

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

Thursday, September 28, 2017

CAL/EPA Building – 14th Floor, Room 1410

1001 “I” Street, Sacramento

9:00 AM - 12:00 PM

To attend in person: Please arrive at the CAL/EPA Building by 08:50 AM to allow time to sign in and get a badge on the first floor.

To join the meeting online

You can join by dialing one of the access numbers below:

Mobile: tel://1-877-820-7831,*,295302#

Web Meeting: <https://stateofcaswrcbweb.centurylinkccc.com/CenturylinkWeb/ChrisMonary>

Primary Access Number: 1-877-820-7831

Guest Passcode: 295302

Hosted by: State Water Resources Control Board

1. Introductions and Announcements		9:00 – 9:20am (20mins)
Speaker(s):	Michael Hanks —Nonpoint Source Program, State Water Resources Control Board	
Purpose:	<ul style="list-style-type: none"> Take attendance (please be prepared to introduce yourself and your affiliation) Announcements and updates from participants 	
Attachments:	Final April 2016 meeting Agenda & Notes	
ATTENDANCE: (listed in alphabetical order)	In Person: <ul style="list-style-type: none"> Aniela Burant, Department of Pesticide Regulation (DPR) Andrea Leon, San Francisco Health Department, Haz. Materials & Pollution Prevention Barbara Heinsch, CalRecycle Eben Schwartz, California Coastal Commission (Speaker) Kathy O'Brian, Brd. Dir. Clean Marina Program/Sun Harbor Marina Virginia St. Jean, SF Health Dept., Haz. Materials & Pollution Prevention Jeanie Mascia, State Water Resources Control Board (SWRBC)-NPS Michael Hanks, SWRCB-NPS Michael Tripp, LA Co Dept. Beaches & Harbors (Speaker) Rolf Schottle, Amec Foster Wheeler Tamara Doan, CCC 	On Phone: <ul style="list-style-type: none"> Chris Scianni, State Lands Commission (Speaker) Holly Wyer, OPC/Resources Agency Karen Nager(Sp?), Amec Foster Wheeler Kelly Tait, Port of San Diego Kimberly Wilson, USEPA (Speaker) James (Jim) Haussener, CMAT?/ CA Marine Affairs and Navigation Conference Matt Peterson, Ca Prof. Divers Assn. Melissa Salinas, DTSC Michelle Bowman, Amec Foster Wheeler Neil Blossom(?), American Chemet Sue Keydel, USEPA Stephanie Bauer, Port of San Diego Vivian Matuk, California State Parks Division of Boating & Waterways, & CCC Ray Heimstra, Orange Co CoastKeepers Xuyang Zhang, CDPR
Announcements:	Vivian: The Division of Boating and Waterways Now Accepting Applications for Clean Vessel Act Education and Outreach Grants: Proposals must be received by the division prior to October 13, 2017. Application instructions, requirements and guidelines are available on the DBW's website at: http://dbw.parks.ca.gov/cvagrants CCC: COASTAL CLEAN UP DAY is Saturday September 16th – you can participate	

almost anywhere in the state, be it at the ocean, or in a river or creek!

Check out what's happening in your neighborhood here:

<https://www.coastal.ca.gov/publiced/ccd/cleanup/#/map>

Questions & Communications from the summer:

Michelle Bowman, AMEC: Port of LA – "...one of the more frequently asked questions by both marinas and boaters is, "What do we do with expired flares?" ... "

– What's happening at your Marina/Harbor to safely dispose of these materials?

Vivian (w/Virginia & Michelle): Recent ad-hoc working group between Div of Boating, Dept Toxic Substances Control (DTSC), Cal Recycle & SF Dept of Health to research what policies/programs were in place. Result: State doesn't have consistent policy/system for disposal of expired flares; Only 2 County Household Hazardous Waste (HHW) centers in State will accept expired flares (Alameda & Santa Cruz); because classified as low explosives (1.2s & 1.3s): and collection/transportation requires State, Federal & local permits, materials can only be processed outside of the State, at 3 EPA approved incineration facilities in Utah, Louisiana, & Texas. California HHW cannot have spent flares incinerated here due to our Air Board/AQ regulations (among other regs)—so all collected flares are shipped out of state (which is expensive/requires DOT permits/etc). DTSC classifies flares as a hazardous material, which includes nitrates, magnesium, strontium, etc. Due to this research/coordination effort, Cal Recycle decided to issue a few grants for a few jurisdictions over the state; the Bay Area Counties group received one of the grants & are working on a pilot project to collect expired flares. Limitations are: resources (\$), need to get permit. Options for boaters not in one of these counties (Alameda & SC) that are accepting the flares, is to 1) contact TDSC directly, or 2) check with a Certified Unified Program Agency (CUPA). Continue to raise awareness, and to put pressure on the State to develop a solution (consistent policy/program for flare disposal). Not easy – when they conducted a national survey; none of the states in the nation have a program in place. So the question is: Where are the flares going at this point?! Marinas are finding them abandoned in their facilities, or put in trash (end up in landfills).

