



of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday; January 9, 2003

Port of Richmond, 1340 Marine Way South, Richmond, CA

Capt. Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **Norman Chan** (alternate for **Tom Wilson**), Port of Richmond; **Nancy Pagan**, Port of Benicia; **Stuart McRobbie**, SeaRiver Maritime; **Doug Lathrop**, ChevronTexaco; **Don Watters**, CSX Lines; **Marina V. Secchitano**, Inlandboatman's Union; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Joan Lundstrom**, Bay Conservation and Development Commission; **Margot Brown**, National Boating Federation; and **Kathryn Zagzebski**, The Marine Mammal Center. Also present were **Harlan Henderson**, Administrator, OSPR; U. S. Coast Guard representatives, **Capt. Jerry Swanson** (MSO); **Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers representative, **David Dwinell**; OSPR representative, **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Cmdr. Steve Thompson**, NOAA representative; and **Lynn Korwatch**, Marine Exchange and HSC Secretariat. In addition, more than twenty-five representatives of the interested public were present.

Corrections to minutes of 12-12-02; **A. Storm**: Prevention through People Work Group Report; **A. Storm** was not present; **Nick Salcedo** gave report; and the next meeting of the work group is scheduled for 1-10-03 at 10:00. **L. Cardoza**: COE Report; correct name of new O&M Dredging Project Manager is Larry Graham. **D. Kranking**: References to storm events under the USCG Report and OSPR Report should indicate the storms took place in November. MOTION by **J. Lunstrom**, seconded by **S. McRobbie**, to "approve the minutes as corrected." Motion passed with one abstention, **M. Brown**.

The Chair welcomed those in attendance and noted that the agenda will be modified to move the LNG Report to after the USCG Report.

USCG COTP'S REPORT. (1) **J. Swanson** noted that, during the busy holiday activity/social season, he had the opportunity to meet many representatives of SF Bay Area maritime community interests. (2) Effective 3-1-03, The Coast Guard will become part of the new Homeland Security Department. **Captain Select Pete Neffinger** will be the new CO for LA/LB. **Cmdr. Kranking's** relief will be **Cmdr. Select Pauline Cook** from LA/LB Aids to Navigation. (3) PBS is producing a special on Bay Area security next week, in cooperation with the Port of Oakland, Oakland Airport, USCG, the pilots and other agencies. (4) The new Marine Transportation Security Act will be out in draft form shortly. Public hearings will be held in Seattle and LA in February. The Port Security Committee is working on implementation issues and will review the draft proposed regulations document at the next Port Safety Security

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meeting, then agenda a report to the HSC. (5) **Lt. Cmdr. John Caplis** reported on port operations statistics for pollution response and investigations and significant port safety events for the period December 1, 2002 through December 31, 2002. A written report is made a part of these minutes. (6) **Cmdr. Jeff Seine** reported that there will be a large anti-war demonstration on Market Street, SF, on 1-18-03, with security measures in place. (7) Hydrographic survey work begins on the BART tube soon. A 29' research vessel will be on-site near the bridge, see *Local Broadcast Notice to Mariners*. (8) MSO takes the potential security threat posed by stowaways very seriously. Mitigation measures in each case are based on the perceived level of danger. In a recent case, Sea Marshals boarded the SENNA SEA. (9) The CG will publish a Notice of Public Hearing regarding implementation of the security act. A handout regarding public meetings and agenda was made available. (10) MSO escorted 79 ferries and 55 merchant vessels in December 2002. (11) The next Port Security Committee meeting is scheduled for 1-14-03, 10:00, Port of Oakland. (12) Question: Will the CG report overboard incidents from ferries or other vessels, as a possible security issue? **J. Swanson**: Typically, it has not been reported in the past, but will be in the future. **D. Kranking** reported that the individual GG Ferry captains reported overboard Monday night was recovered. (13) **D. Kranking** reported that CG MSO and CG VTS are investigating the barge allision with the UPRR Bridge on Tuesday. There was some damage to the crane barge and to the underside of the lift span of the bridge. The bridge was closed to trains for a couple of hours. The lift is functional and there was no delay to ships from that point on. (14) **J. Caplis** noted that, subsequent to the public hearings on the new Maritime Transportation Security Act, it will go straight to interim final rules this summer. The hearings will be the last chance to submit input. **J. Swanson** added that he will be sending a representative to the Seattle and LA/LB hearings.

