff respond, and they will be coordinating how to use all the gear if needed.

National Oceanic and Atmospheric Administration (NOAA) – Liza Sanden

Liza Sanden introduced herself by stating that she serves as both the scientific support coordinator and the regional preparedness coordinator. Her primary duties are to serve as a science advisor to the Coast Guard during responses, and she supports both EPA and ADEC as necessary. The regional preparedness coordinator position does add an all-hazard focus, so she's looking at where to build that out as the program is new to Alaska. This program comes out of NOAA'S Disaster Response Center in Alabama that was developed for hurricane response, so it's looking at the coastal impacts of natural disasters that may or may not be pollution related.

Liza's first few months on the job turned out to be incredibly busy with incidents including the M/V GENIUS STAR XI, responses from North Slope pipelines, the tank farm spill at Kwigillingok, and a day where 13 mostly pleasure craft boats sunk in the Juneau harbor due to snow events.

Last month NOAA held both a Science of Oil Spill and Science of Chemical Release course in Mobile, Alabama. They had participants from Alaska and expect Alaska participants for the same classes scheduled in Seattle later this spring. NOAA is discussing the logistics and practicalities of offering the Science of Oil Spill course in Alaska in 2025 or 2026.

Next week NOAA is teaching a virtual Shoreline Cleanup and Assessment Techniques (SCAT) course for the Pacific region. It will be a three-day online classroom course followed up by a one-day in-person field course to complete the instruction. That one-day event will be scheduled later this summer. There is a total enrollment of 115 participants for the virtual class, and 55 are from Alaska.

The GENIUS STAR XI event did trigger a last-minute addition to the Science of Chemical Release course to discuss the atmospheric or vapor hazards that can result from a lithium-ion battery thermal runaway event. They are working with and will continue working with some of the lithium battery experts from EPA and other agencies to build out guidance and ability to advise during these types of events and planning for them as well.

The Alaska Sea Grant is requesting proposals to support specific marine debris removal activities in Alaska coastal areas. Through funding provided by NOAA Marine Debris Program, Alaska Sea Grant is providing small grants directly to communities to support marine shoreline debris removal efforts. A total of \$2 million will be made available to support community-led projects. The maximum amount of funding to be provided for each project is \$200,000, and they anticipate funding 10 or more projects. There is no match required for this funding. The eligible applicants include Alaska-based municipal and borough governments, tribal governments, organizations, K-12 schools, private business, and individuals. The deadline for application is May 28th, and there is an informational webinar that will be held on April 10th at 11:00.

Paul Shadura asked if, during the GENIUS STAR XI incident, there were interactions with any marine mammals that the National Marine Fisheries Services has oversight of. Liza Sanden stated that there were none because there was not a release that occurred near shore or in U.S. waters.

Paul Shadura asked if the Kwigillingok spill affected any navigable waters where marine mammals might be moving in and out. Liza Sanden stated that the USCG has completed an emergency consultation for endangered species. There are several marine mammals that do utilize that part of Kuskokwim Bay. They have been consulting with Alaska Department of Fish & Game on impacts to fish as well as NOAA Fisheries for impacts to the federally related fish and essential fish habitat. At this time there is no diesel that has moved into the waters. It is still on shore.

- **CIRCAC Member or Public Comment**

No members of the public came forward to provide public comment.

*****PRESENTATIONS ON RELATED ACTIVITIES*****

- **Alaska Department of Environmental Conservation (ADEC) – Commissioner Emma Pokon**

Commissioner Pokon introduced herself to directors and provided her educational and career background with the State of Alaska.

Commissioner Pokon shared that there may be some regulations packages on the horizon, one being the Article 1 regulations in the SPAR chapters. Article 4 is what ADEC worked on a couple years ago regarding contents of the C Plans. Article 1 is the substantive standards where there is a lot of material that's adopted by reference, which may be industry standards or federal regulations, and a lot of what they currently have adopted by reference are out-of-date versions. She would like to see ADEC make progress on getting those updated in the SPAR division.

Mr. Munger thanked Commissioner Pokon for attending this meeting. He remarked that the Council recently wrote a letter to the governor regarding staffing shortfalls within ADEC, and he is disappointed they didn't get a response. He asked for Commissioner Pokon's perspective on the overall staffing of the ADEC and if there is any additional funding for staffing. Commissioner Pokon feels they are fine with funding, and the division received general fund appropriations that are now part of the operating budget on an ongoing basis. She gave credit to Director Teresa Melville for getting a more accurate view of what the Oil and Hazardous Substance Release Prevention and Response Fund looks like. The most current projections show the balance at \$18M, and it's projected to be \$14M a few years out. Commissioner Pokon noted there was a decrease, but investment income on the account is not reflected in future years, and there are also some significant settlements on the horizon.

