

EXHIBIT F

PRESURVEY NOTIFICATION FORM

Applicant/Permittee's Mailing Address _____ Date: June 12, 2015
Jeffery Harris _____ Jurisdiction: Federal _____ State _____ Both X
Oceaneering International, Inc. _____ If State: Permit #PRC 9176
5004 Railroad Avenue _____ Region: II
Morgan City, LA 70380 _____ Area: Santa Barbara County

GEOPHYSICAL SURVEY PERMIT

Check one: New survey _____ Time extension of a previous survey _____

Oceaneering Int., Inc (Applicant/Permittee) will conduct a geophysical survey offshore California in the survey area outlined on the accompanying navigation chart segment. If you foresee potential interference with commercial fishing or other activities, please contact the person(s) listed below:

FEDERAL WATERS (outside 3 nautical miles)

- 1) Applicant's representative
- 2) Federal representative (e.g., Bureau of Ocean Energy Management [BOEM] or National Science Foundation [NSF])

NOTE: Any comments regarding potential conflicts in Federal waters must be received by the Applicant's Representative and lead Federal agency within ten (10) days of the receipt of this notice.

STATE WATERS (Inside 3 nautical miles)

- 1) Permittee's representative
- 2) CSLC representative

NOTE: Any comments regarding potential conflicts in State waters should be received as soon as possible by the Permittee's representative, no more than fifteen (15) days after the receipt of this notice.

- 1. Expected Date of Operation July 1, 2015 to September 15, 2015
- 2. Hours of Operation 24-Hours Per Day (Reference Attachment V: CSLC Modification Item 7c & 7d)
- 3. Vessel Name Cable Enterprise
- 4. Vessel Official Number IMO 8645806
- 5. Vessel Radio Call Sign 2FOV9
- 6. Vessel Captain's Name Vincenzo Paturzo
- 7. Vessel will monitor Radio Channel(s) 16
- 8. Vessel Navigation System Dynamic Positioning Class II (Kongsberg K-Pos DP-21)

9. Equipment to be used Reference Attachment IV (ROV Equipment Matrix)

- a. Frequency (Hz, kHz) _____
- b. Source level (dB re 1 μ Pa at 1 meter (m) [root mean square (rms)]) _____
- c. Number of beams, across track beamwidth, and along track beamwidth _____

- d. Pulse rate and length _____
- e. Rise time _____
- f. Estimated distances to the 190 dB, 180 dB, and 160 dB re 1 μ Pa (rms) isopleths _____

- g. Deployment depth _____
- h. Tow speed _____
- i. Approximate length of cable tow _____

Applicant's Representative:
Andrew Pita
Project Engineer
ExxonMobil Production Company
832-389-8351

California State Lands Representative
Richard B. Greenwood
Statewide Geophysical Coordinator
200 Oceangate, 12th Floor
Long Beach, CA 90802-4331
(562) 590-5201

BOEM Representative
Joan Barminski
Regional Supervisor
Office of Strategic Resources
770 Paseo Camarillo
Camarillo, CA 93010
(805) 389-7585

Other Federal Representative (if not BOEM):

EXHIBIT G

California State Lands Commission Presurvey Notice Requirements for Permittees to Conduct Geophysical Survey Activities

All parts of the Presurvey Notice must be adequately filled out and submitted to the CSLC staff a minimum of twenty-one (21) calendar days prior to the proposed survey date to ensure adequate review and approval time for CSLC staff. Note that one or more of the items may require the Permittee to plan well in advance in order to obtain the necessary documentation prior to the Notice due date (e.g., permits from other State or Federal entities).

Please use the boxes below to verify that all the required documents are included in the Presurvey Notice. If "No" is checked for any item, please provide an explanation in the space provided. If additional space is needed, please attach separate pages.

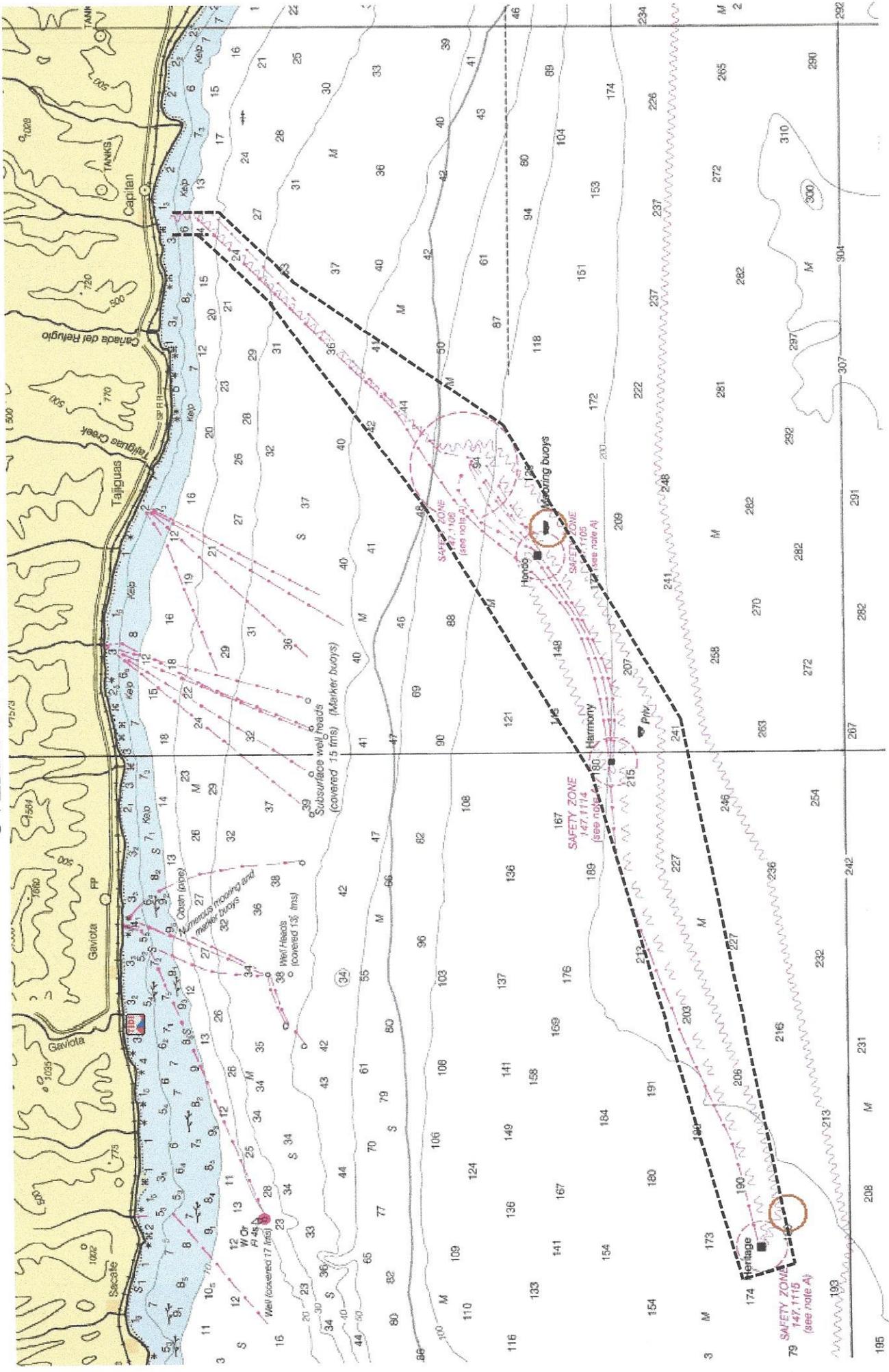
- | Yes | No | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Geophysical Survey Permit Exhibit F |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Survey Location (including a full-sized navigation chart and GPS coordinates for each proposed track line and turning point)
Explanation: <u>Reference Attachment I (ROV Survey- no track lines or turning points)</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Permit(s) or Authorization from other Federal or State agencies (if applicable)
Explanation: <u>Submitted to CSLC (BOEM/BSEE/ACOE/RWQCB/CSLC/CCC/CA DP&R)</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21-Day Written Notice of Survey Operations to Statewide Geophysical Coordinator/ |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | U.S. Coast Guard Local Notice to Mariners/ |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Harbormaster and Dive Shop Notifications
Explanation: <u>Reference Attachment VI</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Marine Wildlife Contingency Plan
Explanation: <u>Reference Attachment II</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Oil Spill Contingency Plan
Explanation: <u>Reference Attachment III</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Verification of California Air Resources Board's Tier 2-Certified Engine Requirement
Explanation: <u>Reference SBC APCD ATC/PTO 14441 and 14442</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Verification of Equipment Service and/or Maintenance (must verify sound output)
Explanation: <u>Reference Attachment V: CSLC Modification Item 5 f</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Permit(s) or Authorization from California Department of Fish and Wildlife for surveys in or affecting Marine Protected Area(s) (if applicable)
Explanation: <u>Not applicable</u> |

NOTE: CSLC staff will also require verification that current biological information was obtained and transmitted as outlined in Section 5 of this permit.

ATTACHMENT I

ROV SURVEY LOCATION

**EXXONMOBIL OFFSHORE POWER SYSTEM RELIABILITY- B PROJECT (OPSRB)
 SURVEY LOCATION (Chart: Santa Cruz Island to Purisma Point # 18721)
 OVERALL WORK AREA**



50'

45'

34°
40'



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - WEST COAST
 CALIFORNIA

SANTA CRUZ ISLAND TO PURISIMA POINT

Mercator Projection
 Scale 1:100,000 at Lat. 34° 25'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)
 AT MEAN LOWER LOW WATER

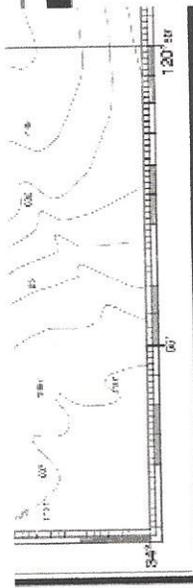
TIDAL INFORMATION

NAME	PLACE	[LAT/LONG]	Height referred to datum of soundings (MLLW)			
			Mean Higher High Water	Mean Higher Low Water	Mean Low Water	Mean Lower Low Water
Point Arguello, CA Bechers Bay, Santa Rosa I		(34°35N/120°39W) (34°01N/120°03W)	feet 5.2	feet 4.5	feet 1.0	feet 1.0
			feet 5.1	feet 4.4		

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Peak-time water levels, tide predictions, and local current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Nov 2008)

825.6 X 1149.3mm



18721

18721

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Santa Cruz Island to Purisima Point

SOUNDINGS IN FATHOMS - SCALE 1:100,000

ATTACHMENT II

ROV MARINE WILDLIFE CONTINGENCY PLAN (MWCP)

MARINE WILDLIFE CONTINGENCY PLAN

Santa Ynez Unit Offshore Power System Reliability - B Project Remotely Operated Vehicle (ROV) Operations

Project No. 1302-2316

Prepared for:

Oceaneering International
5004 Railroad Ave
Morgen City, Louisiana 70380

Prepared by:

Padre Associates, Inc.
369 Pacific Street
San Luis Obispo, California 93401

JUNE 2015



TABLE OF CONTENTS

1.0 INTRODUCTION	1-1
1.1 PURPOSE AND OBJECTIVES.....	1-1
1.2 PROPOSED PROJECT AREA AND SCHEDULE	1-1
2.0 SURVEY EQUIPMENT	2-4
3.0 MARINE WILDLIFE	3-5
3.1 PINNIPED HAUL-OUTS AND ROOKERIES.....	3-8
4.0 MARINE PROTECTED AREAS	4-10
5.0 ONBOARD MONITORING AND IMPACT MINIMIZATION MEASURES	5-12
5.1 PRE-PROJECT NOTIFICATIONS	5-12
5.2 VESSEL TRANSIT	5-12
5.3 FISHING GEAR CLEARANCE	5-13
5.4 ROV ACOUSTIC EQUIPMENT OPERATIONS MONITORING.....	5-13
5.5 ENTANGLEMENT.....	5-14
6.0 RECORDING AND REPORTING PROCEDURES	6-15
6.1 OBSERVATION RECORDING	6-15
6.2 DISTRESSED WILDLIFE RESPONSE.....	6-15
6.3 COLLISION RESPONSE	6-15
6.4 OBSERVATION RECORDING AND MONITORING REPORT	6-16
7.0 REFERENCES	7-17

TABLES

Table 3-1. Abundance Estimates for Marine Mammals and Reptiles of California..	Error!
Bookmark not defined.	
Table 3-2. California Marine Wildlife Species and Periods of Occurrence	Error! Bookmark not defined.
Table 6-1. Wildlife Care Facility Contact Information	6-15
Table 6-2. Collision Contact Information.....	6-16

FIGURES

Figure 1-1. Project Area.....	1-3
Figure 3-1. Pinniped Haul-outs and Rookeries Near the Project Area	3-9
Figure 4-1. Marine Protected Areas Near the Project Areas	4-11

APPENDICES

APPENDIX A:	ROV REQUIRED EQUIPMENT LIST
APPENDIX B:	MARINE WILDLIFE OBSERVER RESUMES

1.0 INTRODUCTION

This Marine Wildlife Contingency Plan (MWCP) has been prepared for Oceaneering International (Oceaneering) for the remotely operated vehicle (ROV) associated operations in support of the ExxonMobil Santa Ynez Unit Offshore Power System Reliability – B Project (Project). This MWCP has been prepared in accordance with the requirements of the California State Lands Commission (CSLC) geophysical and geologic sampling permit within California State waters (PRC 9176). In addition, this MWCP is consistent with the Project Marine Wildlife Monitoring and Contingency Plan (MWMCP) which was prepared in accordance with the applicable mitigation measures included in the Project Mitigated Negative Declaration (MND) Section 3.5 and Environmental Assessment (EA) Sections 2.6 and 2.7.

This MWCP is designed to reduce or eliminate adverse impacts to marine mammal and reptile (marine wildlife) resources within potential project areas. The proposed monitoring and impact minimization measures have been successfully used in agency-approved MWCPs for similar offshore surveys in California marine waters and have been shown to be effective in reducing or eliminating potential impacts to marine wildlife.

1.1 PURPOSE AND OBJECTIVES

ExxonMobil operates the Santa Ynez Unit (SYU) in Santa Barbara County that consists of three offshore platforms in the outer continental shelf (OCS) (Hondo, Harmony and Heritage) and onshore oil and gas processing facilities in Las Flores Canyon (LFC). As a requirement of the SYU expansion that was completed in 1993, all three platforms were supplied electricity through power cables originating at the cogeneration unit in LFC.

The Project involves the retrieval of existing Cables B (or A) and C1 from selected locations and installation of replacement Cables B2 (or A2), F2 and G2. The Project will use a dynamically positioned (DP) cable installation vessel (CIV), the Cable Enterprise, and will not require the use of anchors. Oceaneering will assist ExxonMobil utilizing an ROV to provide seafloor imaging of the pipe retrieval and installation, and to observe Project activities in real time.

1.2 PROPOSED PROJECT AREA AND SCHEDULE

The Project will be located in the waters of the Pacific Ocean offshore of Las Flores Canyon, Santa Barbara. The retrieval and replacement of power cables will occur from Platforms Heritage, Harmony, and Hondo to shore (Figure 1). The three SYU platforms are located five to eight miles off the southern California coast in the Santa Barbara Channel, approximately 25 miles west of the town of Santa Barbara. The pipelines and power cables that connect the platforms with the onshore facilities in LFC are located along a route that starts at the ExxonMobil LFC Processing Facility, goes through a tunnel under Highway 101 to the El Capitan State Beach, buried or in conduits out to about 1000 feet from shore, passes through state waters, enters the OCS and goes to each platform. The offshore areas that will be affected by the project are from the terminus of the cable conduits in about 25 feet of water just offshore of El Capitan State Beach and continuing out to the platforms, along the proposed route. As mentioned above, cable retrieval and installation activities will be conducted with a specialized DP CIV and several support vessels, and will occur for varying periods of time up to 24-hours per day. ROV operations will

occur off of the CIV vessel. The offshore portion of the Project is expected to be conducted starting in July 2015 and is estimated to be completed within about two months, depending on weather and operational conditions.



Figure 1-1. Project Area

2.0 SURVEY EQUIPMENT

Acoustic and non-acoustic equipment will be utilized during the Project operations including the retrieval of existing cables and installation of new power cable. Appendix A – ROV (Remotely Operated Vehicle) Required Equipment List, provides information on the ROV survey equipment to be used by Oceaneering.

Oceaneering will comply with CLSC-approved safety radii for any proposed acoustic equipment. In addition, measures consistent with CSLC-approved MWCPs and shown successful in similar offshore surveys, will be implemented to reduce or eliminate potential impacts to marine wildlife.

3.0 MARINE WILDLIFE

Multiple species of marine turtles, cetaceans (whales, dolphins, and porpoises), pinnipeds (seals and sea lions), and fissipeds (sea otters) have been recorded within California State waters (Table 3.1). Most of the recorded species can occur within the project region, although seasonal abundances of these taxa vary; pinnipeds and some dolphins are year-round residents (Table 3.2). Other species are migratory, such as the gray whale (*Eschrichtius robustus*), or seasonal, such as the blue and humpback whales (*Balaenoptera musculus* and *Megaptera novaeangliae*, respectively) and are more abundant during specific months. Resident, seasonal, and migratory taxa are all expected to occur along the coastline of California.