The Chair welcomed **Harlan Henderson**, Administrator, OSPR.

PROPOSED LNG OPERATIONS IN VALLEJO, Merv Stromberg. Site access is required as part of the feasibility study. Access has been withheld by the City of Vallejo until completion of the Safety and Health Review Committee. That report was completed last night and will be available on the city website next week. The report identified concerns with air quality and safety. The report addresses both marine based emissions and emissions from the power plant, including those from the LNG carrier during transfer operations and from tugs escorting the vessel to berth and while on stand-by. Safety concerns cited include seismicity and on-shore facility design, and the impact of any large scale release of LNG. The only way to get that kind of release would be as a result of a collision/allision involving the vessel or an act of terrorism. It is unlikely that any such release would get to a populated area because such an incident would result in a fire, which would vaporize the LNG. The conclusion of the committee was that the proposed facility could be built and operated safely at the designated location. The Vallejo City



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Council will review the report on 1-28-03. On 2-4-03 site access to Shell-Bechtel will be reconsidered. Many issues in the study cannot be addressed without that site access.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of December 2002 is made a part of these minutes. There were no calls to OSPR during the month of December for escort violations; there was one report from the Pilots to report a vessel arriving at the pilot station without escort paperwork. There were two calls regarding escort violations to date in 2002, six calls in 2001 and five calls in 2000.

OSPR REPORT H. Henderson. (1) **H. Henderson** noted that he has known **J. Swanson** for a long time and the Port of SF is well-served by his assignment to COTP. (2) The passage of SB 849 was critical to the continued funding of OSPR. OSPR is one of the only organizations in the state not hit by budget cuts. (2) The first year rating of OSR organizations has been completed and there were no problems. (3) **A. Storm** reported on recent oil leakage from the LUCHENBACK. From 11-10-02 through 12-10-02, there were 99 oiled birds recovered. By 1-2-03, that number increased to 517. Of that number, 256 were dead and 261 live. Of the 261, 165 subsequently died. Question: Are these birds washing up after storms? **A. Storm:** Usually a day after a storm. **J. Caplis:** If the winds are more southerly, the birds are found around Pt. Reyes; if from the northwest, they appear from Pillar Pt. to Monterey two to seven days after a storm. Question: How do these numbers compare to those from before the oil removal project? **H. Henderson:** The numbers are lower since the work. The salvager indicated that some release of oil should be expected during the first couple of storms.

NOAA REPORT, S. Thompson. (1) Two new chart editions are available: 18611, Sacramento and San Joaquin Rivers; and 18663, Stockton Deep Water Channel (Medford Island to Stockton). (2) Input is requested in order to have the NOAA survey team do work in the bay at the end of the summer. (3) Weather. The NOAA Climate Prediction Center provides seasonal outlook, up to one year in advance. The seasonal outlook through April 2003, calls for the continuation of El Nino effects, with slightly warmer and wetter than normal conditions. Outlooks are published the third Thursday of each month and can be seen at website www.cpc.ncep.noaa.gov/.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes by attachment. Question: What can be done regarding a recent problem at Pier 94, when there wasn't enough water for the ship to get in? **D. Dwinell:** That responsibility lies with the Port of SF; it isn't a federal channel issue. Question: When is the earliest Oakland Inner Harbor dredging can resume? **D. Dwinell:** ASAP. The COE is looking at environmental windows; perhaps in April, June at the latest. Question: When will the high spots in Pinole Shoal Channel



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be addressed? **D. Dwinell:** A survey is scheduled for mid-February, to include Pinole Shoal Channel, Suisun Bay and New York Slough.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were two relatively minor terminal spills in December. (2) A letter has gone out with the details of State Lands' customer service meeting scheduled for 1-29-03. (3) State Lands has a contract out to determine standards for SLPT (static liquid pressure testing) on oil pipelines.