Q&A:

VSJ: SFHD just hired new inspector w/a lot of experience, Billy Puk, a lot of safety & extremely expensive to dispose of as explosives, ~same cost for 5 vs. a whole drum; can't be stored, so it has to be put on truck same day as they came in.

VM: Ongoing discussions with DTSC/Antonio Becker; proposing a bill to create a program (possible to combine with fireworks), possibility to have a 'disposal' fee with the purchase.

VSJ/VM: Looking at non explosive flares, 2 new LED flares, Sirius (Signal SOS Distress Light), and _?_, around \$100 ea sold online & by West Marine; also have call line to set up to coordinate drop offs. Reusable flares are cheaper in the long run and have multiple uses. Ongoing promotion of LED flares & marketing at marinas & harbors; these have been approved by Coast Guard; but still have to dispose of all the flares still in circulation in CA.

VM: will share marketing &

TCD: More info on issue/LED flares in CCC's Factsheet on the [Disposal of Marine Pyrotechnic Flares](#) on Marinas and Recreational Boating Workgroup web page.

Other announcements/Discussion:

Anelia Burant CDPR: Reminder that the new regs for Cu-Antifouling paints go into effect 7/2018; Leach Rate Cap = 9.5um/cm2/day; Voluntary removal of paint products from shelves is ongoing now, but every product over that rate will have their registration canceled, and will be mandatorily removed from stores or paint shops after July; currently going through the registered products now; there still seems to be a lot of confusion around this rate cap, so AB is offering her contact info for outreach

	<p>materials or presentations, and so folks can ask her questions: Aniela.Burant@cdpr.ca.gov</p> <p>Chris Scianni CSLC: The Commercial Ship Bio-fouling Management Regulations presented at last meeting have now been approved; will go into effect on Sunday Oct 1, 2017 (See presentation from April 2, 2017 meeting in Archive on CCC's M&RB web page for details).</p> <p>Vivian Matuk: On December 6th – Vivian will be leading the annual Clean Boating Network meeting/workshop at Vallejo Yacht Club, including monitoring report & new Boater Pump-out App; also – Div Boating will discuss the new Cal Boater Cards being required, & Abandoned Vessel Program.</p>
Speaker Notes:	<p>Hanks, Michael@Waterboards Michael.Hanks@waterboards.ca.gov</p> <p>Doan, Tamara@Coastal tcdoan@coastal.ca.gov</p> <p><i>Note: All materials from this meeting will be posted on the on the CCC web page for the Marinas and Recreational Boating Workgroup, and found under the heading 'Archive of Meeting Notes & Presentations' – 2017, April.</i></p>
Action Items	<i>All finalized minutes and materials are posted in MIACC Archive for future access</i>

2. Creative Solutions to the Marine Debris Challenge in California		9:20 – 9:50am (30mins)
Speaker(s):	Eben Schwartz – Marine Debris Program Manager, California Coastal Commission	
Purpose:	To provide an overview and update on marine debris issues and activities underway in California, including California Coastal Cleanup Day and the current efforts to revise and update the California Ocean Protection Council's Ocean Litter Strategy.	
Background:	The Coastal Commission has been the long-time lead agency on California Coastal Cleanup Day, and has been an active participant in various statewide working groups looking for creative solutions to the marine debris challenge.	
Attachments:	PPT: Coastal Cleanup Day and Marine Debris Actions in California	
Meeting Notes:	<p>Eben Schwartz: Marine Debris & Why it matters.</p> <p>PPT Takeaway notes:</p> <ul style="list-style-type: none"> ○ Marine Debris refers to whole world of products manufactured/used, but really has come to mean “plastics”; ○ Over the last 70 years, we traded cleaning for throw away products, now a significant issue resulting in massive Gyres of trash in world's oceans, massive garbage, shorelines 7 creeks; issue that folks are now moving away due to the harm caused; ○ AVG 4.8-million metric tons, or 18-billion pounds, enter the world's oceans annually (1-Garbage truck dumping every minute of the day for the entire year); the Federal definition id on slide 4; found everywhere on earth; ○ ~20% originates from ocean-based sources (vessels/fishing); balance comes from land; ○ Vessel/Fishing debris like nets do continue to ‘fish’ – called “Ghost Fishing” and causes extreme harm and loss of wildlife as a direct result (e.g., Puget Sound, >200 species & 10s of thousands of individuals lost to Ghost nets); ○ Majority of impact comes from land-based sources (see slides 7-10), majority of ‘everyday’ stuff – food packaging, bottles, cups etc; ○ Obvious economic impacts: ieg., damage to vessels caused by marine debris fouling (nearly 500M\$/yr) in this state alone; tourist economy (ex; Orange Co losing ~34M\$/yr due to impacts of marine debris, ‘dirty beaches’; ○ Impacts to human health, not just the impacts of the debris themselves, but also to toxins that leach out of the plastics to the environment, as well as toxins that are absorbed by the plastics in the marine environment – which then return to 	