Table 3-1. Abundance Estimates for Marine Mammals and Reptiles of California

Common Name Scientific Name	Population Estimate	Current Population Trend
REPTILES		
Cryptodira		
Olive Ridley turtle <i>Lepidochelys olivacea</i>	1.1 million (Eastern Tropical Pacific DPS)	Stable
Green turtle <i>Chelonia mydas</i>	20,112 (Eastern Pacific DPS)	Stable
Loggerhead turtle <i>Caretta caretta</i>	7,138 (California)	Decreasing
Leatherback turtle <i>Dermochelys coriacea</i>	361 (California)	Decreasing
MAMMALS		
Mysticeti		
California gray whale <i>Eschrichtius robustus</i>	18,017 (Eastern North Pacific Stock)	Fluctuating annually
Fin whale <i>Balaenoptera physalus</i>	2,589 (California/Oregon/Washington Stock)	Increasing off California
Humpback whale <i>Megaptera novaeangliae</i>	1,876 (California/Oregon/Washington Stock)	Increasing
Blue whale <i>Balaenoptera musculus</i>	1,551 (Eastern North Pacific Stock)	Unable to determine
Minke whale <i>Balaenoptera acutorostrata</i>	202 (California/Oregon/Washington Stock)	No long-term trends suggested
Northern Pacific right whale <i>Eubalaena japonica</i>	31 (based on photo-identification) (Eastern North Pacific Stock)	No long-term trends suggested
Sei whale <i>Balaenoptera borealis</i>	83 (Eastern North Pacific Stock)	No long-term trends suggested
Odontoceti		
Short-beaked common dolphin <i>Delphinus delphis</i>	343,990 (California/Oregon/Washington Stock)	Unable to determine
Long-beaked common dolphin <i>Delphinus capensis</i>	76,224 (California Stock)	Unable to determine
Dall's porpoise <i>Phocoenoides dalli</i>	32,106 (California/Oregon/Washington Stock)	Unable to determine
Pacific white-sided dolphin <i>Lagenorhynchus obliquidens</i>	21,406 (California/Oregon/Washington Northern and Southern Stock)	No long-term trends suggested
Risso's dolphin <i>Grampus griseus</i>	4,913 (California/Oregon/Washington Stock)	No long-term trends suggested

Table 3-1. Abundance Estimates for Marine Mammals and Reptiles of California

Common Name Scientific Name	Population Estimate	Current Population Trend
Short-finned pilot whale <i>Globicephala macrorhynchus</i>	465 (California/Oregon/Washington Stock)	No long-term trends suggested
Baird's beaked whale <i>Berardius bairdii</i>	466 (California, Oregon, Washington)	No long-term trends suggested
Cuvier's beaked whale <i>Ziphius cavirostris</i>	4,481 (California, Oregon, Washington Stock)	No long-term trends suggested
Mesoplodont beaked whales	389 (California, Oregon, Washington)	No long-term trends suggested
Bottlenose dolphin <i>Tursiops truncatus</i>	684 (California/Oregon/Washington Offshore Stock)	No long-term trends suggested
	290 (California Coastal Stock)	No long-term trends suggested
Northern right whale dolphin <i>Lissodelphis borealis</i>	6,019 (California/Oregon/Washington Stock)	No long-term trends suggested
Sperm whale <i>Physeter macrocephalus</i>	751 (California/Oregon/Washington Stock)	No long-term trends suggested
Dwarf sperm whale <i>Kogia sima</i>	Unknown (California, Oregon, Washington)	No long-term trends suggested
Pygmy sperm whale <i>Kogia breviceps</i>	271 (California/Oregon/Washington Stock)	No long-term trends suggested
Killer whale <i>Orcinus orca</i>	162 (Eastern North Pacific Offshore Stock) 354 (West Coast Transients)	No long-term trends suggested
Pinnipedia		
California sea lion <i>Zalophus californianus</i>	153,337 (U.S. Stock)	Unable to determine; increasing in most recent three year period
Northern fur seal <i>Callorhinus ursinus</i>	6,431 (California - San Miguel Island Stock)	Increasing
Guadalupe fur seal <i>Arctocephalus townsendi</i>	3,028 (Mexico Stock) Undetermined in California	Increasing
Northern elephant seal <i>Mirounga angustirostris</i>	74,913 (California Breeding Stock)	Increasing
Pacific harbor seal <i>Phoca vitulina richardsi</i>	26,667 (California Stock)	Stable
Fissipedia		
Southern sea otter <i>Enhydra lutris nereis</i>	2,944**	Unable to determine

Source: Allen, 2011, NMFS, 2015, and USFWS, 2015

* Estimates are based on known data of the population of nesting females for eastern Pacific Distinct Population Segments.

** Estimate provided by USGS, 2014

Table 3-2. Marine Wildlife Species within California and Periods of Occurrence

Family Common Name	Month of Occurrence ⁽¹⁾											
	J	F	M	A	M	J	J	A	S	O	N	D
REPTILES												
Cryptodira												
Olive ridley turtle (T) ⁽²⁾												
Green turtle (T) ⁽²⁾												
Leatherback turtle (E) ⁽²⁾												
Loggerhead turtle (T) ⁽²⁾												
MAMMALS												
Mysticeti												
California gray whale												
Blue whale (E)												
Fin whale (E)												
Humpback whale (E)												
Minke whale												
Sei whale (E)												
Northern right whale (E)												
Odontoceti												
Dall's porpoise												
Short-beaked common dolphin												
Long-beaked common dolphin												
Pacific white-sided dolphin												
Risso's dolphin												
Short-finned pilot whale												
Bottlenose dolphin												
Northern right whale dolphin												
Sperm whale												
Dwarf sperm whale												
Pygmy sperm whale												
Baird's beaked whale												
Cuvier's beaked whale												
Mesoplodont beaked whales												
Killer whale												
Pinnipedia												
Northern fur seal ⁽³⁾												
Guadalupe fur seal												
California sea lion												
Northern elephant seal ⁽⁴⁾												
Pacific harbor seal												
Fissipedia												
Southern sea otter (T) ⁽⁵⁾												

Rare with uniform distribution		Not expected to occur		More likely to occur due to seasonal distribution		Present Year Round	
--------------------------------	---	-----------------------	---	---	---	--------------------	---

Notes:

- (E) Federally listed endangered species.
- (R) Rare species.
- (T) Federally listed threatened species.
- (1) Where seasonal differences occur, individuals may also be found in the “off” season. Also, depending on the species, the numbers of abundant animals present in their “off” season may be greater than the numbers of less common animals in their “on” season.
- (2) Rarely encountered, but may be present year-round. Greatest abundance during July through September.
- (3) Only a small percent occur over continental shelf (except near San Miguel rookery, May-November).
- (4) Common near land during winter breeding season and spring molting season.
- (5) Nearshore only (diving limit 100 feet).

Sources: Bonnell and Dailey, 1993; NMFS, 2015; NMFS, 2014; NCCOS, 2007; and Allen, 2011

3.1 PINNIPED HAUL-OUTS AND ROOKERIES

The proposed ROV survey activities will not occur near any known pinniped haul-out and/or rookeries (Figure 3-1). The closest haul-out/rookery has been recorded to inhabit harbor seals and is approximately 17.1 kilometers (km) [10.6 miles (mi)] east of the survey area.

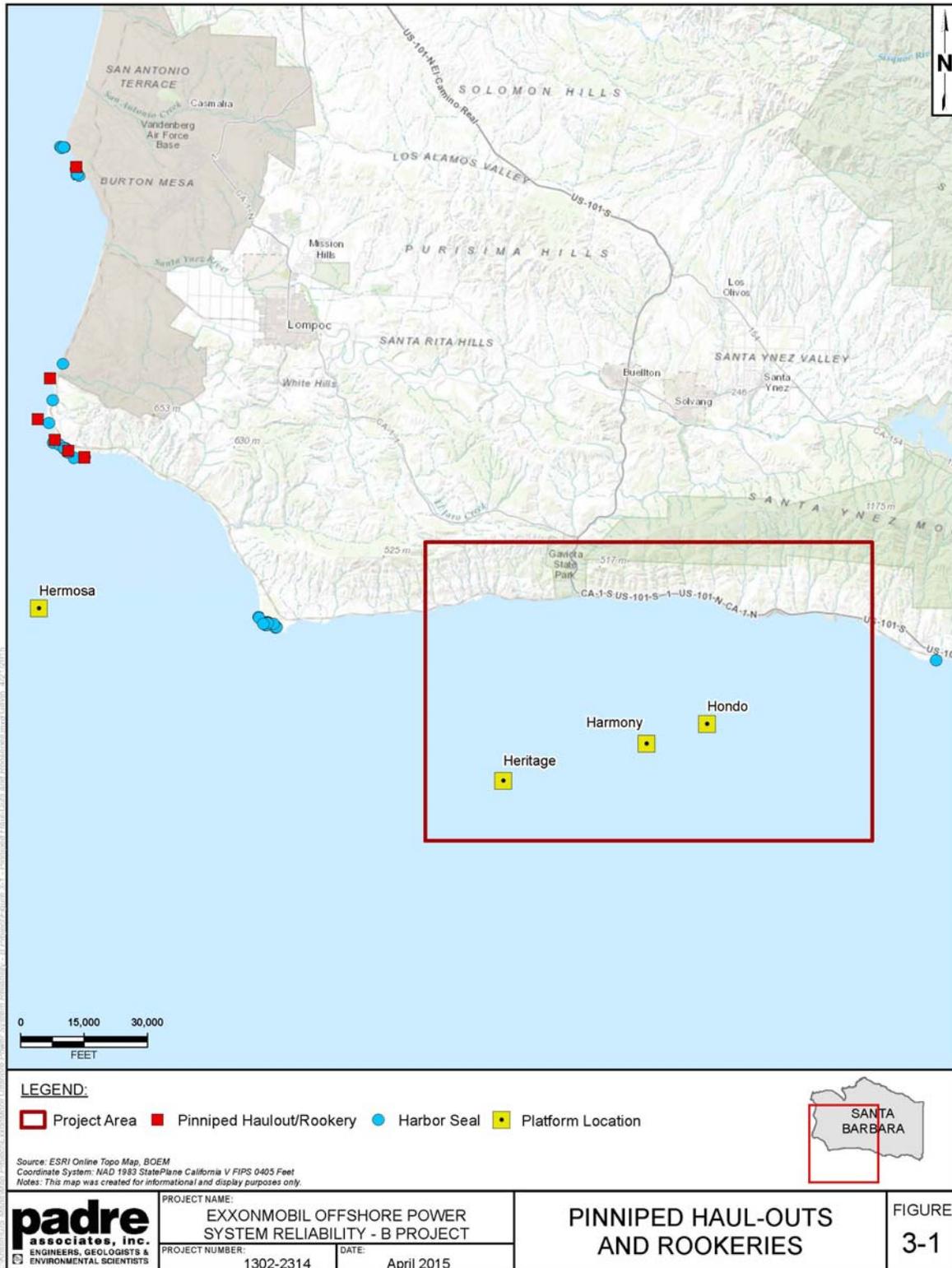


Figure 3-1. Pinniped Haul-outs and Rookeries Near the Project Area

4.0 MARINE PROTECTED AREAS

There are several Marine Protected Areas (MPAs) along the coast of California, each afforded protection under the Marine Life Protection Act by California Department of Fish and Wildlife (CDFW). An MPA does fall within the Project area; however the proposed ROV survey will stay within the cable lay corridor and will not encroach into the designated MPA. The Kashtayit State Marine Conservation Area (SMCA) is the closest MPA, located approximately 9.4 km (5.8 mi) north of the survey area (Figure 4-1).

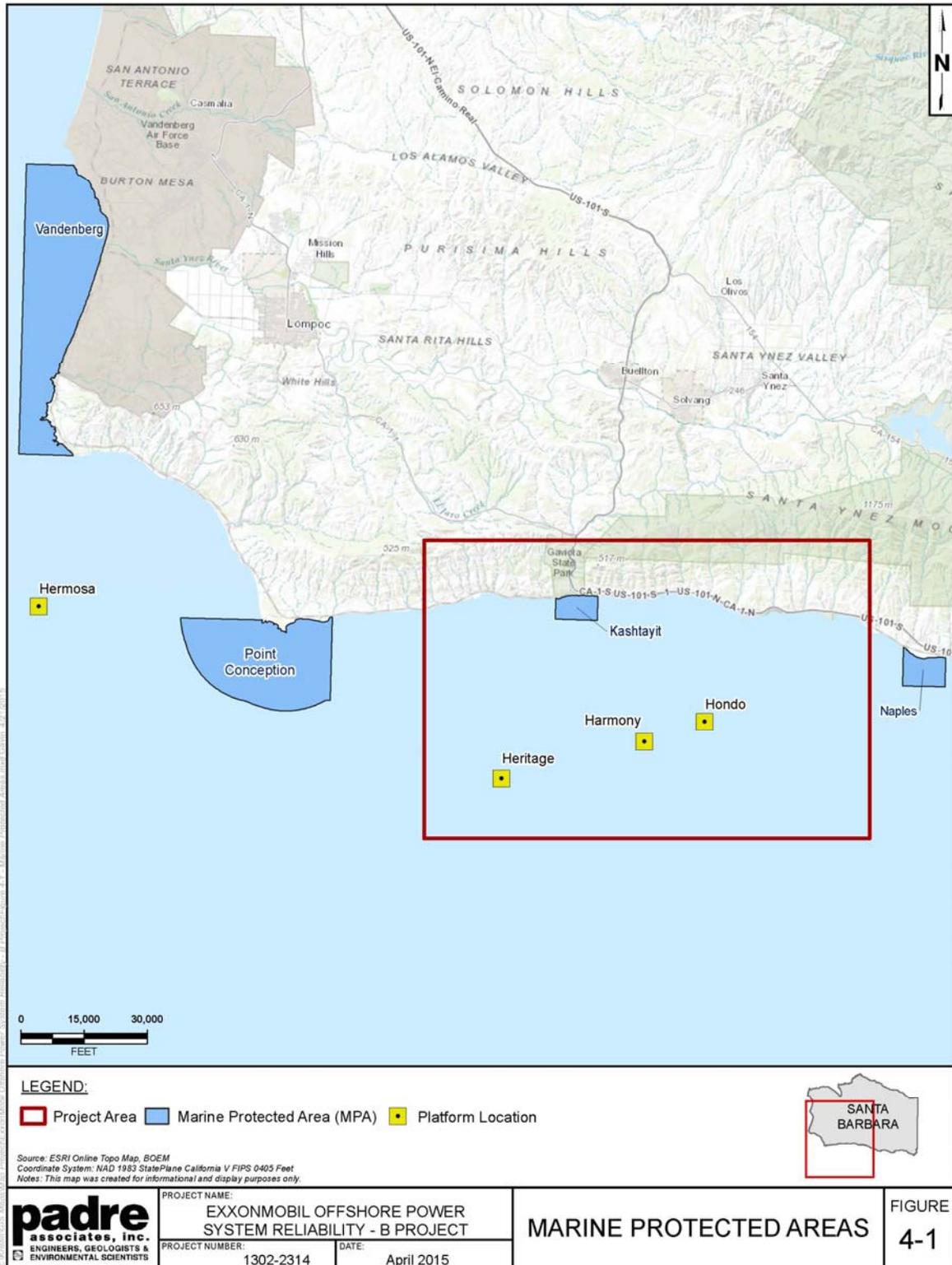


Figure 4-1. Marine Protected Areas Near the Project Areas

5.0 ONBOARD MONITORING AND IMPACT MINIMIZATION MEASURES

5.1 PRE-PROJECT NOTIFICATIONS

A Notice to Mariners will be submitted to the United States Coast Guard (USGS) and all applicable agencies, 21 days prior to the start the Project. The Notice to Mariners will provide information regarding proposed activities and location of Project activities. The notice will also be delivered for posting to the local harbor master's office.

Prior to the initiation of the Project, a qualified marine wildlife observer (MWO) will contact the NOAA Fisheries Long Beach staff and available private whale-watching operations to acquire information on the composition and relative abundance of marine wildlife within the project area and region. That information will allow the MWO to be better prepared for the offshore monitoring and to have the latest information on marine wildlife presence within the Project area. That information will be conveyed to the CIV and other Project vessel crews during an environmental sensitivity training prior to the start of the Project.

5.2 VESSEL TRANSIT

The CIV will transit during daylight hours, whenever possible, to and from the designated port of call. During transit periods, there is a potential for encountering marine wildlife and therefore onboard monitoring will be conducted. At least two National Marine Fisheries Service (NMFS)-qualified MWOs will be onboard the CIV to conduct observations during all transit operations. The MWOs will be positioned on the CIV so that each observer will have an unobstructed view of the area of ocean that is in the direction of the course of travel. The MWOs will observe marine wildlife and will institute measures to avoid potential collisions with those animals. If nighttime transit is required, MWOs will have the appropriate monitoring equipment to conduct their observations, including night-vision equipment and low light reticulated binoculars for 24/ operations.

During transit periods, the vessel will maintain a minimum distance of 91 meters (m) [300 feet (ft)] from marine wildlife in accordance with the CSLC-issued geophysical and geologic sampling permit. If the MWOs should observe marine mammal or reptile within the path of the transiting vessel, the monitors will immediately report that observation to the vessel operator who will immediately slow the vessel and/or change course in order to avoid a collision, unless those actions jeopardize the safety of the vessel crew.

When whales are in the project area and/or are observed proximal to the vessel during transit periods the vessel operator will observe the following guidelines:

- Avoid crossing directly in front of or across the path of sighted whales;
- Transit parallel to whales and maintain a constant speed that is not faster than the whale's speed;
- Refrain from positioning the vessel in such a manner to separate a female whale from her calf;
- Avoid using the vessel to herd or drive whales; and

- If a whale engages in evasive or defensive action, slow the vessel and move away from the animal until the animal calms or moves out of the area.

5.3 FISHING GEAR CLEARANCE

No fishing gear clearance will be required prior to the Project, as operations will be closely coordinated with the Joint Oil Fisheries Liaison Office (JOFFLO) and the California Department of Fish and Wildlife. A Notice to Mariners will be submitted 21-days in advance Mariners which will alert commercial fishers of pending offshore activities in the area.

5.4 ROV ACOUSTIC EQUIPMENT OPERATIONS MONITORING

During ROV and associated cable installation operations, while acoustic equipment is being utilized, the vessel will be moving slowly (less than two nautical miles per hour) and will need to maintain a heading that coincides with the power cable corridor.

A minimum of two NMFS-qualified MWOs shall be located on the CIV to conduct observations, with two observers on duty during all cable installation activities. The MWOs will coordinate with the captain of the CIV or his representative, and the ROV operator to select an appropriate monitoring position where they can monitor the hazard zone radius having a clear view of the area of ocean that is in the direction of the course of travel and have clear communications with the Project team. The MWOs will observe marine wildlife and will request procedures to avoid potential collisions, disturbance and/or entanglement with marine wildlife. The MWOs will be on station at least 30 minutes before Project activities begin and will remain on duty until at least 30 minutes after all project activities have been completed. The MWOs will arrange their own schedules to ensure complete coverage while Project activities are occurring.

Prior to initiating acoustic equipment, the MWOs will monitor the hazard zone radius to ensure it is clear of marine wildlife. In accordance with the MND Section 3.5, for monitoring purposes, a 1,640 foot (ft) [500 meter (m)] radius hazard zone around the CIV will be implemented for the protection of large marine mammals (i.e., whales), and a 500 ft (152 m) radius hazard zone around the CIV for the protection of smaller marine mammals (i.e., dolphins, sea lions, seals, etc.) or sea turtles. Equipment will not be powered up until the MWOs have given approval that all marine wildlife are clear of the designated safety zone. Due to the nature of the acoustic equipment, "soft starts" are not required, but most of the acoustic equipment can be powered down, if necessary.

If the marine wildlife monitor observes marine wildlife in distress within the hazard zone radius of the CIV, the monitor will immediately report that observation to the ROV and CIV operators. The onboard monitor will have the authority to recommend power down ROV operations if marine wildlife is observed acting irregular within the specified hazard radius zone. The path of the marine wildlife will be closely monitored to determine when it has safely passage through the designated hazard zone and Project activities can resume as normal.

The MWO will record all observations of marine wildlife including, where possible, the species, number of individuals, behavior, distance from the CIV, and direction of movement. Actions taken when an animal is observed within the Project area and the results of those actions will also be recorded. Weather data will also be recorded periodically by the observers throughout

each day. This information will include: the percentage and type of cloud cover, visibility, swell direction and height, and wind direction and velocity. In addition, a summary of Project activities will be recorded as to when various operations begin and end and the nature of the activity.

If marine wildlife is observed in distress by the MWOs within the hazard zone radius, the ROV operators will be advised and precautions will be instituted to avoid further distress to the animal and/or collision or entanglement with the ROV umbilical. Those precautions will include:

- Powering down all acoustic equipment;
- Minimizing the amount of umbilical deployed (without jeopardizing the ROV survey equipment or vessel);
- Continue observations of the animal(s) until it/they are clear of the operations;
- Slow the CIV to minimum speed needed to maintain heading and maintain stable marine operations; and
- Avoid crossing the anticipated path of the marine animal's direction of movement, wherever possible.