NAVIGATION WORK GROUP REPORT. No report.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The group did not meet in December. (2) As an addition to COE remarks, the Oakland 50' project continues on schedule and on budget. The next phases of construction on the turning basin widening project are dependent on new funding. The port is working with the COE to obtain post-dredge surveys. **L. Cardoza** encourages the COE to continue operations and maintenance dredging of the high spots. Federal programs at the Port of Oakland have continued under a continuing resolution authority. When the existing continuing authority resolution expires 1-11-03, Congress is expected to establish another continuing authority at last year's level. (3) The COE will hold an F3 conference on 1-20-03 to address policy issues. Looking at the project as a natural system restoration project rather than a navigational project changes the basis on which costs are evaluated. (4) The next work group meeting is scheduled for 1-14-03 at 10:00 at State Lands' office.

FERRY OPERATORS WORK GROUP REPORT, N. Pagan. No report.

HUMAN FACTORS WORK GROUP, D. Watters. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The next work group meeting is scheduled for 1-10-03 at State Lands' office at 9:30; with another meeting scheduled for 1-23-03. The group is working as rapidly as possible on completing the video project, but shooting has been delayed by the weather. The group will develop a shooting schedule to determine the type of shots necessary to demonstrate the script.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. Regarding the issue of escorting chemical tankers, the group completed its work in December. A written report will be distributed well before the February HSC meeting. The group concluded that chemical tankers should not be required to have tug escorts and that the recommendation in the Harbor Safety Plan to that effect should be removed. A vote on removal of the recommendation from the plan is anticipated for the February meeting and will be agendaed. The group reviewed all the tug



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escort regulations in effect through the past years and, based on input received, has no recommendations to make any changes. No further meetings are scheduled.

PORTS FUNDING WORK GROUP, S. Merritt. The group met this morning, prior to the HSC meeting. A draft letter is submitted at this meeting, looking to vote on sending it out at the February HSC meeting. The gist is that the group has gone as far as it can in identifying user groups/participants in the system. No government money is available. Boating and Waterways has provided \$35,000 and OSPR helped with a grant to fund upgrades and restoration. Now it must be determined if users (commercial vessels, ferries and tugs) will support maintaining the system through a reasonable fee system. Additional input should be referred to **S. Merritt**. A work group meeting is scheduled for 2-11-03 at approximately 11:00 or 12:00, following the Port Security meeting in Oakland. Question: What about the recreational sector? **S. Merritt:** They will be included in testing the waters regarding fees. Boating and Waterways has provided funding as a cost to recreational boaters through license fees. The Chair thanked **S. Merritt** for taking on a very difficult task.

PORTS REPORT, A. Steinbrugge. On the NOAA side, the experimental Benicia Bridge sensor installation has been pushed back to the end of January/mid-February. A lower tech side-looking unit will also be purchased. The Oakland wind sensor was fixed two days ago with help from the Port of Oakland. The Oakland current meter will hopefully be deployed by the end of the month. There is no data from the SF tide station on the PORTS website; historical data is available. There is a pier reconstruction project in progress and currently the sensor is out on pilings with no easy access. The Chair thanked the Port of Oakland for assistance in connection with PORTS maintenance.

OLD BUSINESS. None.

NEW BUSINESS. (1) **Jim Delacey**, Oakland Fire Department, Captain Station 2, Fireboat Sea Wolf. The fireboat is under the axe and may be cut. It is a viable resource to the maritime community and can use support. After the 9-11-01 attack, when water supplies were cut off, NY fireboats provided fire protection, demonstrating the value of a fireboat for port protection. The Maritime Security Act will provide grants to ports; fireboats could be included, based on their value in water rescue efforts, mitigation of hazmat situations and EMA/disaster response. The fireboat operation is constantly redefining its role and is open to input for becoming more involved in the maritime community. **J. Caplis:** The Sea Wolf has asked for CG support and the CG will send a letter to the City of Oakland. The HSC is encouraged to write a similar letter. Question: Is the fireboat available to respond outside its jurisdiction? **J. Delacey:** Yes, if a request is received and the boat is available. The Sea Wolf is party to a mutual assistance agreement with other areas. Question: What capacity does the fireboat have to fight a fire on a