- humans via the food chain;
- Toxic aspects include consumption of particles, *fish & shellfish eaters beware*: e.g., avid lovers of *shellfish* are ingesting up to 11K particles of plastic annually (most pass through);
 - Harm to wildlife due to both entanglement and ingesting resulting in the loss of 100Ks of animals annually – e.g., we lose 100 marine mammals annually in North Pacific alone due to marine debris; 36% of stranded sea-turtles in Australia die due to ingestion/entanglement in marine debris;
 - Ecosystem wide impacts, e.g., Hawaiian Island impacts
- In Response – we have Coastal Clean Up Day
- >30 years of program building constituency of volunteers that don't want to see this go on;
 - **2017** First estimates say: >58K Volunteers, >624# trash; 12K folks brought their own collection bucket vs being handed a 'plastic trash bag' to collect trash, ~200K fewer plastic bags used (see slide 17);
 - Program stats since 1985 1.5M volunteers (slide 17);
 - We are part of International Coastal Clean Up (organized by Ocean Conservancy, Washington DC): >100 countries, 45/50 US states participate; California alone accounts for 10-15% of the world wide effort, w 88 Counties participating, achieved through partnerships with local organizations;
- California Boating facilities – working Vivian Matuk who started the effort 4-5 years ago to reach out to the boating facilities in California:
- Clean up efforts held at privately yacht clubs, new participants, and access to privately held beaches at these facilities;
 - 61 boating facilities joined this year (in room, Cathy O'Brian, from Sun Harbor Marina, San Diego), including representing a huge increase from last year (w/34 locations); use of 166 vessels
- California State & Local Initiatives – now taking proactive steps in California to prevent new plastics getting to our beaches:
- Local Plastic Bag Bans/fees have been implemented for last 8 years;
 - Now have a statewide plastic bag ban that went into effect last November (passed in 2014)
 - Ex: 1st ban started in SFBay 2008; which represented 9.6% of all trash collected in CA, 6% in 2012; now 3% in 2017;
 - Smoke Free Beach initiatives implemented since 2005 in Salona Beach, moving north... Examples of success:
 - only 4 miles of LA Co beach left where you can smoke on the beach;
 - Santa Monica showed 59% reduction of cigarette butts on beach in 4 years (no enforcement body as of yet, currently falls to lifeguards);
 - Pending State Parks bans on smoking, etc;
 - >80 municipalities have an expanded ban on Polystyrene (i.e., Styrofoam) most often seen as food ware (cups/to-go packaging/shipping packaging/etc);
 - New Trash amendments, incl new Trash regulations under Statewide Stormwater Permit, stating there must be zero trash in storm water by 2026-30;
 - The CA Ocean Litter Strategy (Ocean Protection Council, 2008) being evaluated & revised to adopt measures for future actions, direct the entire marine debris community for the next 5-10 years (to go to OPC for approval in Jan 2018);
 - "Curve of waste" is increasing: Use of Plastics is rising, while recovery (recycling) remains at ~25% (see slide 22); huge need to deal with the plastic waste being created (via source reduction) as we will never be able to '*recycle or way out of the problem*'.

Q&A:

Barbara: Saddened by WQ issues that impact drinking water (e.g., Flint

	<p>Michigan/Soledad Ca, etc) and drive people to bottled drinking water, esp individual use bottles; need to encourage large bottles, filtration systems etc – Industry created problem, promoting bottled water ‘safety’ over municipal water: We have the best drinking in the world (w/few exceptions), so it’s a need created out of fear. Should have promotion of the</p> <p>VSJ?: WB nice if message came from CA Dept of Public Health to spread the message, ex: water officials who think their building water is poor, or resistant to water filters, suspicious of filters removing toxins, etc.</p> <p>Michael Tripp: used ‘water stations’ at recent events to refill water bottles, they were successful; also municipal & airport examples, etc</p> <p>ES: Cal leading the policy, that included of water bottle producer shared-responsibility</p> <p>Jeanie Macia: Good to focus on ‘source control’, but there is always going to have people who won’t do it/won’t change, won’t recycle, etc... How to keep momentum of CCD on a year around basis?: * Idea – ‘Lift/Uber’ style App that connected people to Trash pick-up programs _</p> <p>ES: we have a system – the “CA redemption value”, incentivizes turning in bottles & cans for cash; if we were to expand that to other items we’d create that system (other plastics, even cigarette filters)... Included in the Litter Strategy, lot of room for innovation; w/b interested to see what happens when the SW trash ban.</p> <p>Holly: Re: the link to draft CA Litter strategy – there is a new location on the OPC web site for the Ocean Litter Strategy Update (see below).</p> <p>Cathy: it is difficult to do back to back clean-up events, so consider that when scheduling.</p>
Speaker Notes:	<p>Eben Schwartz has run Marine Debris and Public Outreach programs for the Public Education Program of the California Coastal Commission since 2000. Eben directs California Coastal Cleanup Day, California’s largest volunteer event. Eben also served as the Chair of the California Ocean Protection Council’s Marine Debris Steering Committee when it drafted the first statewide Ocean Litter Strategy, and he currently serves on the planning team for the update of that strategy. Eben also serves as Chair of the West Coast Marine Debris Alliance, formerly part of the West Coast Governors’ Agreement on Ocean Health. Eben recently completed a two-year program as one of the Aspen Institute’s Catto Fellows, designed for emerging leaders in the environment and energy sector. Eben holds a BA from Johns Hopkins University. Eben Schwartz can be reached at: Eben.Schwartz@coastal.ca.gov https://www.coastal.ca.gov/publiced/ccd/cleanup/#/map & www.coastforyou.org</p>
Action Items	<p>To review the draft of the Ocean Protection Council’s updated Ocean Litter Strategy; UPDATED LINK: http://www.opc.ca.gov/2017/09/litter-strategy-update/</p>