Commissioner Pokon stated that she wants ADEC to be a good place for staff to work, and she wants people to stay for a long period of time. Toward that end, they have seized on the opportunity for telework, they host summer picnics and all-staff meetings, and they offer employee recognition awards. These contribute to a sense of community and a sense of family at the agency that can help with retention.

Robert Peterkin is encouraged by the commissioner's background and experience. He noted that ADEC is in a battle with industry taking their qualified staff, and private industry generally pays more than the State of Alaska does. CIRCAC is advocating for enough funding for ADEC to be able to pay their people well enough to keep them. Commissioner Pokon agreed that it can be tough to compete with industry dollars.

Bob Flint commented that over the last three years it seems like the amount of training drills for industry has decreased. He asked if ADEC will be pushing for more of that. Commissioner Pokon was unable to comment without first consulting staff to hear their recommendations and receive a factual foundation if there has been a decline in the number of drills.

Bob Flint remarked that there are programs within ADEC where they don't get a lot of bang for the buck. He asked if she was looking at whole programs in terms of which ones have the most effect. Commissioner Pokon stated that she is not looking to make big changes or have disruptions at the agency, but she will continue with evaluations and getting data points that will help inform her perspective.

Bob Flint noted that taking primacy hasn't helped ADEC's overall budget. Commissioner Pokon stated that she is in the midst of advocating for additional federal funding for those primacy programs. There is a consensus among the DEC commissioners nationally that the federal government should be making more of an investment in the primacy programs.

Paul Shadura asked how Commissioner Pokon feels about being able to staff and do the updated monitoring for clean water, pollutant elimination permits. Commissioner Pokon stated that during her tenure at ADEC, they have had resources for the compliance and enforcement team to do work to support the Alaska Pollutant Discharge Elimination System (APDES) permitting. She doesn't currently have any pending requests for additional resources in the Division of Water. There had been dialogue around additional positions for the 404 Program, were they to pursue assumption of that program, but she did not put that proposal forward to the legislature this session. She thinks there are distinct advantages to having the state implement federal programs, but she recognizes there is a cost associated with that. That was a dialogue they had with the legislature two years ago about whether the \$5M for the 404 Program at the state was a wise investment, and the legislature did not support it at that time.

Carla Stanley asked if she could lose her job in the next administration because she is a political appointee. Commissioner Pokon stated that her position is at the pleasure of the governor, and that could change with a change in administration.

- ***Marathon Update – Captain Marc Bayer***

Mr. Munger acknowledged Capt. Bayer's contributions to CIRCAC and highlighted his exemplary approach to maritime safety. Without Capt. Bayer's contributions, the Cook Inlet Harbor Safety Committee wouldn't be the success that it is today.

Capt. Bayer opened his presentation with a safety message: Don't ignore the signals. He stated that Marathon's leadership philosophy revolves around safety and integrity. He stated that it's not just integrity of the system, but it's personal integrity and how they manage their business and communicate with the community. It's really about not ignoring the signals and not ignoring what they see around them. He shared personal stories about times when Marathon responded when they saw basic signals.

Tools to ensure success:

- Identify opportunities
- Don't ignore signals
- Slow down to speed up
- Avoid "tradition unhampered by progress."

Operational Success:

- We execute the mission one time the first time
- We are true to our priorities:
 1. Safe, reliable marine transportation
 2. Safety of personnel and property
 3. Environmental stewardship
 4. Best practices
- We do not ignore signals
- We are proactive identifying trends and mentoring learning.

Marathon Petroleum Corporation:

- More than 135 years of history in the energy business
- No. 16 on the 2023 Fortune 500
- Headquartered in Findlay, Ohio
- Geographically and strategically aligned operations across refining, midstream, and retail marketing
- Industry leader emphasizing environmental responsibility characterized by safe and reliable operations
- Owns the general partner of MPLX LP.