With the institution of these procedures, no impacts associated with ROV operations to marine wildlife are expected.

5.5 ENTANGLEMENT

To minimize the risk of entanglement with marine wildlife, lines and cables necessary to perform each work task will be left in the water only as long as necessary to perform the task and then be retrieved back on deck. All other non-essential lines and cables will be kept clear of the water when not in use. All lines and cables will be kept as short as possible and with a minimum amount of slack. In addition, while the cable is being deployed, the CIV speeds will be limited to two knots. Other requests for corrective actions during Project activities, including ROV operations, may include the following:

- Pulling the ROV off the sea floor so it is in vertical alignment; and/or
- Retrieving the ROV back to its support module.

6.0 RECORDING AND REPORTING PROCEDURES

6.1 OBSERVATION RECORDING

The onboard monitor will record observation data on pre-printed forms or digital spreadsheet and will photo-document observations whenever possible. The completed forms will be used as the primary data sources for the post-project report (refer to Section 5.3 below) which will be provided to the CSLC and/or other agencies if requested.

6.2 DISTRESSED WILDLIFE RESPONSE

Oceanering and/or ExxonMobil shall immediately contact the Santa Barbara Marine Mammal Center (SBMMC) for assistance should a marine mammal be observed to be in distress. In the event that a whale becomes entangled in any cables or lines, the observer shall notify NMFS and the SBMMC, so appropriate response measures can be implemented. Similarly, if any take involving harassment or harm to a marine mammal occurs, the observer shall immediately notify the required regulatory agencies.

In addition, if an injured bird is discovered on a vessel, the bird will be transported on the next returning work vessel to an approved wildlife care facility. The nearest approved wildlife care facility will be contacted upon transport of the bird. The incapacitated bird will be reported on the daily summary report, and added to a cumulative log, which will be sent to CSLC and BOEM at the completion of the Project. Contact information for distress wildlife is provided in table 6.2-5 below.

Table 6-1. Wildlife Care Facility Contact Information

Santa Barbara Marine Mammal Center (SBMMC)	Santa Barbara Wildlife Care Network
389 North Hope Ave Santa Barbara, CA 93110 (805) 687-3255	819 Garden Street Santa Barbara, CA 93101 Phone: (805) 967-1028

6.3 COLLISION RESPONSE

If a collision with marine wildlife occurs, the vessel operator will stop the vessel and document the conditions under which the accident occurred, including the following:

- Location (latitude and longitude) of the vessel when the collision occurred;
- Date and time of collision;
- Speed and heading of the vessel at the time of collision;
- Observation conditions (e.g., wind speed and direction, swell height, visibility in miles or kilometers, and presence of rain or fog) at the time of collision;
- Species of marine wildlife impacted (if known);

- Whether an observer was observing for marine wildlife at the time of collision; and
- Name of vessel, vessel owner/operator (the company), and captain or officer in charge of the vessel at time of collision.

If a collision occurs, the vessel should stop, if safe to do so. However, the vessel is not obligated to stand by and may proceed after confirming that it will not further damage the marine wildlife by doing so. The vessel operator will then communicate by radio or telephone all details to the vessel's base of operations.

From the vessel's base of operations, a telephone call will be placed to the National Marine Fisheries Service West Coast (California) Stranding Coordinator in Long Beach (Table 6.1), to obtain instructions. Alternatively, the vessel captain may contact the NMFS Stranding Coordinator directly using the marine operator to place the call or directly from an onboard telephone, if available.

The Marine Mammal Protection Act (MMPA) requires that collisions with or other project-related impacts to marine wildlife will be reported promptly to the National Marine Fisheries Service (NMFS) Stranding Coordinator. From the report, the NMFS Stranding Coordinator will coordinate subsequent action, including enlisting the aid of CDFW and/or marine mammal rescue organizations, if necessary.

It is unlikely that the vessel will be asked to stand by until NOAA Fisheries or CDFW personnel arrive; however, this will be determined by the NOAA Fisheries Stranding Coordinator. According to the MMPA, the vessel operator is not allowed to aid injured marine wildlife or recover the carcass unless requested to do so by the Stranding Coordinator.

Although NOAA Fisheries has primary responsibility for marine wildlife in both state and federal waters, the CDFW will also be advised if an incident has occurred in state waters affecting a protected species. Reports will be communicated to the federal and state agencies listed in Table 6.1.

Table 6-2. Collision Contact Information

Federal	State	State
Justin Viezbicke Stranding Coordinator NOAA Fisheries Service Long Beach, California (562) 980-3230	Enforcement Dispatch Desk California Department of Fish and Wildlife Long Beach, California (562) 590-5132	California State Lands Commission Division of Environmental Planning and Management Sacramento, California (916) 574-0748

6.4 OBSERVATION RECORDING AND MONITORING REPORT

A technical report will be prepared documenting the Project activities, observations of marine wildlife, and a summary of encounters with any marine wildlife and subsequent actions taken during the survey. The report will be submitted within 90 days of completion of offshore activities and submitted to the required agencies.

7.0 REFERENCES

- Allen, S., J. Mortenson, and, S. Webb. 2011. Field Guide to Marine Mammals of the Pacific Coast: Baja, California, Oregon, Washington, British Columbia. University of California Press. Berkeley and Los Angeles, California.
- Bonnell, M.L., and M.D. Dailey (1993). *Ecology of the Southern California Bight: A Synthesis and Interpretation*, Berkeley, CA: University of California Press.
- National Marine Fisheries Service. 2011. Revised Critical Habitat Designation for the Endangered Loggerhead Sea Turtle. Final Rule. 114p.
- National Marine Fisheries Service. 2012. January 30, 2012, Biological opinion on continued operation of the Hawaii-based Shallow-set Longline Swordfish Fishery – under Amendment 18 to the Fishery Management Plan for Pelagic Fisheries of the Western Region. Pacific Islands Regional Office.
- National Marine Fisheries Service. 2015. Marine Mammal Stock Assessment Reports by Species. Website: <http://www.nmfs.noaa.gov/pr/sars/species.htm>. Updated February 25, 2015 accessed on April 24, 2015.
- National Marine Fisheries Service 2014. Status of Marine Turtles Website: <http://www.nmfs.noaa.gov/pr/species/turtles/> Updated January 8, 2014 accessed on April 2, 2014.
- National Marine Fisheries Service and U.S. Fish and Wildlife Service. 2007a. Loggerhead Sea Turtle (*Caretta caretta*). 5-Year Review: Summary and Evaluation. 81 p.
- National Marine Fisheries Service and U.S. Fish and Wildlife Service. 2007b. Leatherback Sea Turtle (*Dermochelys coriacea*). 5-Year Review: Summary and Evaluation. 67 p.
- National Marine Fisheries Service and U.S. Fish and Wildlife Service. 2007c. Olive Ridley Sea Turtle (*Lepidochelys olivacea*). 5-Year Review: Summary and Evaluation. 67 p.
- National Marine Fisheries Service and U.S. Fish and Wildlife Service. 2007d. Green Sea Turtle (*Chelonia mydas*). 5-Year Review: Summary and Evaluation. 105 p.
- NOAA National Centers for Coastal Ocean Science (NCCOS) (2007). A Biogeographic Assessment off North/Central California: In Support of the National Marine Sanctuaries of Cordell Bank, Gulf of the Farallones and Monterey Bay. Phase II - Environmental Setting and Update to Marine Birds and Mammals. Prepared by NCCOS's Biogeography Branch, R.G. Ford Consulting Co. and Oikonos Ecosystem Knowledge, in cooperation with the National Marine Sanctuary Program. Silver Spring, MD. NOAA Technical Memorandum NOS NCCOS 40. 240 pp.
- U.S. Geological Survey, 2014. Spring 2014 Mainland California Sea Otter Survey Results. Website accessed online at: <http://www.werc.usgs.gov/ProjectSubWebPage.aspx?SubWebPageID=24&ProjectID=91> on January 23, 2015.

**APPENDIX A:
ROV REQUIRED EQUIPMENT LIST**

ROV Required Equipment List

	Equipment List	Purpose
Acoustic	Kongsberg Sonar Head 1071 Digital (675kHz or 330kHz)	This is the Obstacle Avoidance Sonar (OAS). [Standard equipment on Oceaneering ROV]
	Kongsberg 1007D Series Altimeter	This altimeter used to gauge ROV altitude. [Standard equipment on Oceaneering ROV]
	WHN DVL 600	This WHN DVL 600 is integrated into the ROV pilot system and is important for manouvering the ROV accurately or for station holding. [Standard equipment on Oceaneering ROV]
	PHINS G3/G2 with integrated WHN DVL 1200	This equipment is used to improve subsea position accuracy (improves USBL by up to 3 times). It is needed to meet the high position accuracy requirement of OPSRB project. Integrated with WHN DVL 1200
	MST 319/342 USBL beacons	These USBL beacons are needed to position the ROV with the HiPAP USBL system on the vessel. At least one will be set to Responder mode and at least one to Transponder mode on each ROV.
	cNODE USBL beacons	cNODE USBL beacons are needed to position the ROV with the HiPAP USBL system on the vessel. They are particularly helpful when geometry is difficult (eg. in shallow water)
	SPT/MPT 31x USBL Beacons	The SPT/MPT 31x Beacons will be used for emergency position reference for the CIV and for conducting USBL calibration [Likely not used on ROV]
	Tritech Super Seaking Dual Frequency Profiler (x2)	Equipment required to determine "Top of Cable" position accurately and to determine mean seabed levels
	Tritech Altimeter PA500	A secondary altimeter (more for survey use) and also to provide redundancy. Comes as part of the SK704 depth sensor package (bathy)

	Equipment List	Purpose
	Altimeter ALT-250 (part of TSS440)	The ALT-250 altimeter is part of the TSS-440 cable tracker equipment. The TSS-440 equipment will ONLY be used if the cable has self buried and tracking the cable visually is not possible.
	Tritech Gemini 702id Sonar	The Trittech or Blueview will be used to provide higher resolution sonar imagery than the standard OAS. This is essential during pull-ins, quadrant deployments, mattress placements etc.
Non-Acoustic	TSS-440 Cable Tracker	The TSS-440 equipment will ONLY be used if the cable has self buried and tracking the cable visually is not possible.
	Paroscientific Digiquartz Depth Sensor	This depth sensor is important for monitoring and recording depth. [Standard equipment on Oceaneering ROV]
	Tritech Bathy SK704 Depth Sensor	A secondary depth sensor (more for survey use) and provides redundancy for depth measurements (which is important for determining accurate position of ROV)
	Valeport 803 Current Meter	Electromagnetic current meter used to measure currents experienced on site (at ROV)
	Valeport Mini CTD	CTD probe on ROV will allow a conductivity, temperature and density profile measurement during ROV launch and recovery
	Video Cameras	OPSRB Project requirement to record all marine video from the ROV.

**APPENDIX B:
MARINE WILDLIFE OBSERVER RESUMES**

Jennifer Klaib

Marine Biologist/Biologist

EDUCATION: **B.S. Aquatic Biology (Marine Emphasis)**
University of California – Santa Barbara, 2006.

- QUALIFICATIONS:**
- Biological Surveying and Monitoring
 - Biological Resource Surveys/Reports
 - Contingency Plans
 - Restoration and Mitigation Plans
 - Permit Compliance Monitoring
 - Permit Applications
 - Agency Communications
 - Off-Shore Marine Mammal Monitoring
 - Wildlife Rescue and Relocation

Ms. Klaib joined Padre Associates, Inc. in 2006. As a marine biologist with Padre she has experience in environmental assessments of coastal and offshore development projects, monitoring of construction impacts on biological resources, and in the permitting of coastal projects. Ms. Klaib is responsible for biological surveys, permit compliance monitoring, contingency plans, permit applications, environmental sensitivity trainings, sensitive species surveys, water quality sampling, and wildlife rescue and relocation.

Ms. Klaib has also worked for the Marine Science Institute at the University of California – Santa Barbara where she participated in subtidal and rocky intertidal field research associated with long-term monitoring of biological resources on the Channel Islands and in San Diego County. She also has 6 years of supervisory experience in marine mammal rescue and rehabilitation with the Santa Barbara Marine Mammal Center.

**MARINE PROJECT
EXPERIENCE
SUMMARY:**

Ms. Klaib has over 2,000 hours of offshore monitoring experience and is a NOAA Fisheries-qualified marine mammal monitor. Ms. Klaib was responsible for monitoring the effects of construction on marine mammals and turtles during geophysical surveys throughout the California coast, for the PG&E deep seismic surveys offshore Point Buchon, during the installation of pile-supported piers at South Bay Boat Yard in San Diego Bay, and during the replacement of a power cable offshore of Carpinteria. Ms. Klaib has also participated in aerial surveys off the central coast of California. She has logged 40 hours of aerial observations of marine mammals and reptiles.

Ms. Klaib has participated in construction monitoring activities for the Calleguas Municipal Water District Hueneme Outfall Replacement Project, AT&T AAG Fiber Optic Cable Project, the US Coast Guard Floating Dock Repair Project (San Diego Sector), Fifth Avenue Landing/Water Transportation Center Marina Enhancement Project and during the installation of pile-supported piers at South Bay Boat Yard in San Diego Bay. She was responsible for monitoring the effects of construction on

Resume 2014

marine mammals, turtles and marine avifauna. Ms. Klaib also participated in turbidity monitoring activities for the later projects and for the PG&E pipeline remediation project in the Sacramento and San Joaquin rivers (delta region), ensuring permit compliance. She has also participated in post-construction monitoring of the recovery of surf grass (*Phyllospadix spp*) at the decommissioned Cojo Marine Terminal near Point Conception.

Prior to joining Padre Associates, Ms. Klaib participated in field studies that included monitoring of the effects of demolition of offshore oil and gas facilities in Santa Barbara Channel on fish, marine mammals and birds. The involvement included the collection and identification of fish species as well as recording aerial and shipboard observations of marine mammals.

ENVIRONMENTAL DOCUMENTATION:

Ms. Klaib's NEPA experience includes preparation of technical sections for environmental assessment documents for a proposed liquefied natural gas facility off the coast of California; for a proposed marina expansion; and for a proposed hydrogen gas pipeline between the cities of Martinez and Benicia in the Carquinez Straits area of San Francisco Bay. She has also participated in the preparation of permit applications and application support packages for shipyard and marina expansion projects in San Diego Bay.

Ms. Klaib's experience in CEQA projects includes preparation of environmental documents consisting of mitigated negative declarations (MND), initial studies, environmental assessments, monitoring reports, technical reports and environmental impact reports (EIR).

Ms. Klaib has experience in the development of monitoring plans, including the observation and reporting protocols that focus on the documentation of marine operations, oil spill prevention, and marine mammal and bird mitigation compliance.

BIOLOGICAL OPINIONS / PERMITS:

CDFG Scientific Collecting Permit (No. SC-11935) authorizing *capture and release* of marine fishes, and marine/tidal invertebrates. This permit also authorizes the salvage of marine aquatic plants.

CDFG Scientific Collecting Permit (No. SC-12730) authorizing *sacrifice* of marine aquatic plants, and marine/tidal invertebrates.

CERTIFICATIONS:

Certified SCUBA Diver (SSI, 2002)
Certified AAUS Research Diver (2003)
Certified *Caulerpa* Survey Specialist (2008)
40-Hr. Hazardous Waste Certification (HAZWOPER)
1st Aid, CPR, and Oxygen Administration Certified (Bi-annual Refresher)
Offshore Survival/Helicopter Underwater Egress *Training* (H.U.E.T) (2008)
NOAA Basic Aviation and Aviation Health Safety Course (2012)
Confined Space Attendant and Entrant
San Ardo/Coalinga – EHS Site Specific Orientation.
Smith System Defensive Driving Course.

Michaela Hoffman

Staff Biologist

EDUCATION: **B.S. Biology, Concentration: Marine Science and Fisheries**
California Polytechnic State University, San Luis Obispo, 2009

- QUALIFICATIONS:**
- Biological Surveying and Monitoring
 - Biological Resource Surveys/Reports
 - Marine Wildlife Contingency Plans
 - Essential Fish Habitat Assessments
 - Offshore Marine Wildlife Observer
 - Wildlife Rescue and Relocation

Ms. Hoffman is a staff biologist and is responsible for mitigation monitoring of protected species offshore, preparing permit applications, wildlife contingency plans and resource assessments. Primarily, she is responsible for monitoring various geophysical surveys offshore San Luis Obispo and Santa Barbara counties. Ms. Hoffman joined Padre Associates, Inc. in 2011. Prior to joining Padre, her experience consisted of both research-based and hands-on experience with marine wildlife.

**OFFSHORE
EXPERIENCE:**

Ms. Hoffman's offshore experience includes over 150 hours while onboard the Navy Marine Mammal Program (NMMP) training vessels, as well as experience on a research boat for California Polytechnic State University. While with the NMMP in 2007, she was responsible for record keeping, care of working animals, and general crew duties. In 2008-2009, she participated in water quality research while studying at Cal Poly San Luis Obispo and has experience with small vessel operations within Morro Bay, California. Her responsibilities included navigating shallow water channels using GPS, monitoring for wildlife, and maintenance of instruments.

Ms. Hoffman has more than 1,000 hours of experience monitoring marine wildlife and is a National Oceanic and Atmospheric Administration (NOAA) qualified marine mammal monitor. She was responsible for monitoring marine mammals, reptiles, and avifauna during pipe replacement projects in the Dos Cuadras oil field in the Santa Barbara Channel and in the Beta Unit offshore Long Beach, California. Ms. Hoffman was also responsible for monitoring wildlife during the PG&E 3D geophysical surveys offshore San Luis Obispo county in 2011 and 2012, and the cable and seismometer deployments in 2013.

**ENVIRONMENTAL
DOCUMENTATION:**

Ms. Hoffman has experience preparing marine wildlife contingency plans and incidental harassment assessments for high-energy offshore geophysical surveys, oil and gas pipe replacements, and marine terminal decommissioning projects. Ms. Hoffman has also prepared vessel oil spill contingency plans and essential fish habitat assessments for various marine projects. She has also assisted in the preparation of biological resource sections for CEQA documents such as environmental impact reports (EIRs), and mitigated negative declarations (MNDs).

**MARINE WILDLIFE
HANDLING:**

Ms. Hoffman worked with the NMMP in San Diego, California where she had responsibilities in both animal husbandry and acoustical research with California sea lions and Atlantic bottlenose dolphins. Ms. Hoffman also has experience in marine mammal rehabilitation at the Marine Mammal Center in Morro Bay, California and Wolf Hollow Rehabilitation Center on San Juan Island, Washington. Her responsibilities included transporting sick and injured animals, and providing medical aid for federally protected species such as California sea lions, Pacific harbor seals, northern elephant seals, fur seals, and southern sea otters.

CERTIFICATIONS:

Certified SCUBA Diver, PADI 2008
40-Hr. Hazardous Waste Certification (HAZWOPER), 2011
CPR/AED and First Aid Certified, 2011
STCW Certified Personal Survival Techniques, Cal Maritime Academy, 2011

**BIOLOGICAL
WORKSHOPS:**

Taxonomy and Ecology of Branchiopods of California and Oregon,
December 2012. Presented by Christopher Rogers
Fairy Shrimp of California Identification Course, *March 2013.* Presented
by Mary S. Belk.

