

AGENCY RECOMMENDATIONS

TEXAS DEPARTMENT OF WATER RESOURCES:

The following is a brief description of the problems encountered or perceived by the Department's personnel in their response efforts regarding the Bay of Campeche Oil Spill and their recommendations for correcting the problems.

1. A definite need exists for 4-wheel drive vehicles for beach impact and cleanup surveillance. In addition, based upon the past experiences of the TDWR representative to the OSC, such vehicles are not readily available. Consequently it is felt that the Coast Guard should make arrangements to secure such vehicles on a permanent basis so they will be available on short notice when they are required.
2. The various state agencies which have a legitimate interest in oil spills and response activities are not consistently able to obtain up-to-date, understandable, concise information regarding major beach impacts, cleanup activities and the northermost extent of significant impact. Consequently, the Department's representatives to the OSC had to spend significant amounts of time collecting and passing on such information to interested parties. The information should be incorporated into a simple, readable fashion into the Pollution Reports which are put out by the Coast Guard and widely distributed to the state agencies.
3. A great deal of emotional local interest (in some cases opposition) developed regarding the removal of oiled sand from the beaches, the ultimate disposal of such oiled sand, and the need for sand replacement. The following actions may help to alleviate the problems:
 - a) conduct research into the beach building/eroding phenomena;
 - b) conduct local public meetings prior to the beginning of the 1980 spill response campaign to determine local views so that response activities could be modified accordingly.

4. The TDWR supplied the Coast Guard with pass protection plans. The plans lacked current detailed information on shoaling, current fluctuations, volumes of water passed, existing structures, etc., because the information was not available. Much of the information had to be generated on the spot under duress. When funds become available, the TDWR plans to generate and maintain such data. The Coast Guard should pursue this vital aspect of spill contingency planning as well.
5. The TDWR believes that research should be conducted and equipment developed in regard to sand cleaning and foul weather operations. During the 1979 spill response several unusual phenomena were encountered such as the sinking of the oil, creation of sunken tar mats in the sub-tidal zone, inability to cleanse oiled sand and deficiencies in foul weather operations.

GENERAL LAND OFFICE:

1. The General Land Office should maintain a list of sites on state land that can be used for temporary storage of oil spill material. The Land Office should draw up construction guidelines for each site with the size, levee specifications, drainage provision and access roads. These preparations would allow a timely response to both local spills as well as spills the size of the IXTOC I.
2. Although back-dune areas have not yet been used for storage, guidelines should be developed for temporary storage behind dunes.
3. The contingency plan should take into account seasonal effects. An oil spill during the waterfowl nesting season, for example, could endanger rookeries. Measures for protecting rookeries should be developed.

DEPARTMENT OF PUBLIC SAFETY (Disaster Emergency Services):

Amend the State Disaster Act to authorize an appropriation to DES which could use the funds to contract with cities and counties for the provision of necessary public and private disaster related relief.