Global Marine Operation:

- Commercial Group – Capt. Bayer’s team is made up of a commercial group, and that group is chartering ships in to move product and chartering those same ships out in the market to others to move product. Whether they are chartering in or out, they have the same standard globally.
- Marine Operations Group – Jeff Brue’s team has technical responsibility for the national port captain network. They also have the responsibility for anything they bring in to manage that ship/shore interface. Marathon owns four tankers: OHIO, LOUISIANA, WEST VIRGINIA, and TEXAS. They also have a joint venture with one of the largest articulated tug barges in the world.

Marine Assurance Group:

- Looks at every single vessel that touches the Marathon enterprise worldwide. They also inspect vessels worldwide to make sure that they know the ship owners, and they ascertain that they are operated within all the global rules and regulations.

Port Captains:

- Safety and efficiency
- Boots on deck
- Stakeholder engagement – RCAC, Harbor Safety Committee
- Marine Assurance – vessel/terminal inspections
- Pre-arrival communications
- Interface between vessel and terminal
- Local subject matter expert
- Incident response and management.

Alaska Captain Paul Mehler:

- Past Captain of the Port Western Alaska
- Ice Week – AVTEC Seward
- Cook Inlet Harbor Safety Committee chairman
- Pre-winter meeting/post hotwash
- Local stakeholder engagement – CIRCAC
- Ice Guidelines – conditions Alpha and Bravo
- Anchorage – Former Port Commissioner
- Valdez/Prince William Sound.

Marathon Controlled Vessels

MTH owned:

- OHIO
- WEST VIRGINIA
- TEXAS
- LOUISIANA

Crowley JV:

- LEGACY 750-1
- LEGEND 750-2
- LIBERTY 750-3

Time Charter:

- AMERICAN ENDURANCE
- Six marine tankers

Kenai tug:

- KATE FRANCES

Routes:

60. vessels

- Domestic: USG, USWC, USAC, Great Lakes
- International: Asia, Europe, Middle East, South America, and Africa. Capt. Bayer noted that there has been a lot of piracy around Africa, so they are very aware of their ship routing. West Africa is an emerging market.

Cargos:

- Clean products
- Crude
- Asphalt
- Heavy fuel oils
- LPG
- Renewables
- Petcoke (PH)

250 million barrels moved in 2023 – 23 million for Alaska.

Paul Shadura asked if Marathon was considering utilizing the Arctic route. Capt. Bayer stated that they are not considering it. Paul also noted that LNG wasn't listed under cargos, and Capt. Bayer stated that Marathon is not involved with LNG on the water.

High-Risk Area (HRA) Operations

- Time and voyage charters
- Insurance – war risk
- Geopolitical risk assessment and intelligence review:
 - Control risk, Dryad, MPC
 - Bimonthly call – control risk.
- Vessel monitoring and voyage planning:
 - Transit-specific risk assessment
 - Enhanced reporting
 - Minimize time in HRA.

- High Risk Areas:
 - Middle East
 - Libya
 - Black Sea
 - West Africa.
- Marine Assurance:
 - Approval conditions of specific high-risk zones
 - BMP5 industry standards
 - Drills and exercises.

Walt Sonen asked what the connection was between Crowley and Seabulk. Capt. Bayer stated that they are competitors, and he believes Crowley is exiting the petroleum sector and going into wind energy. Seabulk is very good at managing vessels, and Seabulk and Crowley formed a joint venture to manage both companies' vessels called Fairwater. He suggested inviting Chris Peterson from Crowley to address the council after the merger is official.

- **Maritime Ice Guidelines – Captain Paul Mehler**

Mr. Munger introduced Capt. Mehler as the Alaska Port Captain with Marathon Petroleum. Capt. Mehler oversees the tanker operations in Cook Inlet and Prince William Sound, and his former position was Captain of the Port in Western Alaska for the USCG. Capt. Mehler was instrumental when CIRCAC conducted the Cook Inlet Navigational Risk Assessment, and as a result of that assessment, there were a number of recommendations to improve navigation, one of them being the formation of the Harbor Safety Committee. Capt. Mehler was integral in helping stand up that committee.

Highlights of 2023/2024:

1. Improved communication between pilots, masters, port captains, and tug captains sharing environmental conditions
2. NOAA – more “mariner specific” information to assist forecasters
3. Mooring iPads were a big improvement
4. Mooring computer screen for on-deck crews
5. Ice camera at LNG dock
6. Continue use of KATE FRANCES as an ice scout in Alpha
7. SWAPA – increased input on transit conditions to NOAA and industry
8. Ice overflights captured valuable information.