Marques Humpal
4524 W. Tulare Ave.
Visalia, CA 93277
Ph. (415) 279-6218
marqueshumpal@hotmail.com

Objective:

To obtain a position that will enable me to effectively utilize my skills, experience, and knowledge as Biological Monitor

Summary of Qualifications:

- 8+ years of biological monitoring.
- Excellent knowledge of wildlife law and enforcement
- Strong ability to interact among the public, resources management agencies, and wildlife and fisheries resources.
- Remarkable ability to analyze wildlife management issues and problems.
- Excellent interpersonal, verbal, and organizational skills.
- STCW Safety Training
- EMT Basic Certified
- Certified Commercial Diver
- Proficient in analyzing and monitoring data from Geographic Information System

Professional Experience:

Animal Care and Stranding (Rescue) Volunteer, (2001-2003)
The Marine Mammal Center, Santa Barbara CA

Duties:

- Weighing and maintaining charts on the pinnipeds and cetaceans.
- Preparing feeds and feeding the animals.
- Cleaning pens and pools.
- Rehabilitation and then release of these species back to their ocean home.
- Assess the situation.
- Aid the animals (including administering emergency care).
- Transporting animals to triage sites.

Biological Monitor, (2001-2011)

The Marina Mammal Consulting Group, Santa Barbara, CA

Duties:

- Conducted, and monitored activities for pinnipeds and cetacean
- Collected and corresponded information about the fauna to regional scientist.
- Assisted with the preparation of technical reports in accordance with National Environmental Policy Act (NEPA)
- Developed and maintained knowledge of biological principles and statistical procedures.
- Managed, coordinated, and provided technical support to wildlife.
- Implemented contingency plans when needed.

Biological Monitor , (2009-2011)
AA Rich and Associates, San Anselmo, CA

Duties:

- Conducted, and monitored activities for all sensitive animals on project site
- Coordinated with construction manager for contractor activities that required biological monitoring
- Developed and maintained knowledge of biological principles and statistical procedures.
- Managed, coordinated, and provided technical support to wildlife.
- Implemented contingency plans when needed.

Biological Monitor , (2010-2011)
Padre Associates Inc. Concord and San Luis Obispo, CA

Duties:

- Conducted onboard monitoring and reporting of marine mammals and birds.
- Ensured project compliance with environmental requirements.
- Followed biological principles and statistical procedures required per the project contract.
- Maintained biological monitoring logbooks.
- Managed, coordinated, and provided technical support during onboard monitoring.
- Implemented contingency plans when needed.

Education:

Bachelor Degree in Environmental Studies 2005

Jorge M. Arias

B.S. Oceanography, B.A. Psychology,
(Work Cell) 774-202-9119
(Personal Cell) - 347-882-6423
Email - jorge.arias.observer@gmail.com

OBJECTIVE

I am a self-driven individual looking to obtain a position where my passion and desire to be of service and be put to use. Desire to utilize my expertise in the field, human relations, and project management. Strong interpersonal skills, excellent problem solver, with demonstrated ability to work independently and coordinate project efforts between departments. Experienced in data acquisition, formal presentation, and assisting project managers in all aspects of client projects. Excellent verbal, and written communication skills. Able to interact with a broad range of professionals, and divergent personalities.

WORK EXPERIENCE

TechSea International April 2014 - Present

Fisheries Observer Hawaii Longline Fishery Program

- The observer program is responsible for fielding long-line observers to obtain data on incidental sea turtle take and collect fishing effort data. The observers document interactions of all protected species, tally fish that are kept and discarded, and process selected specimens for life history information.
- Observers must be comfortable living away from land for weeks at a time without contact to family or friends and also have an ability to interact with various cultures.
- Documenting protected species that interact with the fishery including sea turtles, especially loggerhead (*Caretta caretta*), leatherback (*Derموchelys coriacea*) and green turtles (*Chelonia mydas*). Also seabirds such as the Laysan albatross (*Phoebastria immutabilis*) and black-footed albatross (*P. nigripes*), and to a lesser extent, a few whale and dolphin species.

SALTWATER, INC. December 2013 - March 2014

Fisheries Observer – North Pacific Groundfish Observer program

- Part-Time contract work in Bering Sea and Gulf of Alaska aboard Trawl and Longline vessels.
- Record, collect, and photograph all marine mammals, sea turtles and sea birds incidentally caught in the fishing gear.
- Collect scientific, management, compliance and other data at-sea, as deemed necessary by the Northeast Fisheries Science Center Data collection will be conducted through observations of fishing operations, interviews with vessel captains and crew, photographing catch, and measurements of selected portions of the catch and fishing gear.
- Collect data on fishing effort, location, and retained and discarded catch for each tow while aboard the vessel. They may also include length measurements from segments of the catch.

IAPWS April 2013 – November 2013

Fisheries Observer - Southeast Shrimp Trawl and Reef Fish Longline.

- Part-Time contract work in the Southeastern Atlantic and Gulf of Mexico aboard Shrimp Trawl Vessels and Reef Fish Longline vessels.
- Measure and test BRD (By-catch reduction device) and TED (Turtle excluder device)
- Record, collect, and photograph all marine mammals, sea turtles and sea birds incidentally caught in the fishing gear.
- Collect scientific, management, compliance and other data at-sea, as deemed necessary by the Northeast Fisheries Science Center Data collection will be conducted through observations of fishing operations, interviews with vessel captains and crew, photographing catch, and measurements of selected portions of the catch and fishing gear.
- Collect data on fishing effort, location, and retained and discarded catch for each tow while aboard the vessel. They may also include length measurements from segments of the catch.

MRAG AMERICA INC. July 2010 – March 2013

Area Lead Coordinator for the At Sea Monitor (ASM), Dockside Monitoring (DSM) and North East Fisheries Observer Program (NEFOP)

- Working independently to coordinate and do logistic for ASM, DSM, and NEFOP.
- Act as liaison between Fishing Fleet and NMFS (National Marine Fisheries Service)
- Maintain accurate and up-to-date logs to keep track of Weekly Schedule, Seadays, and dockside events, and coordinate logistic for 30 or more employees.
- Prepare Billing and Payroll on a weekly to monthly basis
- Interview, Hire and process applications for new employees.
- Manage Bunkhouses for housing observers. Including negotiating rent, cleaning service, and managing observer gear.
- Assist in budgeting and writing for NEFOP (New England Fisheries Observer Program) Government Grant/Contract.
- Assist the Project Manager in the day to day duties of a project's administration.

MRAG AMERICA INC. April 2010 – May 2011

At Sea Monitor and Dockside Monitor

- ASMs collect data on catch, discards and bycatch while deployed on U.S. domestic fishing vessels participating in the

- Northeast groundfish fishery from Maine to New Jersey. Vessels employ longline, trawl and gillnet fishing gear.
- Collect scientific, management, compliance and other data at-sea, as deemed necessary by the Northeast Fisheries Science Center. Data collection will be conducted through observations of fishing operations, interviews with vessel captains and crew, photographing catch, and measurements of selected portions of the catch and fishing gear.
- Collect data on fishing effort, location, and retained and discarded catch for each tow while aboard the vessel. They may also include length measurements from segments of the catch.
- Record, collect, and photograph all marine mammals, sea turtles and sea birds incidentally caught in the fishing gear.

Break Away College Access Project

Assistant Coach and Classroom Aide Volunteer

Sept 2009 – March 2010

- Breakaway College Access Project exists to increase the number of students who pursue a 4-year university education, and foster a culture of higher learning.

MRAG AMERICA INC.

May 2009 – Sep 2009

IATTC Observer

- An IATTC Observer is responsible for regulation and compliance of fishing and environmental regulations among Cargo Reefer vessels in the Pacific Ocean.
- Duties include identifying fish species and documenting quantity transferred. Also insuring that the vessels comply with environmental regulations while at sea and in port.
- Interacting respectfully and efficiently with foreign crew with limited English speaking ability

RPS Geocet

Nov. 2008 – May - 2009

Marine Mammal Observer

- Marine Mammal Observers are professional biologists, ecologists, and naturalists who provide species detection and regulatory compliance monitoring for a wide range of industries.
- More correctly, they are protected species observers as their work involves a wide range of species, not just marine mammals.
- Marine Mammal Observers must successfully complete training courses in detection and identification of species; MMS, NMFS, DEP, and JNCC regulation and compliance, in-house passive acoustic monitoring, PamGuard Software; and safety training.
- MMOs are versed in standard visual monitoring, passive and active acoustic monitoring, night time monitoring, aerial surveys, dirigable and ROV surveys
- Duties of a Marine Mammal Observer while aboard vessels are three-fold:
 1. Species Detection and Identification
 2. Compliance Monitoring
 3. Reporting

MRAG America INC.

May 2008 – Nov 2008

Fisheries Observer Hawaii Longline Fishery Program

- Working as an observer on long-line fishing vessels,
- Observers must be comfortable living away from land for weeks at a time without contact to family or friends and also have an ability to interact with various cultures.
- Documenting interactions of protected species such as marine mammals, sea turtles, and seabirds.
- Other duties included recording fishing effort, recording the number of fishes kept and discarded.

PERSONAL STRENGTHS AND SPECIALIZED SKILLS

- Experiences in setting goals for myself and following through, while dealing with a diverse group of professionals.
- Languages: Written and oral fluency in Spanish, and English
- SCUBA: PADI Open Water certified
- Computer: Expert in Microsoft Office, Microsoft Word, Excel, PowerPoint, and Internet Browsers. Basic Skills in Matlab, ArcGIS, and Seabird Data processing.
- Experienced skills in carpentry, painting, landscaping, and general construction.
- Up to date CPR and First Aid certification from WMI (Wilderness Medical Institute)
- HUET: Water survival / Helicopter Underwater Egress Training

RESEARCH AND FIELD EXPERIENCE

- 300 Sea days working as an Environmental Observer.
- Field work in geological, chemical and physical oceanography in Kaneohe Bay, Oahu (2004 - 2006)
- Adult volunteer with Breakthroughs for Youth at Risk in Kailua, HI. 2005 and 2006. Facilitated large group conversations with 11 – 15 year old adolescents. Supply safe, nurturing environment, experiential processes, in group feedback sessions, social interaction games, rope course, challenge course, and other activities.

EDUCATION

Hawaii Pacific University

Bachelor of Science in Oceanography

Bachelor of Arts in Psychology

Honolulu, HI

JENNIFER SCHULTES

91-819 Peene Place Unit G, Ewa Beach, HI 96706

856-261-5623

Jls176@humboldt.edu

SUMMARY

Marine Biologist with five years working in the field on commercial fishing boats. Accomplished in data collection, identification, tagging, and dissections.

EDUCATION

Major: Zoology

2007- 2010	Humboldt State University	Arcata, CA
2005-2007	Camden County College	Camden, NJ
1999-2003	Gateway Regional High School	Woodbury Heights, NJ

EXPERIENCE

Tech Sea International Inc., Honolulu, Hawaii **2013-**

Pacific Islands Regional Observer

- Monitor and ID marine mammal and bird interactions
 - Obtain data on incidental sea turtle take
 - Collect fishing effort data
 - Process specimens for life history information
 - Document interactions of all protected species
 - Collect biological samples

Saltwater Inc., Anchorage, Alaska **2011-2013**

NorthPacific Groundfish Observer

- Monitor and ID marine mammal and bird interactions
- Provide independent catch estimates
- Sample species composition
- Provide fish ID and measurements
- Collect biological samples
- Document fishing activity
- Record and report all data to NMFS

Newfound Harbor Marine Institute, Big Pine Key, Florida **2011**

Science Instructor Intern

- Boat Captain on an Oceanographic Research Vessel

JENNIFER SCHULTES

91-819 Peene Place Unit G, Ewa Beach, HI 96706
856-261-5623
Jls176@humboldt.edu

- Animal Care/Handling
- Teach marine science to grades 5th-12th
- Coordinate school groups
- Create lesson plans

White Shark Projects, Gansbaai, South Africa

2010

Volunteer

- ID, sex, behavior, size, and distinguishing features of white sharks
- Attend lectures on white sharks
- Educate clients on white sharks
- Seamanship skills

CERTIFICATIONS

American Red Cross Waterfront Lifeguard
CPR/AED/First Aid for the professional rescuer
USCG Captains Equivalent Course
PADI Rescue Diver

SKILLS

Computer and Technical
Field Experience
Motivated and Committed
Physically Active
Adapt to Various Environments
Reliable

ATTACHMENT III

OPSRB OIL SPILL RESPONSE PLAN (OSPR)

**ExxonMobil Santa Ynez Unit
Offshore Power System Reliability- B Project
(OPSRB)**

OPSRB OIL SPILL RESPONSE PLAN

**[Reference: MND: MM HAZ-1, MM HAZ-3, MM HAZ-7 and MM HAZ-8; CCC
Staff Report: Section IV- Special Condition 9; CSLC Lease Amendment:
Paragraph 22.c and d; BOEM EA Table 1.1 - Oil Spills]**

May 2015

Revision 2

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	CONTACTS AND NOTIFICATIONS	4
2.1	Agency Emergency Oil Spill Contacts	
2.2	Clean Seas Response Organization	
2.3	ExxonMobil OPSRB Contacts	
2.4	Notification Procedures	
3.0	PROJECT AREA INFORMATION.....	6
4.0	PLANS AND MITIGATION MEASURES.....	8
4.1	Agency Required Oil Spill Response Plans	
4.2	Agency Regulatory Requirements	
4.3	LFC and Platform Training	
4.4	ExxonMobil Representatives on Project Vessels	
5.0	RESPONSE STRATEGIES - POTENTIAL MINOR AND MAJOR SPILL SCENARIOS.....	12
5.1	Minor and Major Spill Scenarios	
6.0	OIL SPILL CONTAINMENT and CLEAN UP RESOURCES.....	18
7.0	REFERENCE DOCUMENTS and PROJECT MITIGATION MEASURES	19
7.1	Reference Documents	
7.2	Project Mitigation Measures	

APPENDIXES

A Project Area Maps

- Map 1: LFC and Platform Location
- Map 2: SYU Onshore Facilities Overview
- Map 3: LFC Side of Tunnel and Construction Work Area
- Map 4: LFC Tunnel Cross-Section
- Map 5: SYU Existing Offshore Facilities Overview

B Oil Spill Training and Emergency Response Equipment

- Table 4.1: LFC Emergency Response Plan Training and Drills
- Table 4.2: Oil Spill Response Plan- Pacific Region Training Information
- Table 6.1: LFC Emergency Response Equipment
- Table 6.2: Clean Seas Equipment

1.0 INTRODUCTION

ExxonMobil's primary focus for the contractors working on the OPSRB project remains the prevention of incidents, both safety and those which might cause pollution, recognizing that complete elimination of risk is difficult. This OPSRB Oil Spill Response Plan describes the resources and procedures that will be used to respond to an oil spill at the Los Flores Canyon Production Facility (LFC), the Santa Ynez Unit (SYU) Platforms, or offshore during construction of the ExxonMobil SYU Offshore Power System Reliability- B Project (OPSRB). There are several existing Plans that address oil spill response at ExxonMobil's existing facilities both onshore and offshore, as well as the main Cable Installation Vessel (see Section 4.0 for detailed description). The purpose of this plan is to bridge these existing plans and describe the oil spill risk and appropriate response procedures specific to the OPSRB Project. This includes identifying which existing plan applies under various scenarios and describing the responsibilities of onshore and offshore contractors and ExxonMobil personnel in the event of an oil spill.

All oil spills must be reported immediately to the ExxonMobil onsite representative to initiate the appropriate internal and external notifications and response. For oil spills attributable to an ExxonMobil facility (i.e., LFC or SYU Platform), the ExxonMobil representative will make the required internal and external notifications. For oil spills attributable to a Contractor marine vessel (i.e., CIV or support tug), the Contractor who owns or operates the vessel will make the required internal and external notifications and identify themselves as the source of the spill. The Contractor will provide the ExxonMobil representative the required reporting information and verification that the reports were made within the proper timeframe.

The plan will ensure compliance with the applicable mitigation measures: MND: MM HAZ-1, MM HAZ-3, MM HAZ-7 and MM HAZ-8; CCC Staff Report: Section IV- Special Condition 9; CSLC Lease Amendment: Paragraph 22.c and d; and BOEM EA: Table 1.1 – Oil Spills. These mitigation measures are listed and described in detail in Section 7.0 of this plan.

2.0 CONTACTS AND NOTIFICATIONS

2.1 Agency Emergency Oil Spill Contacts

All significant releases or threatened releases of hazardous materials MUST be reported to the following:

State Agencies:

- Cal Office of Emergency Services: 800-852-7550
- CSLC: 562-590-5201
- OSPR: 800-OILS-911
- CCC: 415-693-8375

Federal Agencies:

- National Response Center: 800-424-8802
- UCCG Section LA/LB- Emergency: 800-221-8724 (Primary: 310-521-3600)
- USCG Marine Safety Detachment- Santa Barbara- Emergency: 310-833-1600
- BOEM/BSEE: 805-389-3838

2.2 Clean Seas Response Organization

- Phone Number: 805-684-3838

2.3 ExxonMobil OPSRB Contacts

Las Flores Canyon Processing Facility and Tunnel

- Contact LFC Control Room
 - o Phone Number: 805-961-4011
 - o Contact Person: Kartik Garg (Operations Superintendent)

Platforms Harmony and Heritage

- Contact Platform Control Room:
 - o Phone Number: 805-961- 4211 (HA) or 4311 (HE)
 - o Contact Person: Lucas Rutland- "A" Crew or Eugene Ping- "B" Crew (Field Superintendents)

Cable Enterprise Vessel

- Contact Bridge
 - o Ship Internal Phone System
 - o Contact Person: V. Paturzo (Captain) [Captain will notify ExxonMobil Representative (Anthony (Tony) Jaloway or alternate) onboard vessel who will contact Platform Control Room]

2.4 Notification Procedures

Las Flores Canyon Processing Facility and Tunnel

- For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the LFC Control Room by phone or company radio. The Control Room operator will initiate the appropriate response to the situation under the LFC Emergency Response Plan and notify the Operations Superintendent who will make appropriate internal and external notifications.

Platforms Harmony and Heritage

- For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the Platform Control Room by phone or platform intercom. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region and notify the Field Superintendent who will make appropriate internal and external notifications. The Platform Control Room will contact the Clean Seas organization and review the situation to determine if an emergency response is required.