3. Clean Marinas Program Update		9:50 – 10:20am (30mins)
Speaker(s):	Kathy OBrien —Clean Marina Board Member, Sun Harbor Marina	
Purpose:	<p>Clean Marinas update about sustained progress as well as expansion of the program. Key points include:</p> <ul style="list-style-type: none"> ▪ Expanding program to include Boat Yards. ▪ Search for an administrator to support the growth. ▪ Inviting industry companies to join the program. ▪ Re-certs and new certifications. 	
Background:	<p>It is the objective of our partnership that all marinas in the state obtain Clean Marinas designation, proudly fly the Clean Marinas burgee and flag, display the Clean Marinas Designation Certificate and window decals. All marinas and yacht clubs are encouraged to participate in the Clean Marinas program. The Best Management Practices are written in a clear and concise manner to assist the marina owners/operators and yacht clubs’ managers in being a Clean Marina.</p>	

3. Clean Marinas Program Update		9:50 – 10:20am (30mins)
Attachments:	PPT: Ride the Wave, Get Clean: Clean Marina's Program	
Meeting Notes:	<p>Kathy O'Brien: Clean Marina's Program Update.</p> <p>PPT Takeaway notes:</p> <ul style="list-style-type: none"> Established 2004, Clean Marina's Program is 100% volunteer run program (Only all-volunteer program); became 501(c)3 in 2009. Members are mostly Marinas, Yacht Clubs & Harbors (from SF to SD in CA), with some industry experts from Marine related industries, and this year they added boat yards; They're [in the marinas] to help address concerns that regulators have re what's happening in the waterways (WQ impacts); as well as to support members, and to communicate the goals/practices for members, and public who use the facilities, to meet the CM Program goals for WQ protection; Certify facilities, and provide program materials for members (see slide 5-7 for details); In 2017, 37 Marinas were recertified, and 4 new were added; Scoresheets were updated (for things like having trash skimmers or participating in CCD or other cleanup events); have new brochure for distribution; revising program website for improved mobile access; adding Boat Yard representative members to the Board of Directors (current BOD Slide 10); & working to expand to Marina Del Rey Dock Master Group; Continue to work with MIACC group and municipalities to expand reach; Trying to identify & secure enough funding for a part time staff position; 2018 kicking off a sponsorship program; <p>Q&A:</p> <p>VM & VSJ: Inform group – that she gave the various factsheets re Marine Vessel Repair from DTSC & Boating & Waterways & Boatyards (incl the 2 from Bay area) were provided to CMP Program; CMP is using these factsheets as they incorporate the Boat Yards into their program. VSJ – Hard to find – so she found them deep on DTSC (Sue Patel) Stripping/Power Washing, etc.</p> <p>TCD: If you can provide the factsheets we can post them on CCC's M&RB web page for this: http://www.dtsc.ca.gov/PollutionPrevention/Marine.cfm; and please provide the MIACC group new website information once it's published.</p> <p>Cathy: CM Program takes the topics from these Fact Sheets & uses them as the topical foundation for the newsletters.</p> <p>VSJ: ask if 'Boat Yards' would be done as a separate certification & Checklist/scorecards etc. CO – Yes, it would have to be completely separate as it's a completely different set of questions (Paul Kaplan).</p> <p>JM: Are there certain environmental sections/criteria, that you find Marinas have a hard time achieving, more than others? And if so: Have you ever considered providing grants to the Marina's to fix those areas of the Marinas to be more environmental friendly (meet program goals)? or that the CM Program has a hard time meeting?</p> <p>KO: For Sun Harbor – they don't have on-site Oil Recycling – don't have space or containment site for oil, but use other facilities that do have them (She would send her tenants to the fuel dock or auto store etc). Also – 'Trash Skimmers' – the grant program that provided skimmers were for a model that doesn't fit in the Sun Harbor facility; competitors do make ones that fit, but can't secure funding for those model (even though she'd get 3-4 of them to meet her needs of flow & size) (KO – will get back to group with grant offer & model of skimmer): Vivian – suggests Cathy contact Michelle (new Marina operator), at Balina(?) Isle Marina, they have a different designed skimmer).</p>	

