Marinas Interagency Coordinating Committee (MIACC) & Anti-Fouling Strategies Workgroup (AFSWG)

Notes from July 28, 2022 Online Meeting

Hosted by the State Water Resources Control Board and California Coastal Commission

Please Note: The following meeting notes are paraphrased. The opinions expressed by Committee members, presenters, or any other participant who speaks or otherwise expresses an opinion at a meeting do not necessarily reflect the official policy or position of the State Water Resources Control Board, California Coastal Commission, or Marinas Interagency Coordinating Committee and Anti-Fouling Strategies Workgroup. Meetings of this Committee and Workgroup provide an open forum where all participants are invited to share their input and opinions with mutual respect for other participants.

1. Introductions and Announcements

Coordinators:

Michael Hanks[1] **–** Nonpoint Source Program, State Water Resources Control Board

Vanessa Metz[2] **–** Coastal Water Quality Program, California Coastal Commission

Participants and Affiliations:

- Chantal Alatorre – Los Angeles County Dept. of Beaches and Harbors
- Björn Alvén – Drive-In Boatwash
- Colin Anderson – American Chemet Corporation
- Tony Anderson – Aramark
- Barbara Baginska – San Francisco Regional Water Board
- Stephanie Bauer – Port of San Diego
- Carina Bjerner – Drive-In Boatwash/Rentunder AB
- Neal Blossom – American Chemet Corporation
- John Bowlin – Seacoat
- Kate Buckley – Wood PLC
- Annabelle Burruss – Port of San Diego
- Vicki Caldwell – State Lands Commission
- Cristian Centeno – Port of Los Angeles
- Bryce Corlett – Moffatt & Nichol

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- Natasha Dunn – San Francisco Estuary Partnership
- Rikki Erikson – California Marine Sanctuary Foundation
- Michael Hanks – State Water Board
- Jim Haussner – California Marine Affairs and Navigation Conference
- Raymond Hiemstra – Orange County Coastkeeper
- Karen Holman – Port of San Diego
- Grace Kato – CA State Lands Commission
- Andrew Kershen – CA State Lands Commission
- Sue Keydel – U.S. Environmental Protection Agency
- Tiffany Ko – CA State Lands Commission
- Oskar Lindroth – Drive-In Boatwash
- Christopher Marquis – Los Angeles Regional Water Board
- Vivian Matuk – CA State Parks & California Coastal Commission
- Vanessa Metz – CA Coastal Commission
- Raya Nedelcheva – CA State Lands Commission
- Carl Nettleton – Nettleton Strategies
- Ashley Parks – Southern California Coastal Water Research Project (SCCWRP)
- Katie Payne – Ethalpy
- Ryan Pessah – Western Wood Preservers Institute
- Matt Peterson – Fast Bottom Hull Diving & California Professional Divers Association
- Brenda –
- Michael Quill – Los Angeles Waterkeeper
- Chris Scianni – CA State Lands Commission
- Barry Snyder – Amec Earth & Environmental
- Chris Stransky – Wood PLC
- Maral Tashjian – Los Angeles County Dept. of Beaches and Harbors
- Georgia Tunioli – Santa Monica Bay Foundation
- Melissa Vargas – CalRecycle
- Peter von Langen – Central Coast Regional Water Board
- Elisha Wakefield – Los Angeles Regional Water Board
- Tracey Weiss – O'Neill Sea Odyssey & California Marine Sanctuary Foundation
- Jerry Xu – San Francisco Regional Water Board

Participant Updates and Announcements:

[Vivian Matuk]: Four episodes of Dockside Podcasts have been published to share clean and safe boating practices, with over 640 downloads so far. The podcast was developed by the San Francisco Estuary Partnership, the CA Boating Clean and Green Program, and the CA State Parks Boating Safety Unit.

[Vivian Matuk]: There are two upcoming free Marine Flare Collection events to collect unwanted or expired marine flares and smoke signals from the public. The Orange County event will be on August 27 at the Dana Point Harbor. The LA County event will be on September 10 from 9 a.m. to 1 p.m. at Newmark's Yacht Centre.