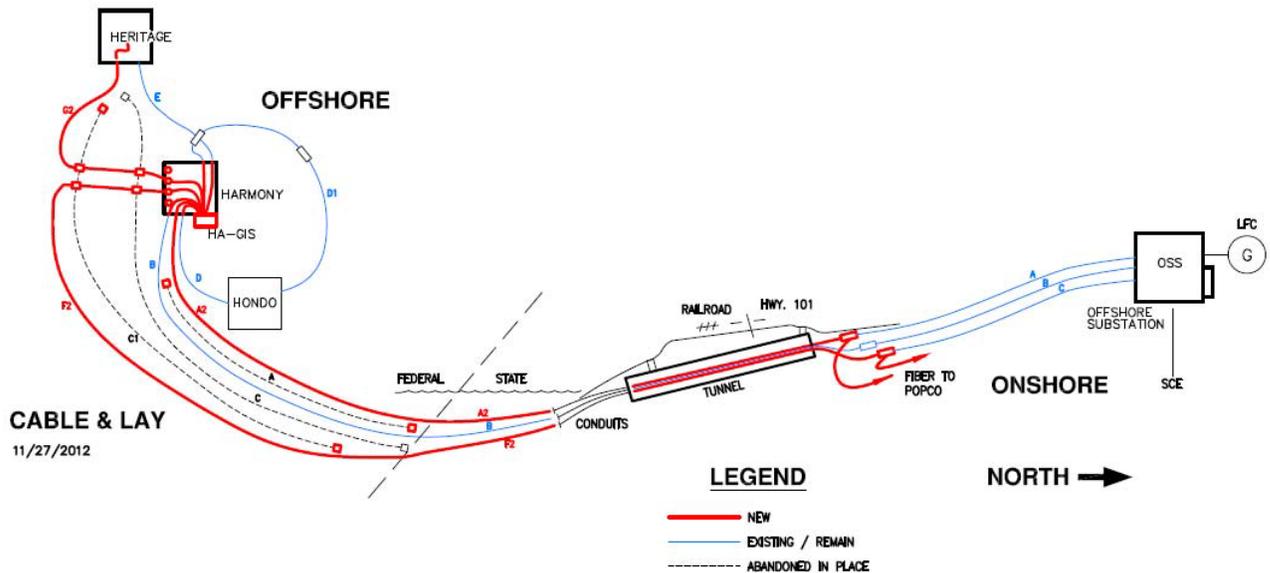
Cable Enterprise Vessel or Other Support Vessel

- For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the vessel bridge by phone, radio, or vessel intercom. The bridge will notify the Captain and apprise him of the situation. The Captain will notify the ExxonMobil representative. The ExxonMobil representative will immediately contact the Platform Control Room by phone or radio. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region. The Platform Control Room will contact the Clean Seas organization and review the situation to determine if an emergency response is required. Based on the situation, other response organization can be requested to provide assistance.

The vessel captain will make all required internal and external notifications and identify the vessel as the source of the spill. The ExxonMobil representative will make all required internal and external notifications.

3.0 PROJECT AREA INFORMATION

The Offshore Power System Reliability Project-B (OPSRB) is designed to enhance reliability of the power system distribution system to the SYU offshore platforms by the replacement of two of the three onshore (LFC) to platform based power cables (Cable A (or B) and C1) with the installation of Cables A2 (or B2), F2 and G2. The replacement of C1 will also include a reconfiguration of the C1 into two cables with F2 from HA to LFC and G2 from HA to HE. As part of the project, approximately 18 miles (95k feet) of out-of-service Cables B and C1 will be retrieved. Cable A (or B) will be retrieved from LFC to the Harmony Platform. Cable C1 will be retrieved from LFC to the State/Federal Boundary as well as adjacent to the HE Platform. A simplified sketch of the project concept is shown below:



The red cables A2, F2, G2 are new. The blue cables B, D, D1 and E are existing, operational and will remain. The black dashed cables will be decommissioned, abandoned in place and partially removed as required to execute the new installation.

During the project, out-of-service Cables A and C1 will be recovered from the seafloor, pulled onto the Cable Installation Vessel (CIV), scrapped and washed with high pressure water to remove sediment and marine growth, and then stored on the vessel. After Cable C1 has been removed from State Waters and adjacent to Heritage, the CIV will return to Port Hueneme to unload the cable for transfer to the recycling facility. Again after Cable A has been removed from LFC to Harmony, the CIV will return to Port Hueneme to unload the cable for transfer to a recycling facility. Likewise, scrap section of Cable C1 and A from LFC will be transferred to the recycling facility. Finally, any scrap pieces of the replacement cables (Cable A2, F2 and G2) from the platforms, LFC and the CIV will be transported to the recycling facility.

Reference attached maps for LFC and platform areas included in Appendix A. The maps include the following:

- Map 1: LFC and Platform Locations
- Map 2: SYU LFC Onshore Facilities

- Map 3: LFC Side of Tunnel and Construction Work Area
- Map 4: LFC Tunnel Cross-Section
- Map 5: SYU Offshore Facilities

4.0 PLANS AND MITIGATION MEASURES

An important way to minimize or prevent oil spills is to follow good housekeeping practices and established operating procedures for the equipment involved. In addition, maintaining equipment in good working order and following preventative maintenance scheduled requirements should reduce the potential for leaks.

If any leak or spill is observed at one of the project locations (LFC, Platform or open water), the most important step is to stop or reduce the flow of leakage or spill, if possible. Next, as appropriate, the LFC Control Room, Platform Control Room or vessel bridge shall be notified so that appropriate response procedures can be implemented. The LFC Control Room, Platform Control Room or vessel bridge, as appropriate, will notify the ExxonMobil representative. Appropriate internal and external notifications to appropriate agencies will be made by ExxonMobil representative for spills at LFC or the platforms. For spills on contractor marine vessels, the vessel Captain will make appropriate internal and external agency notifications.

In all cases, knowing and following the established guidelines should minimize the impact of the leak or spill on the environment.

4.1 Agency Required Oil Spill Response Plans

A. EXXONMOBIL SYU OIL SPILL RESPONSE PLAN (OFFSHORE)

The ExxonMobil Oil Spill Response Plan- Pacific Region (OSRP) for Platforms Hondo, Harmony, Heritage and associated emulsion pipelines was developed to cover oil spill response operations at three adjacent and closely coordinated Outer Continental Shelf (OCS) facilities: Platforms Hondo, Harmony, and Heritage, and the emulsion pipelines between them. The plan also applies to projects conducted in vicinity of the platforms. The Oil Spill Response Plan (OSRP) describes the resources and procedures that would be used by response personnel in conjunction with other oil spill response resource information to accomplish the most effective mitigation of an incident. Appendix D of the plan contains the contractual agreements with a number of Oil Spill Response Organizations (OSROs), including Marine Spill Response Corporation (MSRC) and Clean Seas as well as an OSRL (Oil Spill Response Limited) and Padre Associates for environmental support.

A copy of the entire plan is kept on the platform facilities for reference in case it is needed.

B. PRYSMIAN CIV OIL POLLUTION INFORMATION (OFFSHORE)

Prysmian has plans that are implemented in the event of an emergency oil spill situation. These plans include the California Nontank Vessel Contingency Plan and the Shipboard Oil Pollution Emergency Plan (SOPEP).

1. California Nontank Vessel Contingency Plan

The California Nontank Vessel Contingency Plan was prepared by V.Ships Monaco to demonstrate compliance with the California regulations for the operation of the DP cable lay vessel Cable Enterprise, during the OPSRB project. This document is part of the vessel's Safety and Quality Management System and used in conjunction with the Shipboard Oil Pollution Emergency Plan (SOPEP), reference in Section 4.1 B.2.

The plan provides instructions for the vessel's staff to follow in the event of an emergency situation which could result in oil pollution.

The recommended activities in this plan are designed to coordinate effectively with those of the SYU and on-shore Oil Spill Response Organizations.

A copy of the entire plan is kept on the bridge of the Cable Enterprise for reference in case it is needed.

2. Shipboard Oil Pollution Emergency Plan (SOPEP)

The Shipboard Oil Pollution Emergency Plan (SOPEP) provides instructions for the vessel's staff to follow when an emergency situation poses a threat of oil pollution.

The SOPEP is written in English which is the working language of the ship's staff who will use this plan. The plan contains all information and operational instructions required by the Guidelines for the Development of Shipboard Oil Pollution Emergency Plans adopted by the International Convention for the Prevention of Pollution from Ships on 22 July 2005. The appendices contain names, telephone, telex numbers, etc. of all contacts referenced in the Plan as well as other reference material.

This Plan's primary purpose is to set in motion the necessary actions required to stop or minimize the discharge and mitigate the effects of an unexpected discharge of oil.

A copy of the entire plan is kept on the bridge of the Cable Enterprise for reference in case it is needed.

C. EXXONMOBIL LFC EMERGENCY RESPONSE PLAN (ONSHORE)

The LFC Emergency Response Plan was prepared by ExxonMobil for the Las Flores Canyon facilities. The purpose of this plan is to provide emergency response guidelines for on-site ExxonMobil and contractor personnel at the SYU facilities. The primary emphasis of this Plan is to facilitate the protection of life and health of ExxonMobil and contract employees on site and to protect the general public and surrounding area from being adversely affected in the unlikely event of an emergency occurring at the facility. The Plan provides emergency response actions to be taken by personnel in the event of fire, explosion, release of flammable liquids and gases, release of toxic gases or hazardous materials, and other emergency incidents that may result from a failure of process equipment, pipelines, tanks, and other equipment operated by the ExxonMobil Las Flores Canyon facilities.

This Plan is the official Emergency Response Plan for the ExxonMobil Las Flores Canyon facilities and has been prepared to comply with federal, state and local laws, codes and regulations.

A copy of the entire plan is kept the LFC Control Room and on the ExxonMobil computer system for reference in case it is needed.

4.2 Agency Regulatory Requirements

The following OSRP requirements were included in the OPSRB environmental documents and permit to minimize the potential for oil spills.

- All oil spills must be reported immediately to the ExxonMobil onsite representative to initiate the appropriate response and to notify the appropriate agencies, where applicable.

- ExxonMobil shall ensure that all installation contractors maintain good housekeeping practices to avoid washing of lubricants or other hydrocarbon from deck into the ocean or dropping of debris overboard. All lubricating oils, hydraulic fluids, waste oils and related materials shall be stored in contained areas.
- To reduce incidental fueling spills, ExxonMobil shall refuel all equipment and vessels involved in the Project at existing onshore fueling facilities (e.g. ports/piers). There shall be no boat-to-boat fuel transfers, with the exception of skiffs on the dedicated project cable installation vessel (CIV), which are only fueled when on the CIV.
- Petroleum-fueled equipment on the main deck of all vessels shall have drip pans or other means of collecting dripped petroleum, which shall be collected and treated with onboard equipment.
- All vessels will have the appropriate spill response equipment onboard.
- Contracts with off-site spill response companies shall be in-place and shall provide additional containment and clean-up resources as needed. The OSRO for the OPSRB Project will be the Clean Seas organization located in the Santa Barbara area. ExxonMobil maintains a contract with a number of OSRO's including Clean Seas, MSRC, and others.
- ExxonMobil shall provide offshore and Onshore Plan OSRP training to primary contractors and sub-contractors to ensure clear understanding of responsibilities and prompt oil spill response procedures. This training is provided during the onshore and offshore contractor regulatory and environmental training meetings. People not in attendance at these meetings or new to the project will be training by ExxonMobil representatives or specified contractors.
- ExxonMobil shall notify the Bureau of Safety and Environmental Enforcement (BSEE) prior to the scheduled drill for 2015 as soon as it is set so BSEE can witness boom deployment operations.
- Response drills shall be in accordance with Federal and State requirements
- The primary work vessel (Cable Enterprise) will be required to carry on board a minimum of 400 feet of sorbent boom, 5 bales of sorbent pads at least 18" x 18" square and a small powered boat for rapid deployment to contain and clean up any small spill or sheen on the water surface.
- In the event of any oil spills during construction that impact State waters, notification shall be made as soon as possible to the California Governor's Office of Emergency Services at (800) 852-7550, the State Land Commission's 24-hour emergency response number at (562) 590-5201, OSPR at 800-OILS-911, the USCG and other applicable agencies shall be made, as appropriate.

4.3 LFC and Platform Training

ExxonMobil conducts annual onshore and offshore training for emergency response situations. The offshore oil spill drills are conducted with Clean Seas, the primary Oil Spill response Organization (OSRO) for SYU. The most recent offshore drill was held on June 20, 2014. During these drill the oil

spill boom on the platform, depending on weather conditions, is transferred to a deployment vessel and laid out to contain the assumed spill. The drill for 2015 has been scheduled for June 5-7 for one crew and June 12-14 for the other crew. Reference Appendix B: Table 4.1 for a summary of the LFC Emergency Response Plan training and drills and Appendix B: Table 4.2 for a summary of the Oil Spill Response Plan training information.

4.4 ExxonMobil Representatives on Project Vessels

An ExxonMobil Representative will be present on the major project vessels to monitor operations and respond to emergency situations. The representatives (Technical Foreman - Construction or TFC) are trained in safety requirements, regulatory requirements and oil spill response.

5.0 RESPONSE STRATEGIES - POTENTIAL MINOR AND MAJOR SPILL SCENARIOS

This section discusses response strategies for potential project-specific minor and major spill scenarios and the included in-place mitigation measures to prevent or minimize the likelihood and impact of such an occurrence.

Note: All oil spills must be reported immediately to the ExxonMobil onsite representative to initiate the appropriate internal and external notifications and response. For oil spills attributable to an ExxonMobil facility (i.e., LFC or SYU Platform), the ExxonMobil representative will make the required internal and external notifications. For oil spills attributable to a Contractor marine vessel (i.e., CIV or support tug), the Contractor who owns or operates the vessel will make the required internal and external notifications and identify themselves as the source of the spill. The Contractor will provide the ExxonMobil representative the required reporting information and verification that the reports were made within the proper timeframe.

5.1 Minor and Major Spill Scenarios

Minor Oil spills could be expected to occur at the following locations:

- LFC Construction Site (Ground)
- Platform Work Areas (Deck and Ocean)
- Vessels in Open Water (Deck and Ocean)

Major Oil spills could be expected to occur at the following location:

- Vessels in Open Water (Ocean)

A. LFC CONSTRUCTION SITE

1. Minor Spill During Refueling of Construction Equipment at LFC

Situation: Construction equipment at LFC will need to be refueled periodically. Fuel will typically be transferred from a fuel trailer to each equipment fuel tank using a transfer hose containing a meter and valve. A leaking transfer hose or overfilling of a fuel tank could cause fuel to spill on the ground.

Prevention and Mitigation Measures: The person fueling the equipment will follow normal operational procedures pertaining to fuel transfer and review the procedures prior to starting the operation to minimize the potential for spills. At a minimum, all hoses, valves, transfer containers, and other associated equipment will be inspected for proper operation. Oil spill response equipment such as sorbent pads and containment boom will be maintained onsite and available near the equipment location. All equipment onsite will have containment pans under them to catch leaks and spills. In addition, the transfer hose valve must be manually operated and can be quickly shutoff.

Immediate Spill Response: Personnel onsite will immediately shutdown the fuel transfer and contain any spilled fuel on the ground with sorbent pads or containment boom to prevent it from spreading. Sorbent pads will be used to clean up the spilled fuel. Any contaminated soil will be removed.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the LFC Control Room by phone or company radio. The Control Room operator will initiate the appropriate response to the situation under the LFC Emergency Response Plan and notify the Operations Superintendent who will make appropriate internal and

external notifications.

B. PLATFORM WORK AREA

1. Minor Spill to Deck During Refueling of Construction Equipment on Platform

Situation: Construction equipment on the platform will need to be refueled periodically. Fuel will typically be transferred from a portable fuel container to each equipment fuel tank. A leaking container or overfilling of a fuel tank could cause fuel to spill on the platform deck.

Prevention and Mitigation Measures: The person fueling the equipment will follow normal operational procedures pertaining to fuel transfer and review the procedures prior to starting the operation to minimize the potential for spills. At a minimum, all hoses, valves, transfer containers, and other associated equipment will be inspected for proper operation. Oil spill response equipment such as sorbent pads and containment boom will be maintained onsite and available near the equipment location. All equipment on the platform will have containment pans under them to catch leaks and spills. In addition, the fuel transfer can be quickly stopped in case of issues.

Immediate Spill Response: Personnel onsite will immediately stop the fuel transfer and contain any spilled fuel that lands on the deck with sorbent pads or deck containment boom to prevent it from spreading. Sorbent pads will be used to clean up the spilled fuel.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the Platform Control Room by phone, company radio, or platform intercom. The Platform Control Room Operator will initiate the appropriate response to the situation under the platform normal operating procedures and notify the Field Superintendent who will make appropriate internal and external notifications, where required.

2. Minor Spill to Ocean During Refueling of Construction Equipment on Platform

Situation: Construction equipment on the platform will need to be refueled periodically. Fuel will typically be transferred from a portable fuel container to each equipment fuel tank. A leaking container or overfilling of a fuel tank could cause fuel to spill from the platform deck to the ocean below.

Prevention and Mitigation Measures: The person fueling the equipment will follow normal operational procedures pertaining to fuel transfer and review the procedures prior to starting the operation to minimize the potential for spills. At a minimum, all hoses, valves, transfer containers, and other associated equipment will be inspected for proper operation. Oil spill response equipment such as sorbent pads and containment boom will be maintained onsite and available near the equipment location. All equipment on the platform will have containment pans under them to catch leaks and spills. In addition, the fuel transfer can be quickly stopped in case of issues.

Immediate Spill Response: Personnel onsite will immediately stop the fuel transfer and contain any spilled fuel on the deck with sorbent pads or deck containment boom to minimize the spreading to the ocean. Sorbent pads will be used to clean up the spilled fuel.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the Platform Control Room by phone, company radio, or platform

intercom. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region and notify the Field Superintendent who will make appropriate internal and external notifications. The Platform Control Room will contact the Clean Seas organization and review the situation to determine if an emergency response is required.

C. VESSELS IN OPEN WATER

1. Minor Spills to Vessel Decks

Spill During Fuel Loading of Equipment on Deck of Marine Vessel

Situation: Several pieces of equipment located on the deck of the Cable Enterprise such as the skiffs will require periodic refueling during the project. Fuel will typically be transferred from a portable fuel container to each equipment fuel tank. A leaking transfer container or overflowing fuel tank could cause fuel to spill on the deck or inside the skiff.

Prevention and Mitigation Measures: The person fueling the equipment will follow normal operational procedures pertaining to fuel transfer and review the procedures prior to starting the operation to minimize the potential for spills. At a minimum, all hoses, valves, transfer containers, and other associated equipment will be inspected for proper operation. Oil spill response equipment such as sorbent pads and containment boom will be maintained onsite and available near the equipment location. All equipment on the platform will have containment pans under them to catch leaks and spills. In addition, the fuel transfer can be quickly stopped in case of issues. Deck oil containment boom or similar materials will also be placed along the railing of the side of the vessel closest to the operations to prevent any drainage to the ocean. The skiff fuel tanks are on the inside of the vessel and therefore the vessel itself would contain any spills.

Immediate Spill Response: Personnel onboard will immediately shutdown the fuel transfer operation and contain any spilled fuel on the deck with sorbent pads or deck containment boom to prevent it from reaching the ocean. The deck containment boom at the railings will be checked for any leakage. Sorbent pads will be used to clean up the spilled fuel.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the vessel bridge by phone, company radio, or vessel intercom. The bridge will notify the Captain and initiate the appropriate response to the situation under the vessel normal operating procedures. The Captain will notify the ExxonMobil representative.

The vessel captain and the ExxonMobil representative will make all required internal and external notifications.