3. Clean Marinas Program Update		9:50 – 10:20am (30mins)
	<p>VSJ: Re JM's Q: 'Paint Removal process' is challenging for Boat Yards – chemical power washing, collection paint chips/ RO etc; this is an area that would require funding for the proper equipment (Paul Kaplan at Sausalito) – (it's a Point source vs. NPS...?).</p> <p>Matt – California Prof. Divers Assn: Looking at the CM Program guidebook – Re: underwater boat hull cleaning, after >23 yrs, he's never once been asked to review their practices, let alone require any type of certification or education on BMPs etc; would like to see more teeth in the enforcement part of implementation. Cathy: will bring it up at BoD meeting.</p>	
Speaker Notes:	<p>Kathy O'Brien is the General Manager of Sun Harbor Marina in Point Loma CA. She serves as Secretary on the board of Marine Recreation Association as well as a member of the board of Clean Marinas. Clean Marinas is a volunteer non-profit organization of marina industry companies, determined to provide environmentally clean facilities and protect the states' coastal and inland waters from pollution through compliance of best management practices. Kathy Obrien can be reached at: kathy@sun-harbor.com</p>	
Action Items:	<p>Please review the Clean Marinas Program website at: http://www.cleanmarina.org; and you will find their Program Manual of BMPs for Marinas and Yacht Clubs at: http://www.cleanmarina.org/thecleanmanual.html</p>	

10:20 – 10:30 BREAK (10 mins)

4. Marina del Rey Toxic Pollutants TMDL		10:30 – 11:00am (30mins)
Speaker(s):	Michael Tripp —Chief of Planning, Los Angeles County Department of Beaches and Harbors	
Purpose:	To discuss the County's efforts to implement the Marina del Rey Toxic Pollutants Total Maximum Daily Load (TMDL)	
Background:	In 2015, major revisions were approved for Marina del Rey's Toxic Pollutants TMDL. Among these revisions are a requirement that copper loading from copper boat paint be reduced by 85% by 2024, and a requirement that the Marina's sediment be remediated by 2029. These requirements pose an incredibly challenging and expensive challenge for the County and its boaters.	
Attachments:	Marina del Rey Harbor Toxic Pollutants TMDL	
Meeting Notes:	<p>Michael Tripp: MDR Toxics-TMDL Update</p> <p>PPT Takeaway notes:</p> <p>Focus: Toxics/Cu TMDL, State Implementation Policy & Site Specific Objective Study</p> <ul style="list-style-type: none"> ○ MDR TMDLs: 1)Toxics/Cu (whole harbor), 2) Bacteria (back 3 basins), & 3) Trash (whole harbor); ○ Toxics initiated in 2006, revised in 2014: <ul style="list-style-type: none"> ▪ Revision included Cu impairment, and Load Allocation for Cu in water column; ▪ Req. Meet TMDL targets, 85% reduction in water column, by 2024 (3.1ug/L); ▪ Source ID study pointed to passive leaching from hull paints, & Hull Cleaning activities; ○ Achievements to date: <ul style="list-style-type: none"> ▪ Certified as Clean Marina's member ▪ Education & Outreach materials for slip owners, visitors ▪ Sediment stressor study ▪ Completed Oxford Basin project(completed 5/2016) ▪ Completed Stormwater BMPS for 3 parking lots (completed 3/2017) ○ Current efforts: <ul style="list-style-type: none"> ▪ Initiated a Boat Lift program, ~25% of boats in marina <i>could</i> use boatlift to do out-of-water cleaning 	

4. Marina del Rey Toxic Pollutants TMDL	10:30 – 11:00am (30mins)
	<ul style="list-style-type: none"> ▪ Instituted a Hull Cleaning Ordinance ▪ Initiated Non-biocide Paint Pilot Program ▪ Mentor other anchorages ▪ Edu & Outreach <ul style="list-style-type: none"> ○ Site Specific Objective Study, Pilot Project, & Contaminated Sediment Management Plan (submitted 9/2016; SIPP 9/2017) (see slides 20-28 for tech details): <ul style="list-style-type: none"> ▪ Pilot Paint project: 25 boats w/be painted in 6 months (County boats w/b done first; goal=100 vessels total w/in 2 years) <ul style="list-style-type: none"> ▫ Phase 1– focused on anchorage controlled by the County (242 slips) ▫ Phase 2– focused on privately-leased anchorages ▫ Offering incentives to boaters willing to switch to non-biocide paints (~\$6K/ea) ▫ Select different kinds of boats (e.g., rec/leisure sailors, racers, fishing boats, live-a-boards, work vessels) – diff patterns of use will have diff reaction/outcomes w non-Cu/Biocide paints ▫ Project includes water sampling; they can <i>cluster</i> non-biocide painted boats, so they can test for CU entering the water column from ~only these boats ▫ Preparing the Contaminated Sed. Mgnt. Plan, strategy to meet goal (due in 2019; achieve goal by 2029) <p>Q&A:</p> <p>_(female)_ ?: Planning on doing QC on the boats themselves, paint going on to the boats (cleaning strategies, etc), not just what comes off of the boats? MT: Yes, BMPs for Hull Cleaning for Cu painted boats</p> <p>_(female)_ ?: Katie Wolf mentioned: Diff Substrates may have different reactions/leach rates, therefore diff results etc. MT: Yes, planning on diff boat materials; have reviewed SD Studies re paint analysis.</p> <p>Ray H: Boat Yards are they Key to this – had issues getting Boat Yards to do this (had to return \$ intended to paint boats back to funder because they couldn't get BY to use the non-biocide paints on the participant's boats); universal negative reaction from Boat Yards – big issue of liability for them (if non-biocide paint fails).</p> <p>Melissa Salinas, DTSC: Which non-biocide paint w/u be using? MT: Opened to trying any [approved] paint options (epoxy-smooth/porcelain/etc); want to try different paints to see how they work.</p> <p>MS: Who makes the choice? MT: Boater, w/review; selection of choices w/b provided to the boat owner.</p> <p>Stephanie (PoSD): Really key to have communication with Boat Yards & Boaters; from their studies they found it challenging for boaters (refer to hull cleaners & boat yards for advise); they put together info-packets for boat owners providing requirements, & options (w/o product endorsements). MT: Just started the project; but meeting with Boat Yards & MDR WaterKeeper as stakeholders to get their support onnon-Cu paints.</p> <p>JM: Was it the results of the Sediment Stressor ID Study that spurred Site Specific Objective Study? MT: No, the two aren't connected, couple of issues: 1) Cu in water column->SSO Study; while Sediment toxicity different, appears to be a legacy pollutant, this drove the SSID Study to see what was making it toxic; none of the TMDL drivers were making it toxic/appears that it is seasonal (stormflow related) – (pesticides?), and SSID is water column related.</p> <p>_(female)_ ?: Describe further the Hull Cleaning Ordinance. MT: Pretty straight forward: Divers will have to be certified as trained in BMPs to do hull cleaning work in MDR; go to Harbor Master to get ID card allowing you to work in MDR, w/verification on the BMP course, will be anyone, including boat owners... Vivian –</p>