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vessel? **J. Delacey**: Two years ago the Sea Wolf participated in a drill with SF. Fighting a fire aboard a vessel is a tremendous effort for a land-based unit. The fireboat crew is sorely under-trained and unprepared to fight a shipboard fire. With on-going budget cuts, it is difficult to add training programs. The Sea Wolf can provide a water source, but is undermanned and has no experience in onboard firefighting techniques. **G. Stewart** relayed his experience with an onboard fire and the difficulty in putting out a fire on a vessel. In the case he detailed, the containers on the vessel had to be taken apart one-by-one or towed out by tug and submerged. Question: What is Oakland's budget process? **J. Delacey**: It is a two-year cycle, which is beginning now. Each department develops a budget and forwards it to the City Manager, who then presents his plan to the City Council. MOTION by **M. Brown**, seconded by **J. Lundstrom**, that the "HSC write a letter to the City Manager of Oakland indicating that fire departments are of essence to port security and should be funded." Question: Is the fireboat written into the Vessel Mutual Assistance Plan? **Richard Allert**, Golden Gate Ferries: No, that agreement between ferry operators addresses putting out inflatable in the event of an incident. **J. Delacey**: If they could help, the fireboat would be there anyway. Question: Is the proposal to do away with Station 2 as well as the fireboat? **J. Delacey**: Yes. It is important to note that, with the train traffic moving along the waterfront, it is possible that, in an emergency situation, such as an earthquake, the trains would stop in place, blocking access to ambulances and fire trucks. The Secretariat stated that the HSC couldn't vote on an issue not agendaed for vote. The Chair directed the Prevention through People to draft a letter to be agendaed for possible vote at the February HSC meeting. Question: Would there be value in lobbying to have the fire station and boat come under the control of the Port of Oakland? **L. Cardoza**: The city and port have been in on-going negotiations, but are miles apart. **M. Brown** and **J. Lundstrom** withdrew the motion on the floor.

(2) Suggestion that the Water Transit Authority be invited to give a short presentation at the February HSC meeting in SF now that their report is out. (3) **L. Korwatch** announced that the security meeting is scheduled for 1-14-03 at 10:00 at the Port of Oakland. The Marine Transportation Group will meet on 1-16-03 at 10:00 at Sailors' Union of the Pacific offices, 450 Harrison Street, SF. The AIS Committee will meet at 9:00 prior to the MTS meeting. **Capt. Raymond Brown**, a consultant to the White House and CG on marine security in port and at sea, will make a presentation at CMA on 1-23-03 at 1330. CMA's alumni dinner is scheduled for 1-30-03 at Spenger's in Berkeley. On 2-11-03, there will be a security meeting at the Port of Oakland at 10:00, with a PORTS Group meeting directly after. On 1-25-03, the Propeller Club will hold a dinner at Trader Vic's. **Tay Yoshitani**, Executive Director, Port of Oakland, will deliver the keynote speech. On 3-11-03 there will be a security symposium at the World Trade Club from 11:30 to 1:30. **Admiral Cross** and **Admiral Herberger** have confirmed their attendance. **Norman Minetta** may also attend. (4) **J. Caplis**: Minimum requirements for security guards at facilities is on the radar. In the wake of the tug and barge allision with the

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UPRR Bridge, the CG will ask the Natural Working Group to look at procedures regarding tugs. A work group may be created to look at the best ways to remove floating hazards. The CG has been contacted by Oracle, sponsor of the U. S. team in the America's Cup, and has indicated that, if they win the cup, they will try to bring the next cup race to SF Bay. This would be a five month event that could involve requests to close the bay to commercial traffic. (5) **L. Korwatch** reported that a recent e-mail on security, sent with very large files as attachments, was returned by a number of the intended recipients' systems. In the future, when there is this kind of information, the MX will send an e-mail advising that the information will be available as links on the MX site. Report any problems to the MX.

The next meeting of the HSC will be held on 2-13-03 at 10:00 in the Port of SF Pier 1 conference room.