2. Minor Spills to Ocean

Spill During Fuel Loading of Marine Vessels at Ports or Leaks from Hydraulic Systems

Situation: Each marine vessel will need to load fuel at a local CA port either during mobilization for the project or at periods during the project. A leaking transfer hose or overflowing tank could cause fuel to spill from the deck into the ocean. In addition, hydraulic equipment could develop a leak in a hose or connection that sprays into the ocean.

Prevention and Mitigation Measures: The person fueling the equipment will follow normal operational

procedures pertaining to fuel transfer and review the procedures prior to starting the operation to minimize the potential for spills. At a minimum, all hoses, valves, transfer containers, and other associated equipment will be inspected for proper operation. Oil spill response equipment such as sorbent pads and containment boom will be maintained onsite and available near the equipment location. All equipment on the platform will have containment pans under them to catch leaks and spills. In addition, the fuel transfer can be quickly stopped in case of issues. Deck oil containment boom or similar materials will also be placed around the fuel loading manifold and along the railing of the side of the vessel closest to the operations to prevent any drainage to the ocean.

Hydraulic hoses and connections will be checked prior to operation. Where feasible, containment barriers will be placed around connections near the side of the vessel. In case of leaks, the hydraulic system will be turned off to reduce pressure in the system.

Spill Response: Personnel onboard will immediately shutdown the fuel transfer system or hydraulic system and contain any spilled fluid on the deck to minimize the amount reaching the ocean. The containment boom at the railings will be checked for any leakage. Sorbent pads will be used to clean up the spilled fluid.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the vessel bridge by phone, company radio, or vessel intercom. The bridge will notify the Captain and apprise him of the situation. The Captain will notify the ExxonMobil representative. The ExxonMobil representative will immediately contact the Platform Control Room by phone or company radio. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region. The Platform Control Room will contact the Clean Seas organization and review the situation to determine if an emergency response is required.

The vessel captain and the ExxonMobil representative will make all required internal and external notifications.

3. Major Spills to Ocean

Spill from Grounding/Stranding, Fire/Explosion, Collision, Hull Failure, and Excessive List of Cable Enterprise

Situation: The Cable Enterprise DP Cable Lay Vessel could have one of the above identified situations occur during an emergency that could cause the spill of significant amounts of fuel and oil on the deck and/or into the ocean.

Prevention and Mitigation Measures: The crew has experienced personnel who will follow the shipboard operational procedures and periodically train on the response procedures to minimize the potential for a situation developing that could cause a major oil spill into the ocean. These procedures include the following: fuel and tankage description, prevention measures, notification procedures, drill and training requirements, post accident reviews, specific steps to control discharges, responses to specific situations, backup power availability, fire safety procedures, and damage stability information. In addition, the OPSRB Critical Operations and Curtailment Plan will be followed. Potential situations that could cause a major spill include severe weather, loss of all power on vessel, fire/explosion on

vessel, and collision with another vessel, the shore or the platform. The vessel can maintain position or move to a safe location with the loss of one or more of the six thrusters. A support tug will be in the area that can help move the vessel or assist in the response efforts. Oil spill response equipment required by vessel regulations and the CSLC mitigation measure will be located on the vessel and be available for use by the crew prior to the arrival of other oil spill response resources.

Spill Response: Vessel personnel will activate emergency procedures to minimize releases of fuel to the environment, if it can be performed safely. Vessel emergency response teams will be activated to respond to the situation in accordance with established procedures, if it can be performed safely. This would include notifying Clean Seas and requesting assistance. Oil spill response equipment such as the 400 feet of spill boom will be deployed by the crew prior to the arrival of other oil spill response resources, if it can be performed safely.

Depending on the situation, the support tug could assist in deploying the CIV oil spill boom and/or towing the vessel back to port to prevent further impacts. In addition, if determined appropriate based on the Clean Seas response time, the platform could deploy their oil spill boom with the assistance of the crew boat and/or the support tug.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the vessel bridge by phone, radio, or vessel intercom. The bridge will notify the Captain and apprise him of the situation. The Captain will notify the ExxonMobil representative. The ExxonMobil representative will immediately contact the Platform Control Room by phone or radio. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region. The Platform Control Room will contact the Clean Seas organization and request an emergency response. Based on the situation, other response organizations can be requested to provide assistance.

The vessel captain will make all required internal and external notifications and identify the vessel as the source of the spill. The ExxonMobil representative will make all required internal and external notifications.

Spill From Damaged Emulsion Pipeline During Anchoring of Dive Support Vessel

Situation: The Dive Support Vessel will be required to anchor in the nearshore area during several project activities. If placed in the wrong location or moved during a storm event, the anchor could hit and damaged the emulsion pipeline during installation or be dragged to the pipeline.

Prevention and Mitigation Measures: The OPSRB Anchor Handling Plan provides specific procedures and locations for the placement of all anchors. The anchor locations have been sited to be a minimum of 250 feet from all active pipelines and power cables. A DGPS navigation system (< 1 meter accuracy) will be used to position the vessel at the coordinates of the selected anchor location. The anchors will be lowered and removed in a vertical orientation to prevent side movement. The mooring system will consist of a mooring buoy directly above the anchor and a soft mooring line to the vessel to minimize anchor movement. The crew will follow the requirements of the plan during all anchor installations and removals to minimize the potential for damage to the oil pipeline. During any storm event, the crew can detach or cut the mooring lines to minimize the potential for the anchor to be dragged.

It is highly unlikely the pipeline could develop a leak due to the size of the anchors (1,500 lbs) and the shallow water depth (25 to 90 feet). In addition, the emulsion pipeline has a concrete coating for protection and is typically partially to totally buried under marine sediment in the nearshore area. Previous risk analysis (reference Appendix B of Attachment E in the August 2013 permit application) has determined that the dropping of heavier objects (>1000 feet of suspended cable at ~15,000 lbs) would not damage a pipeline to the point that a leak could occur, but could result in surface damage.

Spill Response: Oil spill response equipment on the vessel will be deployed by the crew prior to the arrival of other oil spill response resources, if it can be performed safely.

Spill Notification: For any oil spill or other type of emergency situation, the person observing the situation will immediately contact the vessel bridge by phone, company radio, or vessel intercom. The bridge will notify the Captain and apprise him of the situation. The Captain will notify the ExxonMobil representative. The ExxonMobil representative will immediately contact the Platform Control Room by phone or radio. The Platform Control Room operator will initiate the appropriate response to the situation under the Oil Spill Response Plan- Pacific Region. The Platform Control Room will contact the Clean Seas organization and request an emergency response. Based on the situation, other response organization can be requested to provide assistance.

The vessel captain will make all required internal and external notifications and identify the vessel as the source of the spill. The ExxonMobil representative will make all required internal and external notifications.

6.0 OIL SPILL CONTAINMENT and CLEAN UP RESOURCES

The following emergency and oil spill containment and cleanup resources will be available in case of an oil spill during the OPSRB Project:

- LFC (Following items available at LFC)
 - o Reference Appendix B: Table 6.1
- Cable Enterprise will carry onboard, at a minimum, the following spill containment and clean up resources:
 - o 400 feet of Sorbent Boom
 - o 5 bales of Sorbent Pads (at least 18" x 18" square)
 - o Small Powered Boat for Rapid Deployment
- SYU Platforms (Each platform has the following items available)
 - o 1000 to 1500 feet of 41" Boom and Reel, or equivalent
 - o 5 Clean Seas Marking Buoys
 - o 15 Bales of 3M Type 156 Sorbent Pads
 - o 100 Plastic Storage Bags
 - o 20 Cyalume Light Sticks
 - o Lot of Hand Tools
 - o Two available crew boat also contains 500 feet of 43" Boom, storage bags, and hand tools
- Clean Seas (As OSRO has the following items available)
 - o Reference Appendix B: Table 6.2
 - o Response time for Clean Seas vessel to reach SYU area is estimated to be approximately 15-30 minutes

7.0 REFERENCE DOCUMENTS and PROJECT MITIGATION MEASURES

7.1 Reference Documents

The following documents are referenced in this plan but are not attached. The documents are available at the appropriate project locations:

- OPSRB Anchor Handling Plan Rev 1
- ExxonMobil Oil Spill Response Plan- Pacific Region
- ExxonMobil LFC Emergency Response Plan
- California Nontank Vessel Contingency Plan (CIV Cable Enterprise)
- Shipboard Oil Pollution Emergency Plan (CIV Cable Enterprise)

7.2 Project Mitigation Measures

MM HAZ-1: Use and Storage of Lubricating Oils, Hydraulic Fluids, and Waste Oils

ExxonMobil shall ensure that all installation contractors maintain good housekeeping practices to avoid washing of lubricants or other hydrocarbon from deck into the ocean or dropping of debris overboard. All lubricating oils, hydraulic fluids, waste oils and related materials shall be stored in contained areas.

MM HAZ-3: Fueling Measure

To reduce incidental fueling spills, ExxonMobil shall refuel all equipment and vessels involved in the Project at existing onshore fueling facilities (e.g. ports/piers). There shall be no boat-to-boat fuel transfers, with the exception of skiffs on the dedicated project cable installation vessel (CIV), which are only fueled when on the CIV.

MM HAZ-7: Oil Spill Response Plan (OSRP)

ExxonMobil shall prepare a Project-specific OSRP that clearly identifies responsibilities of onshore and offshore contractors and ExxonMobil personnel. The OSRP shall list and identify the location of oil spill response equipment (including booms) and response times for deployment. Petroleum-fueled equipment on the main deck of all vessels shall have drip pans or other means of collecting dripped petroleum, which shall be collected and treated with onboard equipment. Response drills shall be in accordance with Federal and State requirements. Contracts with off-site spill response companies shall be in-place and shall provide additional containment and clean-up resources as needed. The OSRP shall be submitted to Bureau of Safety and Environmental Enforcement, California State Lands Commission, and Santa Barbara County staffs 60 days prior to commencement.

MM HAZ-8: Oil Spill Response Plan (OSRP) Training

ExxonMobil shall provide offshore and Onshore Plan OSRP training to primary contractors and sub-contractors to ensure clear understanding of responsibilities and prompt oil spill response procedures. ExxonMobil shall provide records documenting boom deployment training has been completed within the last year for both platform and Clean Seas personnel. ExxonMobil shall notify the Bureau of Safety and Environmental Enforcement (BSEE) at least [30 days in advance and within] 72 hours before the

drill so BSEE can witness boom deployment operations.

CCC Staff Report Section IV Item 9

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, ExxonMobil shall submit a Project-specific OSRP to the Executive Director for review and approval. The OSRP shall clearly identify responsibilities of onshore and offshore contractors and ExxonMobil personnel and shall list and identify the location of oil spill response equipment (including booms), appropriate protocols and response times for deployment. Petroleum-fueled equipment on the main deck of all vessels shall have drip pans or other means of collecting dripped petroleum, which shall be collected and treated with onboard equipment. Response drills shall be in accordance with Federal and State requirements. Contracts with off-site spill response companies shall be in-place and shall provide additional containment and clean-up resources as needed.

CSLC Amendment of Lease: Paragraph 22. c and d

c) A Project-specific hazardous spill contingency plan with specific designation of the onsite person who will have responsibility for implementing the plan. The spill plan shall include potential minor and major spill scenarios, preventive measures, equipment available onsite, spill notification protocol and procedures and information on immediate call-out of additional spill containment and clean up resources in the event of an incident that exceeds the rapid clean up capabilities of the onsite work force. The primary work vessel will be required to carry on board a minimum of 400 feet of sorbent boom, 5 bales of sorbent pads at least 18" x 18" square and a small powered boat for rapid deployment to contain and clean up any small spill or sheen on the water surface.

d) In the event of any oil spills during construction that impact State waters, notification shall be made as soon as possible to the California Governor's Office of Emergency Services at (800) 852-7550, the Commission's 24-hour emergency response number at (562) 590-5201, and other applicable agencies.

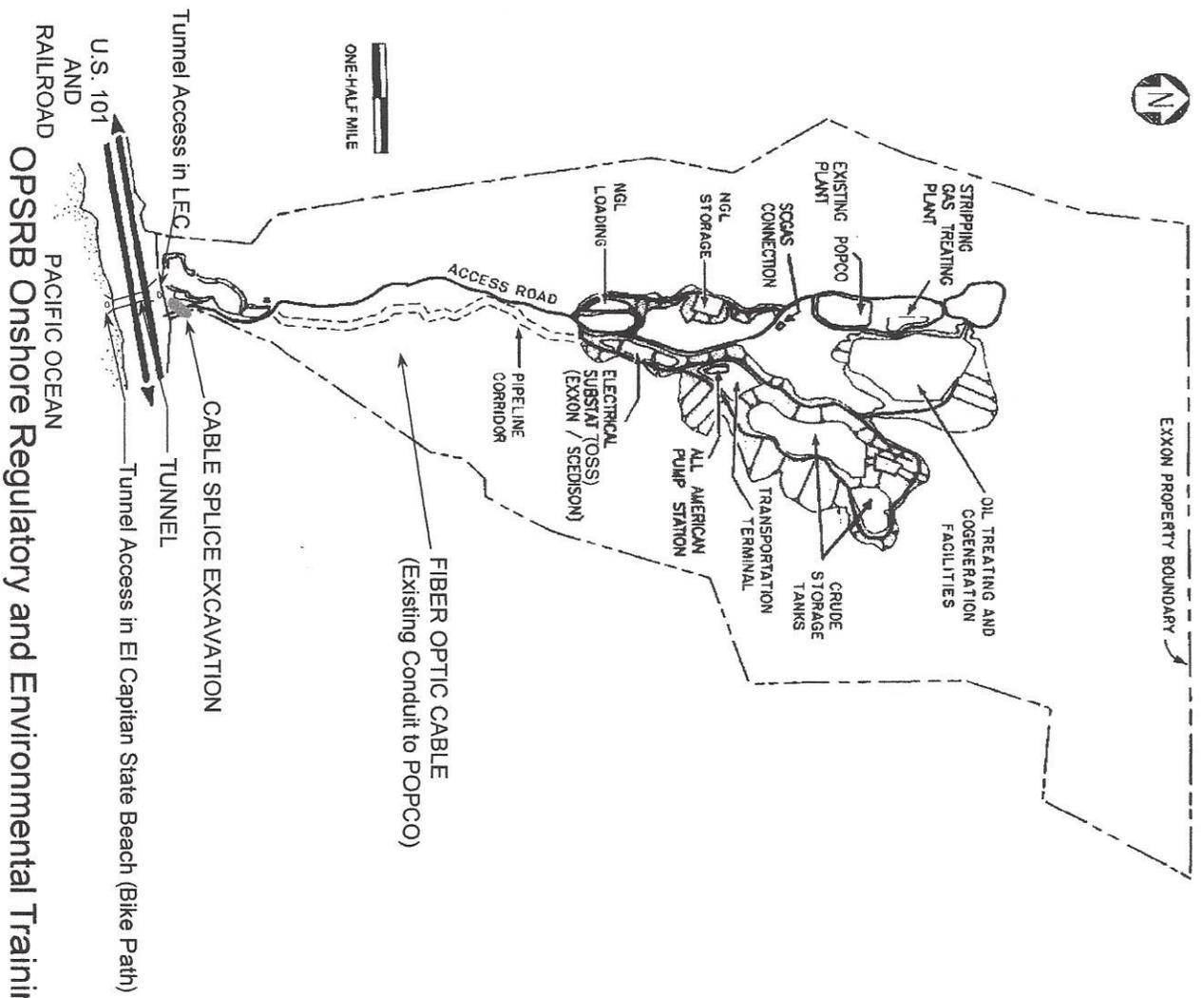
BOEM EA Table 1.1 – Oil Spills

Description of Potential Impacts	Impacting Agents	Environmental Protection Measures to Avoid or Minimize Impacts from the Project
<p>Oil Spills Potentially affecting water quality and marine animals</p>	<p>Spilled oil</p>	<p>Source: ExxonMobil</p> <ul style="list-style-type: none"> • ExxonMobil shall prepare a project-specific addendum to the SYU Oil Spill Response Plan (OSRP) that clearly identifies responsibilities of contractor and ExxonMobil personnel. The plan shall list and identify the location of oil spill response equipment and response times for deployment. The addendum shall be submitted to the BSEE, SLC, and SBC prior to commencement of cable installation and retrieval operations. • Contractors shall maintain all petroleum products in contained areas and practice good housekeeping. • All project-related materials shall be loaded at port, to the extent possible. • ExxonMobil shall provide oil spill response training for project and contract personnel. • All vessels will have the appropriate spill response equipment onboard. • Petroleum-fueled equipment on the main deck of all vessels will have drip pans or other means of collecting dripped petroleum, which will be collected and treated with onboard equipment. • All vessels shall be refueled at designated ports or per the prepared refueling plan.