4. Marina del Rey Toxic Pollutants TMDL		10:30 – 11:00am (30mins)
	<p>is tis similar as Port of SD for last few years? Stephanie: In order to get an in-water hull cleaning permit, PoSD requires businesses that clean hulls in SD Bay to have a permit, don't require specific training/certification, but do require a BMP Plan & make sure all the divers at that company are trained in the BMP Plan (don't require private citizens to have certification course). MT: Acknowledged it w/b hard to enforce; thinking about requiring a specific colored 'flag' to be flown so it will be easy to identify certified divers, easy to report to harbor master etc. TCD: Suggested including a ID/Permit # on the colored flags.</p> <p>Matt (CaPDA): Divers permit program w/require certification thru BMP Program... only know of 1 program in State, the "Ca Professional Divers Program" – are there others? MT: No, don't know of another training program but didn't want to name it as there might be others in future; Matt (describes their requirements) – asking details as to the requirements; MT: yes, would need to be similar.</p>	
Speaker Notes:	<p>Michael Tripp is Chief of Planning with the Los Angeles County Department of Beaches and Harbors (DBH). Prior to joining DBH late last year, he worked for 10 years with Los Angeles County's Department of Regional Planning (DRP). He has spent his entire career with the County working in the coastal areas of the Santa Monica Mountains and Marina del Rey. Michael Tripp can be reached at: MTripp@bh.lacounty.gov</p>	
Action Items:	<p>Please review the County of Los Angeles Dept. of Beaches & Harbors Toxics TMDL efforts at: http://beaches.lacounty.gov/toxics-tmdl/</p>	

5. Proposed Interim Decision on Copper Oxides		11:00 – 11:30 (30 mins)
Speaker(s):	<p>Kimberly Wilson—Chemical Review Manager, Antimicrobials Division, Office of Pesticide Programs, U.S. Environmental Protection Agency (EPA)</p>	
Purpose:	<p>To provide information on the ongoing registration review of Copper Compounds, which includes copper antifouling paints and coatings. Kimberly will provide an overview of the registration review process, background on the Copper Compounds case, as well as outline the ecological risk mitigation being proposed for copper antifouling paints and coatings for use on recreational boats.</p>	
Background:	<p>Every 15 years, pesticide active ingredients are re-evaluated for risks to the environment and to human health, incorporating any new information or science regarding its safety and/or usage. The proposed interim decision for Copper & Oxides is pending (expected prior to our meeting) and Kimberly will provide an update with dates for the public comment period. Following the public comment period, the Agency will respond to comments and publish an interim decision.</p>	
Attachments:	<p>Registration Review of Copper Compounds For additional information, visit: http://www.epa.gov/pesticides Docket ID EPA-HQ-OPP-2010-0212</p>	
Meeting Notes:	<p>Kimberly Wilson: EPA Cu Reg/Policy Update (incl. antifouling paints and coatings)</p> <p>PPT Takeaway notes: Focus: Cu Rules/Registration Review</p> <ul style="list-style-type: none"> ○ For additional information, visit: http://www.epa.gov/pesticides ○ Registration Review Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) <ul style="list-style-type: none"> ▪ Pesticides must be reviewed every 15 years ▪ First round of registration review started in Oct. 2007 ▪ 2022 w/b the completion of the review period, and start over ▪ Risk based assessment: Risk = Hazard x Exposure, where: <ul style="list-style-type: none"> ▫ Hazard = how toxic to human/organism health, and ▫ Exposure = how often are they exposed, at what quantities, for what duration, and what are the use sites (changes the risk picture) 	