MOTION by **M. Secchitano**, seconded by **M. Brown**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1150.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For December 2002**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	07
• Marine Casualty: Allision/Collision (3) Grounding/Sinking (0) Fire (1)	04
• Marine Casualty (Mechanical): Propulsion (1) Steering (1)	02
 POLLUTION RESPONSE:	 MSO
Total oil pollution incidents within San Francisco Bay for the month:	25
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	01
Military/Public Vessels	00
Commercial Fishing Vessels	05
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	07
Unknown Source (as of the end of the month)	12
▪ Spill Volume:	
Unconfirmed	11
No Spill, Potential Needing Action	09
Spills < 10 gallons	04
Spills 10 to 100 gallons	01
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

F/V MITKOF – Vessel sank at pier 54 in San Francisco during one of the storms that passed through. Vessel was reported to have approximately 30 gallons of fuel on board and a large sheen was noticed upon arrival. Boom was deployed around the vessel and the vents plugged to prevent further pollution.

VALERO – A vent valve in a crude oil pipeline caused the spill of approximately 10 gallons of crude oil. The facility took immediate and appropriate actions to mitigate the incident.

02DEC02 – M/V JUPITER suffered a crankcase explosion from #3 generator. Two crewman (third and fourth engineers) injured and sent to hospital. COTP Order issued. Vessel dead ship towed to Crocket for repairs. ISM audit completed with 7 non-conformities. Vessel corrected deficiencies, COTP Order rescinded.

14DEC02 – TUG SEANNA SEA towing T/B ENERGIZER laden with 60,000 bbls of heavy diesel, tug cable got caught in what was believed to be a sunken vessel. Situation was stabilized; another tug arrived on scene to assist.

24DEC02 – M/V SOUTHGATE lost steering when SSG went off line. Cause of failure was found (operator error), situation was corrected, no further actions required.

24DEC02 – TUG SAGITTARIAN lost power while alongside the T/V IVER PRIDE, causing it to abort its approach to the dock at Selby. The tanker dropped its anchor. Tanker successfully moored after second tug called in to assist. Tug was towed to Mare Island to determine cause of casualty.

27DEC02 – M/V CIELO D’EUROPA came into port with three Indian stowaways on board. COTP Order issued mandating adequate security on board while in port. INS took over case after Sea Marshal boarding team escorted vessel in port.

San Francisco Bay Clearinghouse Report For December 2002

San Francisco Bay Region Totals

			2001
Tanker arrivals to San Francisco Bay	64		55
Tank ship movements & escorted barge movements	317		281
Tank ship movements	198	62.46%	192
Escorted tank ship movements	95	29.97%	91
Unescorted tank ship movements	103	32.49%	101
Tank barge movements	119	37.54%	89
Escorted tank barge movements	60	18.93%	51
Unescorted tank barge movements	59	18.61%	38
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	172		293		0		150		615	
Unescorted movements	86	50.00%	154	52.56%	0	0.00%	74	49.33%	314	51.06%
Tank ships	62	36.05%	102	34.81%	0	0.00%	45	30.00%	209	33.98%
Tank barges	24	13.95%	52	17.75%	0	0.00%	29	19.33%	105	17.07%
Escorted movements	86	50.00%	139	47.44%	0	0.00%	76	50.67%	301	48.94%
Tank ships	63	36.63%	86	29.35%	0	0.00%	44	29.33%	193	31.38%
Tank barges	23	13.37%	53	18.09%	0	0.00%	32	21.33%	108	17.56%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2002