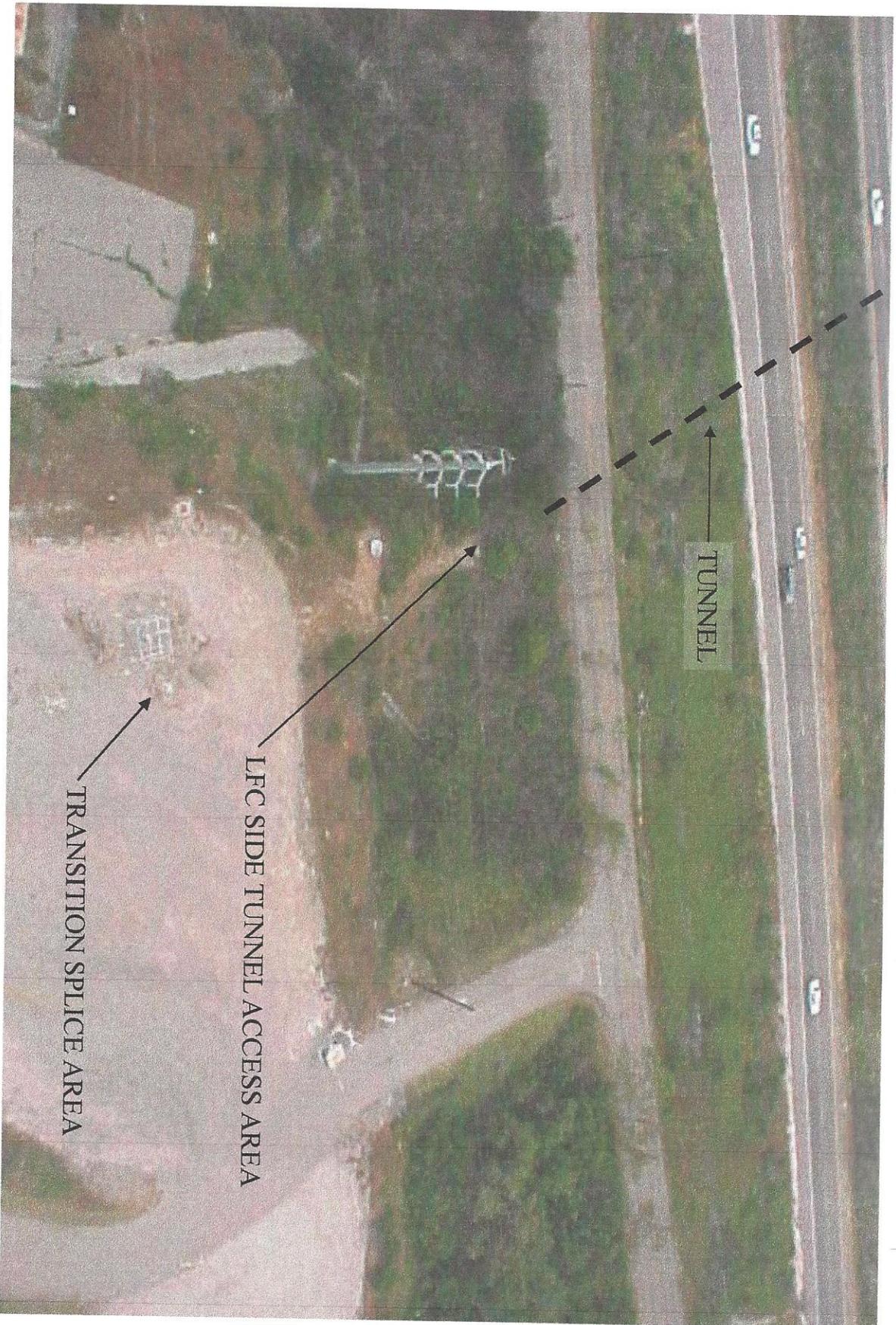
APPENDIX A

PROJECT AREA MAPS

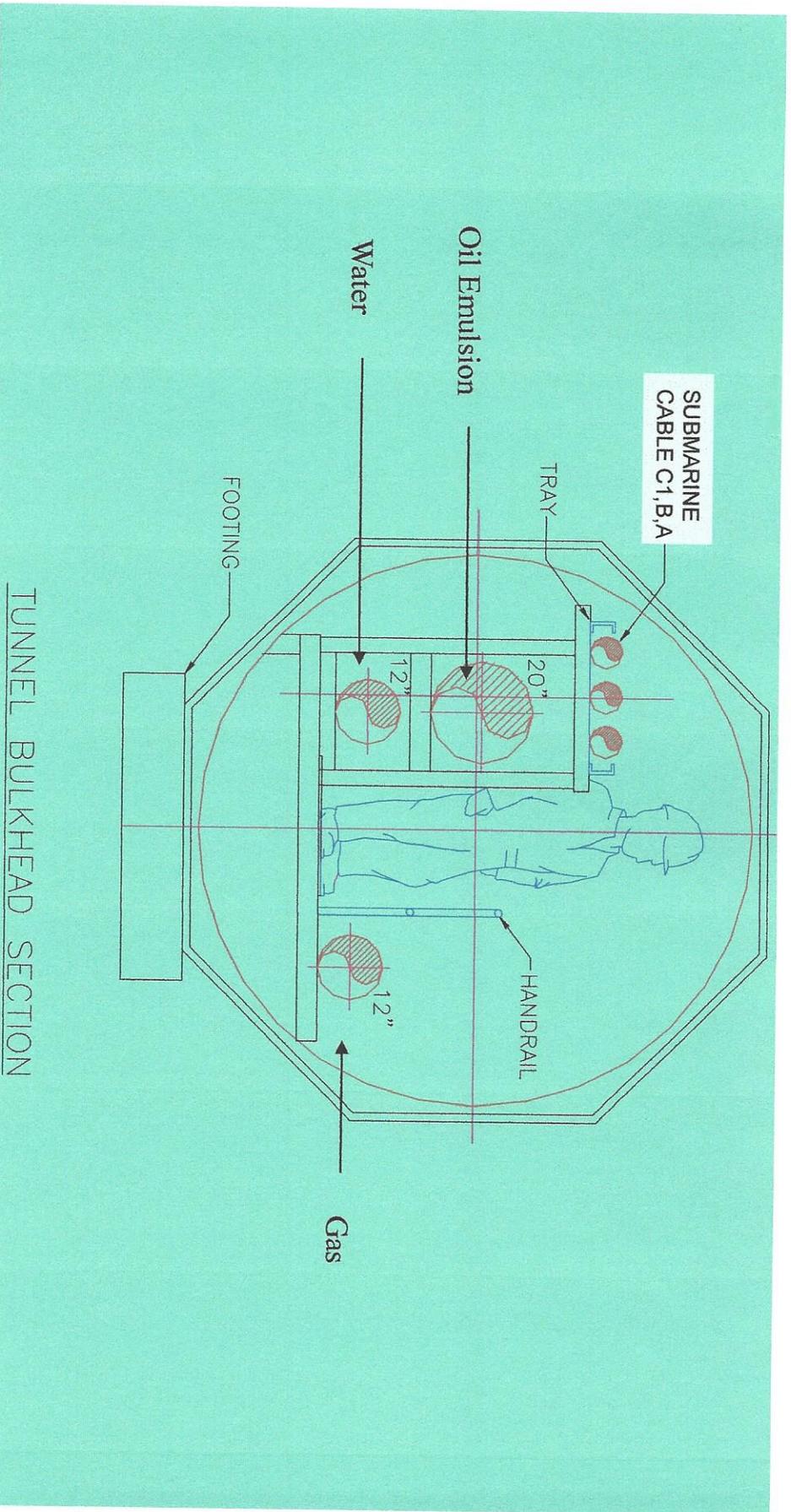
SYU LFC Onshore Facilities Overview



Map 3: LFC Side of Tunnel and Construction Work Area

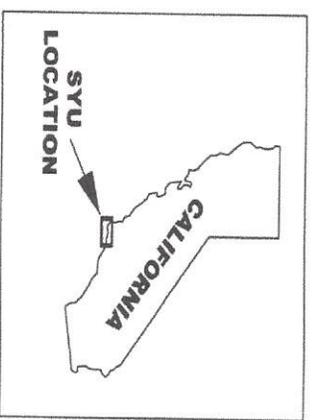
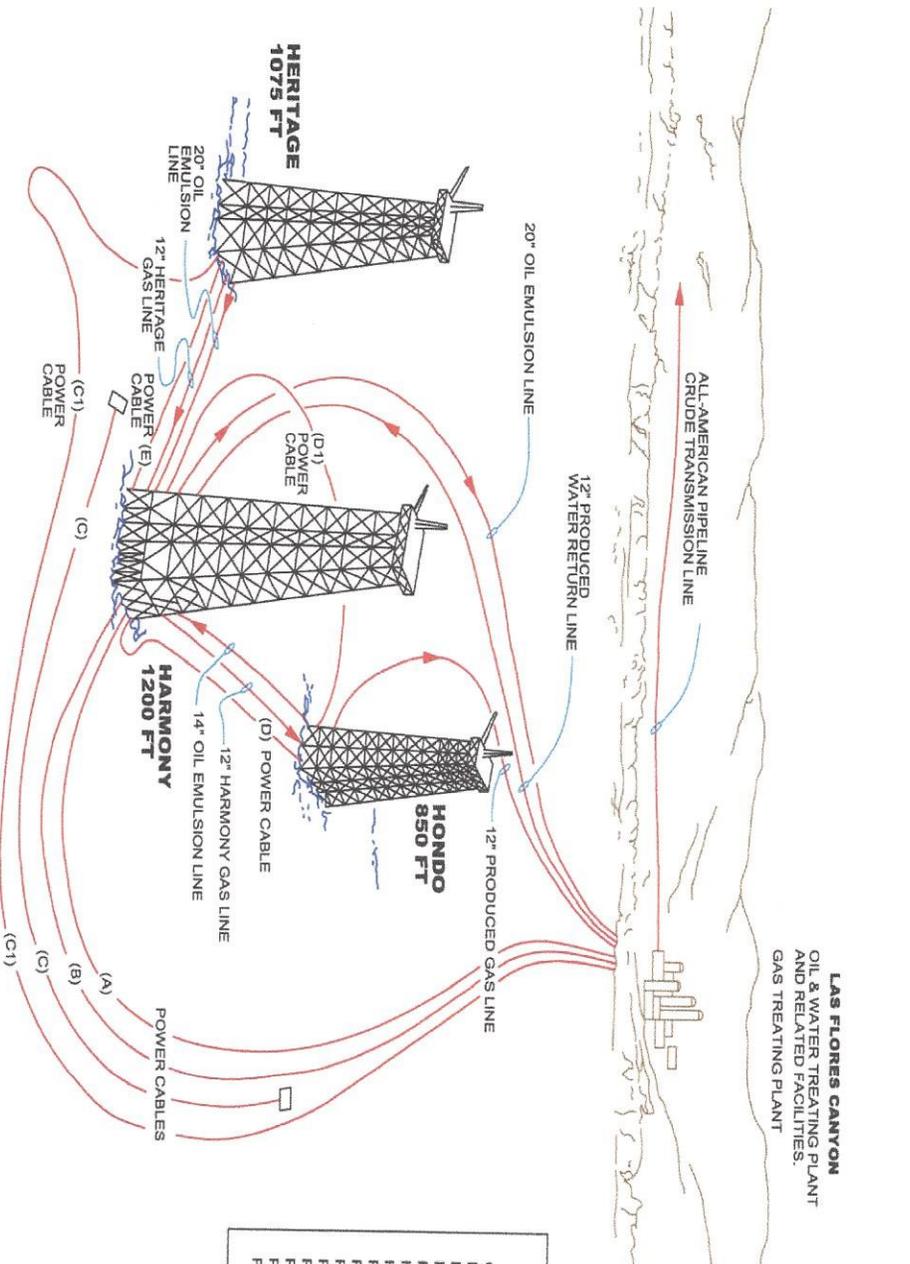


Map: 4 LFC Tunnel Cross-Section



SYU Existing Offshore Facilities Overview

SANTA YNEZ UNIT FACILITIES



MAJOR PIPELINE AND POWER CABLE FACILITIES

OIL EMULSION LINE TO SHORE	16 MILES OF 20" LINE
HERITAGE TO HARMONY	7 MILES OF 20" LINE
HONDO TO HARMONY OIL LINE	4 MILES OF 14" LINE
PRODUCED WATER RETURN LINE TO SHORE	10 MILES OF 12" LINE
PRODUCED GAS LINE TO SHORE	7 MILES OF 12" LINE
HARMONY GAS LINE	4 MILES OF 12" LINE
HERITAGE GAS LINE	7 MILES OF 12" LINE
POWER CABLE (APFX. TOTAL)	47 MILES
POWER CABLE "A"	10 MILES
POWER CABLE "B"	10 MILES
POWER CABLE "C" (ABANDONNED IN PLACE)	11 MILES
POWER CABLE "C1"	17 MILES
POWER CABLE "D"	3 MILES
POWER CABLE "D1"	4 MILES
POWER CABLE "E"	7 MILES

APPENDIX B

OIL SPILL TRAINING and EMERGENCY RESPONSE EQUIPMENT

Table 4.1

EMERGENCY RESPONSE PLAN

SECTION THIRTEEN

LFC FACILITIES

TRAINING AND DRILLS

CONTENTS

Operations Training	13-1
Firefighting	13-1
Emergency Drills	13-2
Applicable Regulatory Requirements.....	13-2
HAZCOM TRAINING	13-3
HAZWOPER TRAINING	13-3
Table 13.1. HAZWOPER training requirements	13-5
Emergency Response Plan.....	13-6

SECTION THIRTEEN

TRAINING AND DRILLS

OPERATIONS TRAINING

All operations employees have participated in an operator-training program prior to startup. This program, using the operating manuals as texts, included the following elements:

- Classroom instruction on theory and practical operation of the facility, emphasizing process safety and the hazards of the products present, fire prevention equipment, and preventive maintenance. The importance of isolation of process streams that could feed a fire were stressed.
- Process simulator training, to illustrate functioning of the plant control systems during normal operation, equipment failures, and process upsets.
- Visits to the site for familiarization with the overall layout, and particularly with locations of protective systems and critical equipment and controls.

ExxonMobil personnel with experience in our facility will assist with the training programs at Las Flores Canyon.

FIRE FIGHTING

It is ExxonMobil's policy to fight incipient-stage fires only. Personnel will fight involved fires only if they have received the appropriate level of training.

Most operating supervisors and employees will receive training in the function and use of the fire detection and protection equipment. Before startup, personnel took part in classroom orientation and practical field demonstrations of:

- Basic fire fighting (hot training) and rescue techniques.
- Use of portable extinguishers, hose reels, monitors
- Operation of fixed systems: foam, sprinklers, Halon
- Operation of fire water pump, piping system, and valves.
- Use of self-contained breathing apparatus (SCBA) and other personal protective equipment.
- First aid (all employees-basic, select operations employees intermediate and CPR)

SECTION THIRTEEN

TRAINING AND DRILLS

Employees are trained in their roles in the emergency response organization, corresponding to their job assignments in the facility. This involves training in employee alerting procedures; investigating and reporting fires and other incidents; and implementation of the emergency response plan, both during normal operational times and during reduced manpower times on site outside of normal working hours.

To maintain personnel in the state of preparedness, SYU operators participate annually in the fire fighting training described above. As required by federal law, operators are re-certified as facility operators once every three years.

Visitors who do not work regularly in the facility must also be made aware of safety procedures. In this category are government officials, management and technical staff, and contractors. Before visitors enter the plant area, they will be informed of what to do in an emergency. The responsible supervisor will make sure that contract employees have been trained in the work permit system and are supervised to make sure they are working safely.

EMERGENCY DRILLS

Practice drills are a valuable means of evaluating the overall emergency response system. Drills will include the use of procedures, equipment, and people. Supervisors will conduct drills that could occur once per year at the onshore facilities for SYU and once per year at POPCO. Small-scale exercises, such as simulated fires or rescue of an injured person will be performed. Large-scale simulations involving outside assistance will be conducted and the Santa Barbara County Fire Department and Office of Emergency Services will be invited to participate in these drills. At the conclusion of an exercise, there will be a debriefing and evaluation meeting, and any identified shortcomings can be corrected. All personnel will be notified and instructed in any revisions to the emergency response plan resulting from lessons learned in the drills.

APPLICABLE REGULATORY REQUIREMENTS

The Federal and State Occupational Safety and Health Administrations have promulgated two sets of regulations that are applicable to hazardous material handling and oil spill response operations. They are:

- Hazard communications regulations in Federal 29 CFR § 1910.1200 and State Title 8 § 5194.
- Hazardous waste operations and emergency response or HAZWOPER regulations in Federal 29 CFR § 1910.120 and State Title 8 § 5192.

Table 4.2

B. TRAINING INFORMATION

APPENDIX B

a. ExxonMobil OSRC/IC, SMT and QI

ExxonMobil provides annual training for QI/IC and Spill Management Team (SMT) personnel including:

- Planning Section Chief
- Operations Section Chief
- Safety Officer
- Logistics Branch Director
- Liaison Officer
- Finance Section Chief
- Information Officer
- Documentation Unit Leader
- Communications Unit Leader
- Others as necessary

Training provided includes the overall responsibility of the SMT as well as individual responsibilities, reporting procedures, location and intended use of available response equipment, deployment strategies, and oil spill trajectory analysis. The training is provided to comply with 30 CFR 254.41(b). A supervisor's training may include the Clean Seas' 8-hour First Line Supervisors Course. Clean Seas conducts ORT training. Once completed, Clean Seas awards training certificate. Additional managers can fulfill their training requirements through internal training sessions or through the Clean Seas' three-day Spill Response Management Course.

Clean Seas provides annual training for member companies supporting the requirements described in 30 CFR, Part 254.41 (a). This training consists of classroom and hands-on field deployment exercise of owned and contracted equipment positioned on ExxonMobil platforms and contracted support vessels.

The classroom portion of the training is typically conducted on each ExxonMobil POCS platform. Training consists of a slide presentation and discussion focused on field and supervisory aspects of spill response. Specific topics covered in the classroom session are the following:

- ✓ Notification
- ✓ Incident Command
- ✓ Site Safety Plans
- ✓ Response Strategy and Tactics
- ✓ Emergency Response Activities
- ✓ Post Emergency Response Activities

Training records are maintained electronically and are available from the local training contact at Las Flores Canyon.

b. Other SMT Members

Other members of the SMT emergency response team (Liaison Officer, Finance Section Chief, Information Officer, Operational Support staff, etc.) also attend the annual classroom training provided to the SMT. In addition, some of the other types of training provided to team members either annually or on a periodic basis are listed below:

- Incident Command System Training
- Wildlife Rehabilitation Training
- Spill Notification Reporting Training
- HAZWOPER Training (Refresher conducted annually)
- ERT Support Staff Training
- Emergency Telephone Procedure Training
- Media/Crisis Communications Training
- Oil Spill Exercise (Conducted annually)

Additionally, each member of the response team and backup personnel will be issued a copy of the ExxonMobil Spill Response Plan and will become familiar with all aspects of the plan. Members with dual roles or responsibilities will become familiar with each role

c. SRT Training

In accordance with 30 CFR Part 254.41, OSRO personnel who are responsible for operating OSRO-owned spill response equipment receive annual hands-on training in the actual deployment and operation of equipment on an annual basis. Training records for individual trainees are maintained at each OSRO's office.

Table 6.1 : LFC Emergency Response equipment

TABLE 7.1 Miscellaneous Fire, Safety and Emergency Response Equipment
EXXONMOBIL LAS FLORES CANYON

MISCELLANEOUS FIRE, SAFETY AND EMERGENCY RESPONSE EQUIPMENT

Item Quantity

1	Portable Hose Station	3
2	Wheeled Fire Extinguisher - 150 Lbs. (Dry Chemical)	19
3	Wheeled Fire Extinguisher - 350 Lbs. (Dry Chemical)	6
4	Portable Fire Extinguisher (Dry Chemical)	214
5	Portable Fire Extinguisher (Halon)	47
6	Portable Fire Extinguisher (Water)	32
7	Fire Extinguisher Cabinet	33
8	Respirators (SCBA's)	200
9	Basket Stretcher	7
10	Portable Resuscitator	11
11	First Aid Kit	13
12	Burn Kit	11
13	Fire Coat	59
14	Fire Pants	60
15	Suspenders	47
16	Bunker Boots	59
17	Fire Helmet	51
18	Gloves (Heat Resistant)	39
19	Fire Clothing Locker	9
20	Coat (Heat Resistant)	4
21	Safety Equipment Cabinet (Chemical)	16
22	Safety Equipment Cabinet (Heat)	2
23	Bug Blower	1
24	MSA Sample Meters	12
25	8' x 24' Wells Cargo Trailers for Spill and Fire Equipment	2 (See attached contents)
26	30# ABC Firewatch Extinguishers	21
27	Class (Level "A") HAZMAT Suits	8
28	Other Miscellaneous Items	
	Absorbent Boom and Pads	
	Garden Hose	
	Visqueen	

Pitchforks
Shovels
Portable Eye Wash Station
Chemical Resistant Steel Toe Boots
Chemical Resistant Gloves
Chemical Resistant Coats
Plastic and Rubber Aprons
Tarps
Goggles
Face Shields
Rain Suits
Vinegar
Soda Ash
Seltzer Bails
Rubber Gloves
SO2 Spill Response Kit
Chlorine Spill Response Kit
Portable Lights

**ExxonMobil Las Flores Canyon
HAZMAT RESPONSE TRAILER
INVENTORY**

Date: 9/2/14

	<u>Amount</u>
Bucket lids	12
Hudson sprayers	5
Caution tape	5
Danger tape	5
Duct tape	7
Red tags	32
Colored tape (Red, yellow, blue, green, white)	1 each color
Broom attachments (2LG 1SM)	2lg/4sm
Water wands	2
Hazmat brushes	7
Diapers	1 box of 100
Hudson sprayers	5
5 Gal buckets	6
Tyvex hoods	1 Box 25 ea
Tyvex booties	1 Box 25 ea
Disposable plastic booties	3 Box 25 ea
Chemical Aprons	6
Chemical booties	1 Box 25 ea
Squeegees	3
Adapter 1" to water	7
Chicago 1" fittings	6
Tie wraps	3 bags, 100 ea
Hard hats(yellow)	6
Scale	1
Drinking cups	3 Box 100 ea
Water	2 cases 24 ea
Miller Harness w/lanyard	3
Face shields	8
Replacement shields	13
Goggles	8

**ExxonMobil Las Flores Canyon
HAZMAT RESPONSE TRAILER
INVENTORY
Date: 9/2/14**

Chemical gloves	1 box 50 pair
Chemical gloves long sleeve	8 pair
Tyvex suits (XXXL, L, M)	10 ea size
Chemical suits (XXL- S)	8 ea size
Plastic Bags (roll)	2 roll 100/roll
Rope 3/8" (reel)	1
Water hose (garden hose)	3
Fitting Fire 2 1/2" to Chicago	1
Chemical Boots (size)	
9	2
10	3
11	2
FIRST AID KIT	
Fingertip Band-Aids	2 boxes of 24
Ice packs	2
Watergel dressing	1 box/25
DOOR	
First Aid guide	1
Tweezers	2
Assorted Band -Aids various size	3 box 24/box

Inventoried by: Jason Kinchen

Date: 9/2/14

Table 6.2

EQUIPMENT

- Home
- Equipment
- Training
- Members
- For Sale
- Employment
- Contact
- Links



Clean Seas owns a large amount of oil spill containment and recovery equipment. In addition, it has a substantial amount of equipment available under contract in the event of a major oil spill event that requires a greater capacity. Pictured are two of our Oil Spill Response Vessels OCEAN SCOUT & OCEAN GUARDIAN.