2023/2024 Cook Inlet Ice Guidelines:

Lower Cook Inlet South of 60 degrees 45’N latitude (East – West Forelands)

300 or greater (old Phase 2) would be broken down into two sections, A and B. (B will build on A)

- A) Ice present with no immediate impact to mooring
 - a) Engines, critical machinery remain in standby
 - b) Extra mooring lines available.

- B) Ice present with ice threatening the integrity of moorings
 - a) Tug assist, immediate vicinity
 - b) Ice scout, operational
 - c) Underway watch bridge and engine room
 - d) Engine critical machinery running

- e) 4 kts flood, all transfers shutdown (based on SWAPA tide book – NOAA Tesoro Pier)
- f) 5 kts, hoses disconnected.

Tug and Barge – Lower Cook Inlet:

Lower Cook Inlet (Lower Cook Inlet A and B). (B builds on A)

- A. Ice present with no immediate impact to mooring
 - a) Engines, critical machinery remain in standby
 - b) Extra mooring lines available.
- B. Ice present with ice threatening the integrity of moorings
 - a) Tug assist
 - b) Ice scout
 - c) Underway watch
 - d) Engine running
 - e) 4 kts, flood all transfers shut down
 - f) 5 kts, hoses disconnected.

Marathon KPL Standards

Condition Alpha:

- Engine room:
 - Continuous watch, main engine available in less than 10 minutes
 - Lower sea chest heat via recirculation of cooling water
 - Sea chest steam connected.
- Bridge watch – not required
- Cargo stoppage current greater than 4 knots – not required
- Ice mate – as needed
- Mooring – 16 lines
- Pilot – not required
- Tug – yes
- Ice scout – tug actively scouting as needed, CISPRI vessel standing by in area
- Tank washing – no (case by case). COW, okay.

Condition Bravo:

- Engine room – same as Alpha
- Bridge watch – continuous – deck officer, master, and/or pilot on bridge
- Pilot – on bridge during flood current
- Crew – deck officer/master on bridge
- Cargo stoppage flood current greater than 4 knots – yes
- Flood current greater than 5 knots – disconnect cargo hoses and prepare to tend gangway and mooring rope/wire release
- Ice mate – yes
- Mooring – 16 lines
- Pilot – minimum of 1 on board always, will be increased as conditions change
- Tug – yes
- Ice scout – CISPRI vessel actively scouting at the direction of the bridge team
- Tank washing – no. COW, okay.

Capt. Mehler thanked CIRCAC for the ice cameras and noted that they used them probably this year more than ever. The captains have learned to truly rely on the system. He appreciated Vinnie's quick response whenever there is a problem with a camera.

2023/2024 Lessons Learned:

- Alpha turned on 1/24, turned off 4/1
- Bravo turned on 1/31, turned off 2/9
- Mooring computer – new iPads
- Ice on vessels – sea spray
- Bravo more than KPL
- Role of ice scout
- Overflight limits
- Cameras – no upgrades this year
- Barge current limits
- Hotwash in May 2024 – Anticipate a rewrite of the Ice Guidelines.

Walt Sonen asked if the overflights were manned. Capt. Mehler stated that they are manned, and they have asked CISPRI to manage the overflights for them. He and Todd Paxton have talked about drones in the future noting that availability and range are limiting factors. He stated that aircraft work great. Capt. Mehler will share the actual area they fly with Vinnie to share with directors.

Carla Stanley asked if there are satellites that can see the ice through the clouds and if one could be stationed above Cook Inlet. Capt. Mehler shared that this question came up at a pre-winter meeting where he learned that NOAA said there are, but they have a very difficult time using the resources they have to see through bad visibility to detect the condition of the ice. Overflights are much more precise. Now they are using NOAA's reporting criteria on a checklist, and Marathon is sharing that with the NOAA ice desk, and they are sharing what their mariners are encountering.

Vinnie Catalano added that the satellite NOAA uses passes by about every three days, and if the weather is such that it can't see through the clouds, it's a dead day for observations. That was one of the issues that spawned the Ice Monitoring Camera Network. Ice thickness varies from day to day and week to week. Shore fast ice is a big issue. Sue Saupe stated that there are satellites that can see through clouds using synthetic aperture radar, but with past satellites off-line the coverage is inconsistent and it would be prohibitively expensive to focus on a small area with a geo-stationary sensor.