[Vivian Matuk]: A Boater Sewage Disposal Survey Report is available.

Action Items:

Notes, presentations, and materials from this meeting will be posted on the Coastal Commission's Marinas and Recreational Boating webpage, under the heading '**Archive of Meeting Notes & Presentations**' – 2022, July.

2. Presentation on Blue Waters Alliance

Speaker:

- **Rikki Eriksen, PhD.**[3] – California Marine Sanctuary Foundation, Director of Marine Programs

Purpose:

Provide an overview of the Blue Waters Alliance, a voluntary, non-regulatory alliance to improve coastal water quality at harbors and marinas through sustainable financing, pollution prevention equipment, and training.

Background:

As the boating industry is exploding, harbors and marinas are trying to meet basic demands on their properties. With limited staff and funding, environmental protection is often low on the priority list. A more streamlined support scheme as well as secure funding is needed. This presentation will provide an overview of the alliance, its activities, and its goals. We request input and feedback from attendees, and in particular suggestions on marine industry companies to approach to attain funding to launch projects in California.

Materials:

Overview of Blue Waters Alliance (PPT) - Eriksen - MIACC July 2022

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Notes on Presentation:

This is a voluntary non-regulatory alliance of harbors, marinas, state and federal agencies, NGOs, the marine industry, and boaters. The goal is to assist harbors and marinas to improve water quality by providing sustainable financing, pollution prevention equipment, and training. The alliance also aims to increase awareness of water quality problems, solutions, and tools.

Water quality in harbors and marinas is deteriorating at the same time the marine industry is expanding. Pollutants are not only generated at the marina, but also from upland sources. A variety of pollution prevention equipment is needed in marinas, including for sewage and bilge water pump-out, fueling clean-up, trash skimmers, storm drain filters, and stormwater management Green Infrastructure. The Alliance plans to test storm drain filters and trash skimmers as marine debris prevention and removal equipment in several harbors. They are seeking 1-2 additional sites to receive and test this equipment.

Harbormasters may lack time, funding, staffing, and expertise to apply for grants to improve water quality. Alliance partners can help with funding, technical assistance, partnerships, clout, and expertise. Partners include the National Marine Sanctuaries, Ocean Conservancy, Clean Marine Program, National Marine Manufacturing Association, Bay Foundation, Heal the Bay, and industry leaders.

The next steps are to obtain $40,000 for business and strategy development, create an advisory team, identify industry partners for funding, and develop criteria and process. MIACC participants were asked if we know of potential industry funders, if there are other major partners missing, if there are funding sources you don't have time to apply for, and what is the biggest obstacle at your site to improving water quality?

Discussion:

[Jim Haussner]: Are there any studies that show that the marine industry is really expanding and water quality in marinas is deteriorating?

[Rikki Eriksen]: Coastal water quality in California is deteriorating as identified in the condition reports of the Sanctuaries for different sanctuaries along the coast, and yes there is some data from individual harbors that water quality is declining, while in other places it is improving. Since marinas sit at the bottleneck before delivery to the Pacific Ocean, marinas and waterfront areas are often ideal locations to capture pollutants prior to their delivery to the ocean.

[Michael Quill]: There is a lot of sewage pollution in marinas, and the problem is increasing. We need to find ways to change people's behaviors. It would be good for industry to help pay for it.

[Rikki Eriksen]: Maybe we should focus on capacity and training in certain areas to start.

[Georgia Tunioli]: Sewage is a huge issue in the bay area; they've gathered data from boaters.

[Vivian Matuk]: There was a statewide survey done in 2020-2021; see the Boater Sewage Disposal Survey Report.

[Matt Peterson]: Hull cleaners working in the water are affected by sewage discharges.

[Maral Tashjian]: Is there overlap with the Clean Marine Program?

[Rikki Eriksen]: They are partners in the Alliance, but the Alliance is not recreating or overlapping the Clean Marine Program.

3. Presentation on Shelter Island Yacht Basin TMDL and Results of Hull Cleaning Pause

Speaker:

- **Karen Holman**[4] – Port of San Diego, Director of Environmental Protection

Purpose:

Discuss findings from water quality testing during a temporary hull cleaning pause.