For further information regarding our equipment, contact us at cleanseas@cleanseas.com.



containment	absorbents/dispersant/spray
recovery	radio communications
boats/vessels	miscellaneous
vehicles/trailers	

CO-OP RESOURCES

The Clean Seas equipment and material inventory is presented in Table 501-1. of the Regional Resource Manual

TABLE 501-1

Inventory of Equipment and Materials

This list is not intended to correspond to temporary relocation and/or movement of equipment within Clean Seas' Area of Response nor to periods when eq for repairs or maintenance.

[Top](#)

I. CONTAINMENT

a) Boom, Fast Response (Flotation x Skirt)

OPEN OCEAN		
Kepner 60" High Seas	(24 x 36)	3,000 ft.
Kepner 42" High Seas	(17 x 25)	6,000 ft.
Oil Stop	(18 x 25)	9,000 ft.
OOFF	(18 x 25)	4,500 ft.
TOTAL:		22,500 ft.

Offshore/Near Shore/Protective Boom		
American Marine	(12 x 18)	1,200 ft.
Kepner Sea Curtain	(8 x 12)	18,600 ft.
Kepner Sea Curtain	(12 x 18)	7,400 ft.
Kepner 8" Fast Current Boom	(8 x 12)	1,100 ft.
Oil Stop	(4 x 6)	3,000 ft.
TOTAL:		31,300 ft.

TOTAL BOOM AVAILABLE: 53,800 ft.

The total boom available will change from time to time as maintenance, cleaning, survey, and replacement occur on a regular basis.

b) Storage

- 1) OSRB OCEAN KEEPER- This Tank Barge is 181' x 56' with a storage capacity of 15,000 BBLs and is normally moored off Santa Barbara Harbor.
- 2) Eight (8) 100 barrel Rigid Dracones (barges).
- 3) Storage Bags/Containers
 - One(1) 24,780 Gallon (590 BBLs) Kepner Floating Storage Bag
 - Three (3) 5,000-Gallon (120 BBLs) Kepner Floating Storage Bags
 - Four (4) 1,200-Gallon (28 BBLs) Kepner Floating Storage Bags
 - One (1) 6,000-Gallon (140 BBLs) Dracone Floating Bag
 - Twelve (12) 2,400-Gallon (57 BBLs) Fast Tanks.

[Top](#)

II. RECOVERY

The following Skimmers are available at the yard, or pre-staged on vessels and near deployment sites.

NAME	Qty	Viscosity	Open sea, protected	BPD	De-rate BPD
GT 185	6	heavy	open	58,889	8,226
GT 260	1	heavy	open	15,096	3,019
Lori-2	4	heavy	open/protected	49,536	9,904
Lori-3	9	heavy	open/protected	33,390	33,390
Lori-4	2	heavy	open/protected	24,768	9,904
Lori - 5	2	heavy	open	12,364	12,364
Roto 30	2	heavy	open/protected	15,085	6,034
Desmi-DOP-250 Wier-Skimmer	2	heavy	open/protected	30,192	6,034
TOTAL:					88,875

[Top](#)

III. VEHICLES/TRAILERS

a) An assortment of trucks and response vehicles available for immediate response operations and contracts are in place for additional equipment as needed, i truck, stake and pickup trucks, and other vehicles.

b) Harbor Trailers

Nine (9) Fast Response Harbor Trailers (FRHT) equipped with pollution control equipment including near shore protective boom, sorbent materials, and gear.

[Top](#)

IV. BOATS/VESSELS

a) Oil Spill Response Vessels (OSRVs) 4

OSRV's are normally moored near Santa Barbara Harbor and Point Conception. Movement of OSRV's outside the Area of Response requires concurrence agencies if such movement significantly reduces cleanup response capability.

Each vessel has: Two Lori Three Brush advancing skimmer units and accessory equipment; (1,500 feet of Kepner 43-inch High Seas Boom on a hydraulic crane, a calibrated dispersant application system with dispersant, five bags each of absorbent boom and pads, one GT-ASD heavy oil pump, a site chara infrared camera surveillance system, and oil storage.

b) Spill Response Vessels (SRVs), Fast Response Support Boats (FRSB), and Miscellaneous Small Boats

Two (2) Spill Response Vessels:

"COMET" (32 x 8 feet) is equipped with a Lori Two Brush Side Skimmer, and seven (7) BBLS of storage.

"CLEAN SWEEP" (32 x 11 feet) is equipped with a Lori Three Brush Skimmer installed in the hull and thirty (30) BBLS of storage.

One (1) 32 x 8 foot Fast Response Support Boat with outboard motors (AJAX).

Two (2) 24 foot Rigid Hull Inflatable Boom Boat and three (3) 10 to 18 foot inflatable boats.

One (1) 21 foot MonArk Utility boats with outboard for use as work/boom boats.

Twelve (12) 15 to 18 foot aluminum skiffs with outboards stored at Clean Seas Support Yard.

Note: Individual boats and pieces of equipment are subject to periodic transfer between vessels and the support yard for maintenance an/or training exe

[Top](#)

V. ABSORBENTS/DISPERSANTS/SPRAY EQUIPMENT

a) Clean Seas maintains a large inventory of absorbents including booms, and sheets inventories are stored in the Carpinteria Yard, on Oil Spill Response Vess situated throughout the Clean Seas Area of Response. Additional quantities are available as back-up supplies from warehouses in the Los Angeles area.

b) Dispersant

9,250 gallons of Corexit #9527 & 8,900 gallons of Corexit #9500 dispersant are stored at the Clean Seas Support Yard, and 1,000 gallons on the Oil Spill F (250 ea.).

c) Helicopter Chemical Dispersant Spray Unit

Two (2) Simplex Model 2000 helicopter dispersant sprayers with 250-gallon buckets and 32 foot booms.

d) Surface Chemical Dispersant Spray Unit

Four (4) surface dispersant spray units with pump, booms, and mountings for OSRV's.

e) Transfer Pumps

Eleven (11) Desmi Pumps (DOP 250) used as a cargo transfer pump, can move a product at a rate of 440 GPM. These submersible pumps feature a modi screw pump including a built-in rotating sealing disc which interlocks with the screw windings. This allows the pumps to provide up to 150 psi. Hydra model is 42 GPM. Maximum hydraulic pressure is 3,000 psi.

Two (2) FRAMCO TK-150 Pumps. The TK-150 has the capability to transfer a product at a rate exceeding 600 GPM. This submersible unit is a single-sta portable pump.

Three (3) YanMar diesel powered 2-inch Master Pumps with a rated capacity of 125 BPH provides highly portable and safe pumping capacity.

Five (5) YanMar diesel powered 3-inch diaphragm pumps with a pumping capacity of 114 BPH.

Five (5) Hydraulic powered 2-3 inch double stage submersible pumps.

[Top](#)

VI. RADIO COMMUNICATIONS SYSTEM

a) A radio system consisting of VHF on 159.480/158.445 MHz and UHF on 454.00/459.00 MHz. This provides solid communication throughout the Clean Seas A system consists of:

- 20 VHF Handheld
- 4 VHF Marine Handheld Radios
- 1 VHF/UHF Base Station - Clean Seas Office
- 1 VHF/UHF Base Station - Clean Seas Support Yard
- 4 VHF Mobile Units
- 9 Marine VHF radios
- 1 Repeater - Santa Ynez Peak (VHF - 158.445 MHz, UHF -459.00 MHz)
- 21 Cellular telephones - vessels, vehicles, portables
- 8 Facsimile machines

[Top](#)

VII. MISCELLANEOUS

a) Large inventory of equipment including forklifts, compressors, pumps, tanks, generators, tools, accessory parts and spares, and other miscellaneous oil spill located in the Clean Seas Support Yard and other strategic locations in Clean Seas' Area of Response.

b) Two (2) Spill Tracking Systems with a total of 6 buoys. Two transceivers is in the Clean Seas Support Yard with buoys pre-staged on the OCEAN SCOUT, OCEAN DEFENDER, & OCEAN SENTINEL.

c) One (6) Portable Global Positioning System (GPS) receiver.

d) Five (5) propane-powered wildlife hazing guns.

e) Two (2) All-Terrain Vehicles.

f) 100+ Visual Tracking buoys located on OCS Platforms, Clean Seas Support Yard and Clean Seas Vessels.

[Top](#)

Send mail to [webmaster](#) with questions or comments about this web site.
Last modified: October 29, 2013

ATTACHMENT IV

ROV EQUIPMENT MATRIX

OPSRB ROV Equipment Operation

			Task						
			Survey Recovered Cable (during Cable Retrieval)	Platform Bell Mouth Monitoring during Cable Pull In	Dynamic Catenary Monitoring	Survey Cable Lay / Touchdown Monitoring	Mattress Recovery	Mattress Deployment and Survey Position	Quadrant/Bight Deployment
ROV Equipment Required	Acoustic	Kongsberg Sonar Head 1071 Digital (675kHz or 330kHz) ^{Note 1}	See Note 1	See Note 1	See Note 1	See Note 1	See Note 1	See Note 1	See Note 1
		Kongsberg 1007D Series Altimeter	X	X	X	X	X	X	X
		WHN DVL 600	X	X	X	X	X	X	X
		PHINS G3/G2 with integrated WHN DVL 1200	X	X	X	X	X	X	X
		MST 319/342 USBL beacons	X	X	X	X	X	X	X
		cNODE USBL beacons	X	X	X	X	X	X	X
		SPT/MPT 31x USBL Beacons							
		Tritech Super Seaking Dual Frequency Profiler (x2)	X		X	X		X	X
		Tritech Altimeter PA500	X	X	X	X	X	X	X
		Altimeter ALT-250 (part of TSS440)	X						
	Tritech Gemini 702id Sonar ^{Note 1}	X	X	X	X	X	X	X	
	Non-Acoustic	TSS-440 Cable Tracker	X						
		Paroscientific Digiquartz Depth Sensor	X	X	X	X	X	X	X
		Tritech Bathy SK704 Depth Sensor	X	X	X	X	X	X	X
		Valeport 803 Current Meter	X	X	X	X	X	X	X
		Valeport Mini CTD	X	X	X	X	X	X	X
Video Cameras		X	X	X	X	X	X	X	

"x" denotes when the equipment is required to be used

Note 1: The Kongsberg 1071 sonar head and the Gemini 720id Sonar head will not be operated simultaneously. They will operate in an either/or situation. If Gemini is switched on, |

General Note: Most acoustic equipment on the ROV can be paused (ie. powered but paused from acoustically emitting). When the equipment is un-paused, it is NOT possible to sof

		Comments
Video Recording / Observation Activities Only (not survey; activities where position accuracy not as important)	Ascending / Descending in Water Column	
See Note 1	See Note 1	This is the Obstacle Avoidance Sonar (OAS). [Standard equipment on Oceaneering ROV]
x		This altimeter used to gauge ROV altitude. [Standard equipment on Oceaneering ROV]
x		This WHN DVL 600 is integrated into the ROV pilot system and is important for maneuvering the ROV accurately or for station holding. [Standard equipment on Oceaneering ROV]
x	x	This equipment is used to improve subsea position accuracy (improves USBL by up to 3 times). It is needed to meet the high position accuracy requirement of OPSRB project. Integrated with WHN DVL 1200
x	x	These USBL beacons are needed to position the ROV with the HiPAP USBL system on the vessel. At least one will be set to Responder mode and at least one to Transponder mode on each ROV.
x	x	nNODE USBL beacons are needed to position the ROV with the HiPAP USBL system on the vessel. They are particularly helpful when geometry is difficult (eg. in shallow water)
		The SPT/MPT 31x Beacons will be used for emergency position reference for the CIV and for conducting USBL calibration [Likely not used on ROV]
		Equipment required to determine "Top of Cable" position accurately and to determine mean seabed levels
x		A secondary altimeter (more for survey use) and also to provide redundancy. Comes as part of the SK704 depth sensor package (bathy)
		The ALT-250 altimeter is part of the TSS-440 cable tracker equipment. The TSS-440 equipment will ONLY be used if the cable has self buried and tracking the cable visually is not possible.
x	x	The Tritech or Blueview will be used to provide higher resolution sonar imagery than the standard OAS. This is essential during pull-ins, quadrant deployments, mattress placements etc.
		The TSS-440 equipment will ONLY be used if the cable has self buried and tracking the cable visually is not possible.
x	x	This depth sensor is important for monitoring and recording depth. [Standard equipment on Oceaneering ROV]
x	x	A secondary depth sensor (more for survey use) and provides redundancy for depth measurements (which is important for determining accurate position of ROV)
x	x	Electromagnetic current meter used to measure currents experienced on site (at ROV)
x	x	CTD probe on ROV will allow a conductivity, temperature and density profile measurement during ROV launch and recovery
x	x	OPSRB Project requirement to record all marine video from the ROV.

Kongsberg sonar is paused. If Kongsberg sonar is switched on, Gemini will be paused.

It starts the equipment (ie. It operates as on or off)

ATTACHMENT V

CLSC MODIFICATIONS

ATTACHMENT V

California State Lands Commission Geophysical Survey Permit PRC 9176

CSLC Modifications to Lease Conditions

CSLC staff concurred (reference email from Kelly Keen dated 4/13/2015) with the following modifications to the issued permit conditions:

Section 5. Presurvey Requirements

Item 5f: Condition requires permittee, prior to commencing survey operations, to test low energy geophysical equipment utilized in survey to verify that sound levels are within manufacturer's specifications.

- Modification: The contractor will require that all equipment used on the ROV have required preventative maintenance performed and be in calibration. The contractor will rely on the manufacturer's documentation that the equipment is operating within its specifications.

Section 7. Operations

Item 7c: Daily Equipment Use Duration- Limits use of acoustic pulse-generating survey equipment to no more than 10 hours each survey day.

- Modification: Allow operation of equipment up to 24 hours a day to be able for ROV to monitor continuous cable operations.

Item 7d: Nighttime Operations- Restricts nighttime survey operations, except, when the CSLC staff may authorize.

- Modification: Allow operations during nighttime to be able for ROV to monitor continuous cable operations.

Item 7e: Simultaneous Equipment Operation- When several pieces of equipment are operating simultaneously they shall be timed so that they will not be transmitting at the same time.

- Modification: Allow simultaneous operation of required ROV equipment. Normal operation of the ROV can require that one or more pieces of acoustic generating equipment must be operating at the same time to determine both location and survey information. The contractor will "pause" any equipment not required for a specific operation. During the "pause" mode the equipment is not turned off but has zero acoustical power output.

Item 7j: Condition requires permittee to use a “soft start” technique at the beginning of survey activities each day to allow any marine mammals that may be in the area to leave before the sound sources reach full power.

- Modification: The majority of the ROV equipment does not have the capability of ramping up the energy levels similar to air guns. The equipment is either on or off. If any equipment does have ramp up capabilities, it will be utilized the first time it is used on each operation.

Item 7l: Condition requires (1) geophysical vessel (or designated vessel) to traverse the proposed survey corridor prior to commencing survey operations to note presence of deployed fishing gear and (2) no survey lines within 30 m of observed fishing gear.

- Modification: For the OPSRB Project one of the MND condition (MM CF-1) requires that the contractor scout the nearshore conduit terminus area (prior to initiating work) to determine the presence of any traps that could interfere with cable operations. In addition, the condition requires the project to work with Joint Oil Fisheries Liaison Office (JOFLO) to send out a Notice to Fishermen of the project activities and timing. ExxonMobil will work with JOFLO to resolve any fishermen issues.

ATTACHMENT VI

ROV PRESURVEY NOTIFICATION

ROV PRESURVEY NOTIFICATIONS

ExxonMobil and its contractor, Prysmian Group, will conduct an Offshore Power System Reliability Project to remove and re-install power cables in the western Santa Barbara Channel this summer. The project will utilize a Cable Installation Vessel (Cable Enterprise) to conduct the operations. Remotely Operated Vehicles (ROVs) will be operated from the vessel to support and monitor the underwater cable activities. Mariners are asked to use caution when navigating and working around the Cable Installation Vessel.

SCHEDULED WORK DATES: On or about July 1, 2015 through about September 15, 2015

WORK AREA: From shore at Las Flores Canyon (El Capitan) along the existing pipeline and power cable right-of-way seaward to the east and south of Platform Hondo, continuing out westward to Platforms Harmony and Heritage. See attached chart segments for Overall Work Area.

PROJECT VESSEL:

M/V CABLE ENTERPRISE, Cable Installation Vessel, VHF Call Sign: 2FOV9,

Contact: Master Vincenzo Paturzo, Cell: +44 779 876 4403.

The vessel will monitor Channel 16.

The Cable Enterprise is a newly rebuilt state-of-the-art dynamically-positioned cable lay vessel approximately 400 feet in length. The vessel has two ROVs on board.



COMPANY CONTACTS:

ExxonMobil: Mr. Andrew Pita, Cell: (832) 389-8351

ALG: Mr. Bill Grady, Cell: (805) 432-7167

EXXONMOBIL OFFSHORE POWER SYSTEM RELIABILITY - B PROJECT (OPSRB)

SURVEY LOCATION (Chart: Santa Cruz Island to Purisma Point # 18721)

OVERALL WORK AREA