San Francisco Bay Region Totals

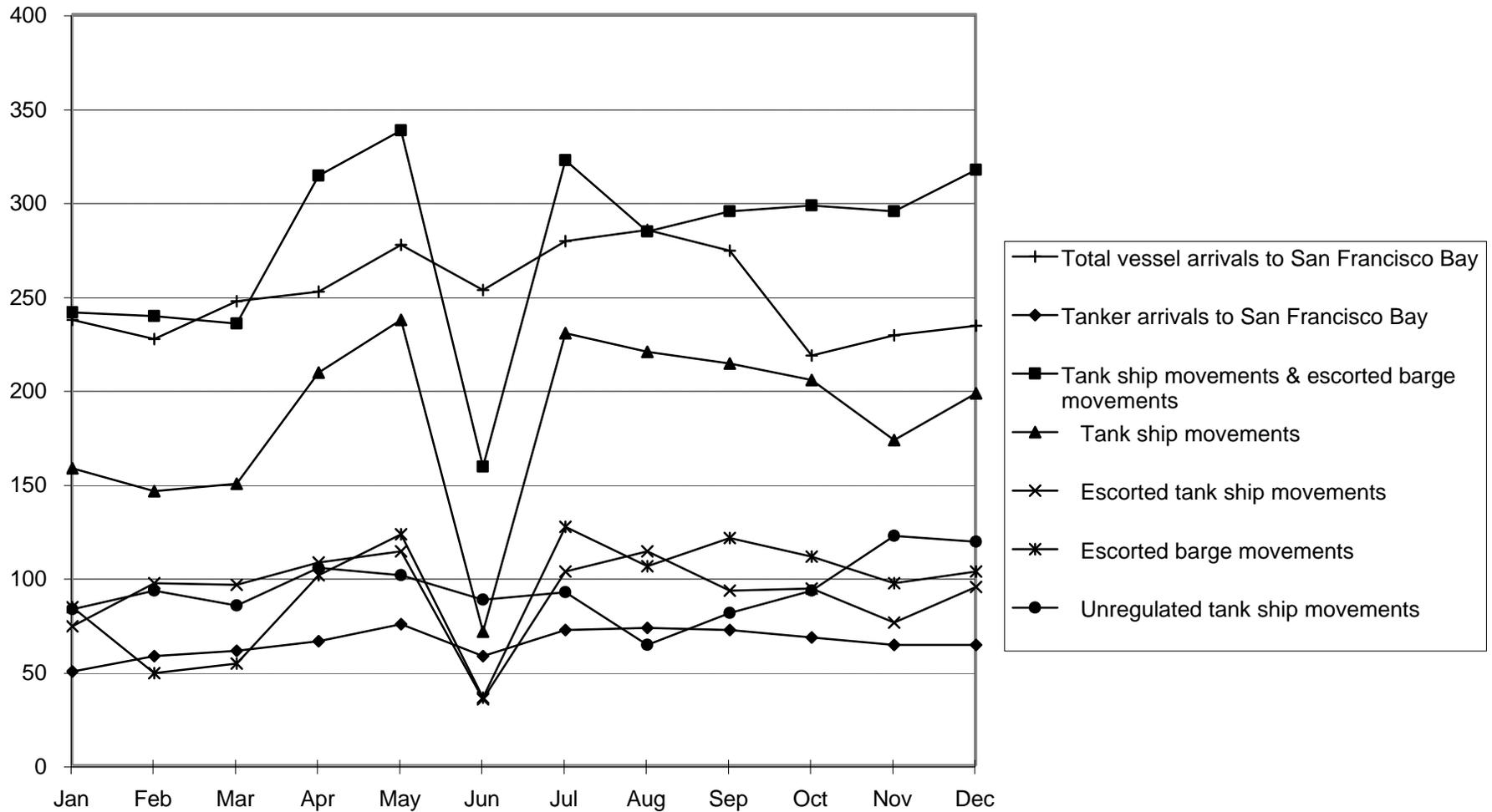
			<u>2001</u>
Tanker arrivals to San Francisco Bay	781		710
Tank ship movements & escorted barge movements	3,337		3,501
Tank ship movements	2,211	66.26%	2,376
Escorted tank ship movements	1,099	32.93%	1,110
Unescorted tank ship movements	1,112	33.32%	1,266
Tank barge movements	1,126	33.74%	1,125
Escorted tank barge movements	610	18.28%	609
Unescorted tank barge movements	516	15.46%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		6

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	2,111		3,245		0		1,709		7,065	
Unescorted movements	990	46.90%	1,600	49.31%	0	0.00%	808	47.28%	3,398	48.10%
Tank ships	730	34.58%	1,142	35.19%	0	0.00%	525	30.72%	2,397	33.93%
Tank barges	260	12.32%	458	14.11%	0	0.00%	283	16.56%	1,001	14.17%
Escorted movements	1,121	53.10%	1,645	50.69%	0	0.00%	901	52.72%	3,667	51.90%
Tank ships	762	36.10%	1,091	33.62%	0	0.00%	549	32.12%	2,402	34.00%
Tank barges	359	17.01%	554	17.07%	0	0.00%	352	20.60%	1,265	17.91%