5. Proposed Interim Decision on Copper Oxides	11:00 – 11:30 (30 mins)
	<ul style="list-style-type: none"> ○ Public Participation in the Registration Review Process (see chart on slide 4); Open Docket (Dockets can be found on regulations.gov), develop a draft & then a final work plan, call in data from registrants, and then Draft a Risk Assessment (RDA) [steps each have a 2-mo public comment period], followed by a Final Risk Assessment & a Proposed Interim decision (PID), and then an Interim or Final Decision (ID): Cu case review is currently at PID status. ○ Copper compound review is underway and currently soliciting comments: Open for public comment till 11/21/17. ○ Cu = Biocide, & this review includes 19 copper compounds, 13 of which have antimicrobial uses (see slide 5 for details) – overwhelmingly used in Agricultural industry ○ >400 registered compounds subject to FIFRA ○ Human Health & Ecological assessments are complete; <ul style="list-style-type: none"> ▪ Human Health: no anticipated systemic toxicity associated with copper exposure from conventional or antimicrobial uses; ▪ Ecological: harm to non-target organisms can be minimized with leach rates under 6.3 µg/cm²/day (specifically for small, saltwater marinas) ○ Copper Proposed Interim Decision (PID) (published last week) recommended for recreational boats under 65 feet, establishing two leach rate caps: <ul style="list-style-type: none"> ▪ Maximum short-term leach rate (1-14 days boat is submerged) ▪ Maximum average daily leach rate (average of weeks 3-5) ○ The database is incomplete for Cu; therefore they called in leach rate data from all registrants to inform the decision Q: Jeanie – what does it mean to call in the leaching data? – Kimberly – they already asked for more data for every registrant for specific method of testing (e.g., biotic lignin model). __?_Q: Re BLM Comment period on the model – offer to follow up. Xuyang Zhang, DPR Qs: In draft risk assessment 5ug/cm²/d but current is 6.3ug/cm²/d – 1) why the change? KW: Suspects influenced from public comment period, comprehensive document should have published on the Docket (OK to reach out to KW for more info). 2) How does the leach cap relate to the two leach rate caps? 6.3 & two different caps? KW: Leach rate was based off a high ‘leacher’; so it may not represent full picture of leach rates evaluated (email Q so she can research it & provide more info). __?_Q: will your data call in re-inform the leach rate caps? KW: Yes, exactly why they asked for more data. Rolf: Maximum short-term rates, is based off of new coating put into the water, and doesn’t address cleaning/post-cleaning etc? KW: yes, it does not include cleaning; understand that Cu emits highest leach rate w/in first 2 weeks of being in the water – so that’s what they’re accounting for. Michelle: What does this mean for recreational vessels above 65’ in length? KW: Concern is for Cu impacting ‘small marinas’; therefore, this rate will be most effective in this environment where 99% of boats w/b encompassed by this rate; did not assess large marinas or large vessels in general. ○ Proposed labeling changes in the PID (scroll to the end for antimicrobial): For those paints not able to be brought under compliance – they’re looking for restrictions to prevent them from being used on smaller boats: <ul style="list-style-type: none"> ▪ Restriction of use for antifoulant coatings not in compliance with future leach rate cap – Antifoulant Coatings and Paints: “<i>Prohibited for use on recreational boats and watercraft under 65 feet in length.</i>” ○ Very interested in getting comments on how this can be improved/more enforceable; regulations/labels etc. ○ Next steps (review flow chart on slide): <ul style="list-style-type: none"> ▪ new data, will evaluate & incorporate this into the final ▪ The Decision has to be completed by 2022

5. Proposed Interim Decision on Copper Oxides		11:00 – 11:30 (30 mins)
	<p>Q&A:</p> <p>Rolf: Cat 1, 2, & 3 paints, for Cat 1 paints it's all below 9.5? Leach rates of paints from CDPR is 9.5 ug, vs. 6.3ug in threshold presented here? is there value in testing multiple paints if the end game is to hit 6.3...studies take a lot of time/expense etc: KW: Teaching data/rates are still being assessed: 6.3 is based on the Risk Assessment, and may not be the final rate; working with registrants to gather as much data as possible; acknowledge California's rate, & will include it.</p> <p>All documents pertaining to the registration review of Copper Compounds (case 4025) can be found at http://www.regulations.gov/, Docket ID EPA-HQ-OPP-2010-0212</p>	
Speaker Notes:	<p>Kimberly is a chemical review manager on the Re-evaluation Team in the Antimicrobials Division. The Re-evaluation Team coordinates the registration review process, facilitating risk assessments and regulatory decisions on the use of pesticides. Kimberly Wilson can be reached at: wilson.kimberly@epa.gov</p>	
Action Items:	<p>Stakeholders are encouraged to provide feedback on mitigation detailed in the document 'Copper Compounds Proposed Interim Registration Review Decision, Cases No. 0636, 0649, 4025, 4026,' especially suggestions on label mitigation language. This document and all regulatory and science documents relating to the Copper Compounds case can be viewed at http://www.regulations.gov in Docket ID EPA-HQ-OPP-2010-0212.</p>	