Sue Saupe asked if there was anyone tracking the larger and thicker ice chunks. Capt. Mehler stated that they are not tracking, but they are communicating about the ice when they encounter it, and they share the information with NOAA. He likes the idea of tracking and suggested he broach the subject during a hotwash with the operators.

Paul Shadura discussed the tracking of tanker oil spills since the '70s noting that sometimes it's mechanical error, but statistically human error is a greater cause. Since 1989, industry has changed dramatically, but does Marathon agree that spills are usually caused by human error? Capt. Mehler noted that the tracking up through 2023 shows a downward trend of spill incidents, but he does agree that at the end of the day, it's probably operator error. With the procedures, policies, and practices that are in place, the numbers are very low and continue to get lower.

Due to a mechanical malfunction at the meeting location, the remainder of the day's reports were abbreviated to allow for an early adjournment.

- **Hilcorp Annual Operation Summary for Cook Inlet – Dan Marlowe and Maniksaq Baumgartner**

Hilcorp Alaska Overview

- 1,500 employees – 200 in Cook Inlet
- 4 drill rigs in Cook Inlet Basin
- 3 drill rigs on the North Slope
- 22 Cook Inlet Basin wells drilled in 2022
- 18 Cook Inlet Basin wells drilled in 2023

2024 Plans and Drilling Program

Kenai and Cook Inlet:

- Natural gas development and exploration
- Drilling full time onshore
- New drilling offshore
- Coil tubing intervention, E-line intervention, and workovers
- Infrastructure and integrity.

Other Activities

- HEA - \$250,000 grant from Alaska Energy Authority's Renewable Energy Fund:
 - Structural assessment of old platforms for wind turbine feasibility
 - LiDAR deployment to assess wind resource
 - Hilcorp logistical support, data sharing.
- Oil Renewable Power Company (ORPC) - \$3M Department of Energy grant to conduct a tidal demonstration project
 - Competition for larger \$30M grant.
- Decommissioning, plug, and abandonment
 - 2024 onshore activity roughly in line with 2023.

Paul Shadura asked if the information about plugging each one of the wells is available to the public. Dan Marlowe stated that most all of the well work in Alaska goes through the Alaska Oil and Gas Conservation Commission (AOGCC) for approval, and it's in their filing system.

Walt Sonen asked how many wells there are on a single platform. Dan Marlowe stated that the most he has seen on a single platform in the Inlet is 36.

- **Special Recognition Presentations**

CIRCAC Years of Service

Pres. Fandrei presented the following service awards:

- James McHale – public PROPS member – 10 years
- John Williams – director – 15 years
- Molly McCammon – former director and current public member EMC – 20 years
- Dr. Richard Prentki – 30 years

2023 Volunteer of the Year

- Walt Sonen

2. EXECUTIVE COMMITTEE REPORT

President Fandrei reported that the Executive Committee met once since last board of directors meeting. Key items from that meeting are as follows:

- Alongside the Audit Committee, reviewed and approved the banking recommendations for CIRCAC accounts and associated amendments to Personnel Policy No. 20, Money Transactions, in order to renew their banking system to get it more in line with the needs of the organization.
- Received numerous updates from staff on matters pertaining to conferences, events, CIRCAC elections, industry and funding, annual financial audit, appointments, projects, regulations, and more.
- Pres. Fandrei thanked fellow committee members John Williams, Deric Marcorelle, Robert Peterkin, and Grace Merkes for their hard work this year.

- **Review of 2024 Operating Budget and Statement of Financial Position through March 1, 2024**

Cassandra Johnson reported that 17 percent of the year has gone by, and finances are tracking well. They purchased a new admin laptop, which explains why the computer hardware off site has been used at 100 percent.

3. EXECUTIVE DIRECTOR'S REPORT

Mr. Munger reported as follows:

- Staff was tasked at the last meeting with compiling a chart of director and organizational insurances, which was completed and sent to directors.
- Staff were directed to obtain an explanation of the NOAA estoppel clause in OPA 90 Section 5002. Per counsel Kristine Schmidt, there is a no-suits clause in the same section of OPA 90.
- Monitoring the state legislative session for anything that would affect CIRCAC or the crude oil industry. Nothing seems to be pending at the moment.
- Received an appropriation from Senator Murkowski's office.

Mr. Munger referenced the letter staff was asked to write to the administration regarding the issues with ADEC, and he once again expressed his disappointment in not receiving a reply from Governor Dunleavy, but he did note that they received a response from Senator Stevens who acknowledged and shared CIRCAC's concerns.