Background:

The Shelter Island Yacht Basin is an area in San Diego Bay where copper levels exceed the water quality standard, and a Total Maximum Daily Load (TMDL) regulatory directive has been issued to reduce copper in the basin. The two primary sources of copper have been identified as passive leaching from the copper-based antifouling paints from recreational boats in the basin, as well as the in-water hull cleaning of these vessels. This presentation will give an overview of a recent study that evaluated copper levels in the water while hull cleaning was paused for eight weeks, and will discuss the Port of San Diego's copper reduction efforts and next steps for this TMDL from a regulated party's perspective.

Materials:

Shelter Island TMDL Hull-Cleaning Pause (PPT) - Holman - MIACC July 2022

Notes on Presentation:

Shelter Island Yacht Basin's copper TMDL, adopted in 2005, calls for a 76% copper reduction by 2022. The TMDL states that copper-based anti-fouling paint (both passive leaching and in-water hull cleaning) is the primary source of copper. They've been monitoring copper loading and changes in paint use over time since 2012. (In the graph, "aged" paint is greater than 3-years old.) But they found a disconnect between copper levels and loading over time.

A temporary pause (almost 2 months) of in-water hull-cleaning was implemented to get data. During the pause they conducted daily dock-walks to verify that cleaning did not occur, and they sampled water quality at stations in the inner, middle, and outer basins. They hoped to see copper loading going down, but in general, there was not a significant difference between pre-pause and post-pause copper levels. Copper levels did not achieve water quality standards at

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most of the sampling stations (19 of 20). There was also a small jump in copper after a tsunami and a storm, but these events did not have a significant impact on copper levels.

They concluded that changes in the dissolved copper concentration due to the pause of in-water hull cleaning was minor, and passive leaching from copper-based hull paints has a more significant impact on copper loading. So they don't think that changes to in-water hull-cleaning will be needed. They are still accepting comments on the draft technical report *Hull Cleaning Pause Water Quality Monitoring Technical Report, June 2022*; the report will be finalized and posted by the end of August.

The end of the TMDL is approaching (target Dec. 2022). Copper paint remains the paint of choice for boaters, and is legal to use. Non-copper paint use remains limited. The Dept. of Pesticide Regulation (DPR) continues to transition to requiring antifouling paints with lower leach rates, and there is a potential that copper loads may be reduced further after the TMDL.

Discussion:

[Raymond Hiemstra]: Region 8 is working on Newport Bay copper TMDL. Will the focus be on reducing copper in paint, as these results show that boat hull cleaning doesn't impact copper levels much?

[Karen Holman]: Yes, boat cleaning changes are not a panacea. We need to talk to DPR and discuss what to do about paints, as hull-cleaning was not as significant an impact on copper loadings as we had thought. There wasn't a rush to start cleaning hulls again after the pause of in-water hull-cleaning, so maybe we just didn't see a change in copper loading yet because of that. This study tested in the water column, not the sediment.

[Colin Anderson]: Were most paints old, and maybe that's why there were not higher copper levels post-pause?

[Karen Holman]: We're tracking how many boats are newly painted, and it's not true that they mostly have older paint.

[Barry Snyder]: Maybe the fouling acted as a barrier to leaching during the pause?

[Karen Holman]: That could be. Other areas may have results different from Shelter Island.

[Karen Holman]: We need to meet with the Regional Water Board, as we've addressed all of the TMDL sources now, to ask them about uncontrollable sources (such as legal copper paints) in the TMDL.

[Matt Peterson]: I can share the results of the hull-cleaning pause study with 2,500 professional hull cleaners.

4. Meeting Wrap-Up

Coordinator:

- **Michael Hanks** – Nonpoint Source Program, State Water Resources Control Board

Discussion:

[Raymond Hiemstra]: We need longer than 1 hour for these meetings.

[Mike Hanks]: Agreed, we will have a longer meeting at our next meeting in December (date to be decided). We're looking for ideas for future topics and meeting locations for the December meeting. Previous suggestions included focusing the meeting on locations other than southern California.

~ End ~

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