6. MEETING WRAP-UP		11:30 – 12:00 (30 mins)
Speaker(s):	<p>Jeanie Mascia—Nonpoint Source Program, State Water Resources Control Board & Mike Hanks—Nonpoint Source Program, State Water Resources Control Board & Tamara Doan—Coastal Nonpoint Source Program, CA Coastal Commission</p>	
Purpose:	<p>Open discussion: In addition to recapping the meeting, we would like to follow up on the April meeting discussion regarding alternating the meeting <i>locations</i> to different parts of the state for future meetings (i.e., ~1/year not in Sacramento); esp if it can be associated with the key topic of the meeting. <i>April's Host?</i></p>	
Background:	<p>A quick review of the purpose of the MIACC/AFWG meeting and follow-up actions from this meeting, and to solicit ideas for future meeting topics.</p>	
Meeting Notes:	<p>Mike Hanks: Discussion re meeting timing & location: 1. Possibility of holding meeting in a location other than Sacramento (SoCal or Bay Area), if anyone would want to host the meeting, or good location. <ul style="list-style-type: none"> Michael Tripp, LA Co Beaches: Yes – wb great to have meeting in So Cal, and he/LACoDB&H would be happy to host the meeting: TCD Would there be a obvious site visit/tour etc (walking from meeting room etc) MT: Yes, would be able to do so. (MH & TCD will follow up w/MT) 2. Are there any topics we would like to select for the next meeting (both to learn more about or to present on their activities/research etc)? <ul style="list-style-type: none"> Chris Scianni SLC: there has been a Smithsonian group down in SoCal doing invertebrate/invasive species research – he would like to learn more about what they've been doing. (CS will share contact information) _?_: San Diego Regional WQ Control Board has been doing a lot with the SD Bay "Healthy Watershed/Bay" efforts – possibility of getting them to review for this group? </p>	
Action Items:	<p><i>Please bring your ideas and suggestions of topics & speakers for the Fall 2017 and Spring (~April) & Fall (~Sept) 2018 MIACC/AFWG meetings.</i></p>	

~ End ~

RE: DTSC Factsheet links

Select a fact sheet below for rules, tips, and ways to cut maintenance and cleanup costs.

DTSC result of a 1 to 2 year taskforce of which many boatyards were at the table including Paul Kaplan, Sue Patel (DTSC) and me (and other P2 folks).

- [Boat lifting](#)
- [Pressure Washing](#)
- [Scrapping and sanding](#)
- [Media blasting](#)
- [Stripping](#)
- [Painting](#)
- [Engine repair](#)
- [Storm water management](#)
- [Hazardous waste management](#)

Collaboration with Institute for Research and Technical Assistance

The second grouping is great [*informaiton*], but many of the products that were tested may no longer be on the market or newer and maybe better ones exist now. Katy Wolf (IRTAs) work is extremely thorough and usually was grant funded so many references, super credible.... Her paint testing methods, stripping methods, diver info is really good. That last fact sheet (Diver maintenance) probably still has the Calif Professional Divers Assoc folks up in arms, but I have yet to get a copy of their "certification", so we cannot use any of their Association's work- no regulators have vetted yet and they are very proprietary about their exam.

- [Report: Safer Paint Alternatives](#)
- [Field Data Sheets \(Appendix A\)](#)
- [Material Safety Data Sheets \(Appendix B & C\)](#)
- Fact Sheet: [Alternative Boat Hull Paint Stripping Methods](#)
- Fact Sheet: [Alternatives to Copper Antifouling Paints for Pleasure Craft](#)
- Fact Sheet: [Boatyard Copper Recycling Opportunities](#)
- Fact Sheet: [Diver Maintenance Practices For Nonbiocide Alternative Boat Hull Paints](#)

Collaboration with San Francisco Department of Public Health

The last grouping is my old Pollution Prevention report, which does have a big chapter on Boar Yards. It is now somewhat outdated, especially the products used. Sadly, there is still too much methylene chloride used in strippers at paint yards. Vacuum sanders are by far the best way to remove paint. Where all the waste is disposed of up and down the state..... dried paint chips should all get managed as HW, but I doubt that is happening. Media blasting- all should be using a blast material that disappears (dry ice is the only one) or a media that can be reused. The Soda (basically baking soda) blasting sounds great, but one has to capture the waste water (high pH), filter the solids..... I think Paul Kaplan demo-ed some of these methods with Katy Wolf. I think he probably has a lot to say on the matter. Not sure what he uses these days for paint stripping.

- [Pollution Prevention Toolkit for Maritime Industries](#)
- [Boatyard Chemicals of Concern](#) (this file is WAY obsolete, I have not reviewed the products used for years, and that definitely needs to happen again if anyone has some funding!)