4. STAFF REPORTS – STATUS OF PROGRAMS & PROJECTS

- **Administration – Maddie Jamora**

Please review the staff report in the packet and feel free to contact her with any questions.

- **Environmental Monitoring Committee**

Susan Saupe directed the board to her written staff report in the packet and spoke on a few items as follows:

- She submitted a proposal to Senator Murkowski for Congressionally directed funding. This request was based in part on previous requests submitted for nearshore kelp habitat mapping, but this request tied it to working with the mariculture industry to develop response strategies for oil spills.
- Recently returned from a seaweed genetics class in Juneau and recommends inviting someone from the industry to come present at the CIRCAC meeting in Kodiak.
- The new field skiff is still in the works, but will be finished this year.
- **Prevention, Response, Operations, and Safety (PROPS) Committee**

Vinnie Catalano highlighted the following from his written report:

Hilcorp Annual Drill

- April 17 and 18, and Vinnie will be attending that drill.

Harbor Safety Committee

- Thank you to Capt. Bayer and Capt. Mehler. Without their efforts and contributions, the Harbor Safety Committee would not be the organization it has become.
- Next meeting is April 26th.

- **Protocol Control Committee**

Unable to hear due to mechanical issue in the meeting venue. Please reference the written report and feel free to contact Vinnie Catalano with any questions.

- **Public Outreach Committee**

Shaylon Cochran reported the following for Public Outreach:

- Anyone interested in joining the Scholarship committee, please contact Shaylon Cochran.

5. CALENDAR AND MISCELLANEOUS

- International Oil Spill Conference, May 13 – 16, 2024 – New Orleans
- Next CIRCAC Board Meeting – September 6, 2024 – Kodiak

*******CLOSING COMMENTS*******

Michael Opheim shared that there was a lot packed into a short period of time. He always enjoys the presentations and learns a lot. Appreciate staff putting this all together.

Walt Sonen thanked everyone for the 2023 Volunteer of the Year Award. Good presentations and enjoyed the meeting.

Bob Flint felt it was a good meeting, and it was good to have the full contingent of the ADEC here along with the commissioner.

Paul Shadura felt it was refreshing to have a commissioner from ADEC who seemed to be very relaxed and was not afraid to say she didn't have the answer. He hopes that relationship continues in the future. Good reports. He thanked staff for setting everything up.

Deric Marcorelle enjoyed the meeting and the good presentations. He also likes the new ADEC commissioner.

Scott Arndt felt the presentations were great. He always enjoys hearing from Marathon. It was good to have Hilcorp here. ADEC was great, and he is encouraged that maybe they will work on their mission a little bit instead of some of the other things that they like get into.

Robert Peterkin is impressed with the new commissioner of the ADEC. It was nice to hear her say she doesn't have an agenda. She seemed really attentive to CIRCAC. The fact that she came here was really nice, and the whole meeting was good.

Carla Stanley agreed with everyone's comments about the ADEC commissioner.

Dr. Richard Prentki also enjoyed hearing the ADEC presentations. He worked with ADEC folks for longer than 30 years, and he was impressed today.

Cassandra Johnson agreed it was a good meeting.

Maddie Jamora passed along a message from Jim McHale wherein he said thank you for the recognition on his behalf, and it's indeed an honor and privilege to serve with this worthwhile organization. Maddie thanked the exofficios, presenters, and everyone making the time to be here and online. She pointed out the wooden name tags with the logo and asked directors to feel free to wear them at events they attend.

Sue Saupe said thank you and good meeting.

Shaylon Cochran thanked everybody.

Candice Elias felt it was a good meeting, and she thanked everyone for taking her calls.

Mr. Munger was also impressed by the presenters today. He is optimistically encouraged that the new commissioner will be good for ADEC. He was very happy that Marc Bayer took the time to come up here, and he was very appreciative. He also said it was good to see Hilcorp again. He thanked everyone for their support. He also thanked the staff for putting the meeting together and for all the great work they do.

Gary Fandrei appreciated everybody's help in putting these meetings together.

Vinnie Catalano congratulated Dick and John and Molly because those are big milestones, and he is glad to have them in the organization. A big thank you to Walt because he is an integral part of PROPS and is very appreciated.

Robert Peterkin moved to adjourn, seconded by Paul Shadura. Hearing no objection, the motion passed, and the meeting adjourned at 1:28 p.m.