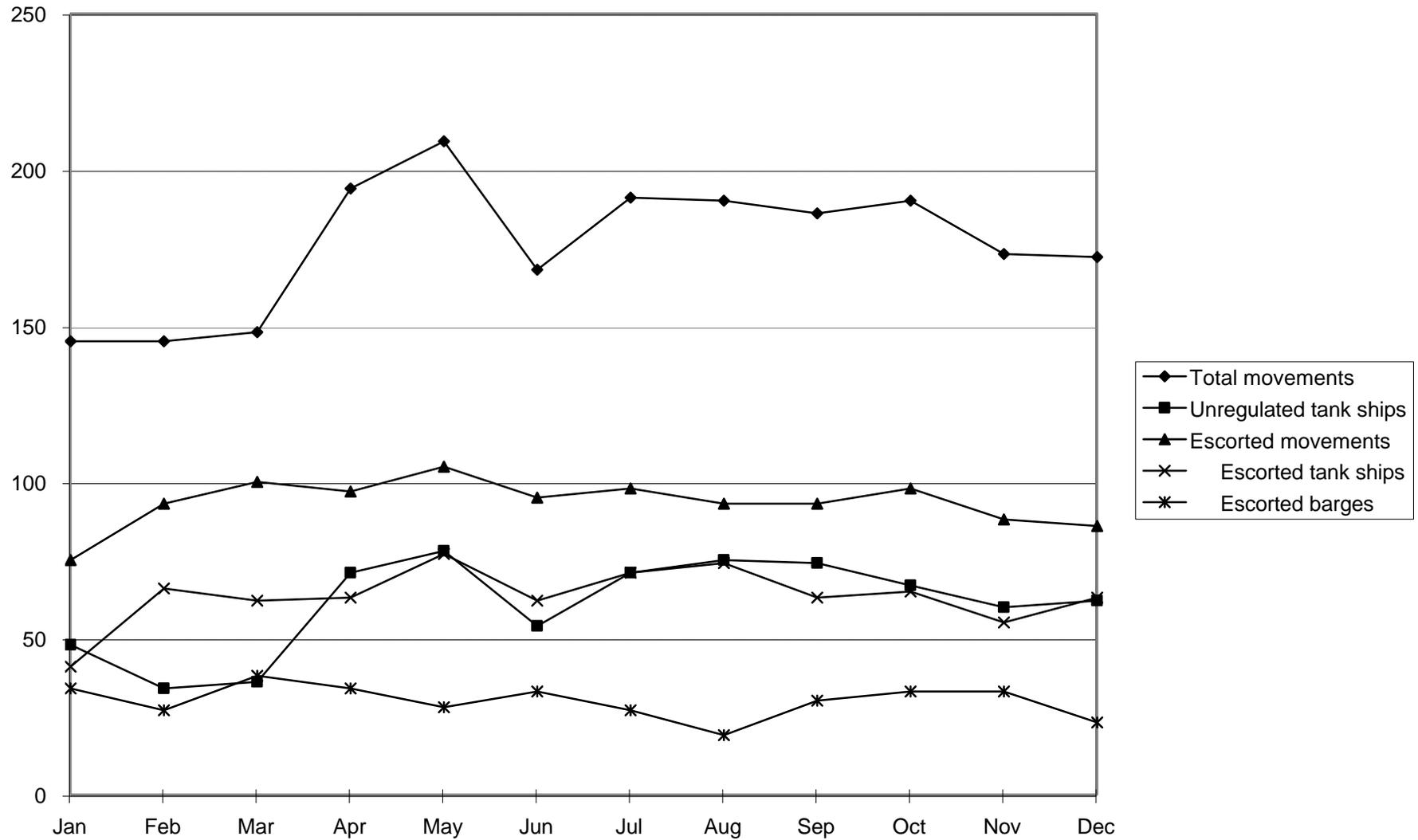
Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

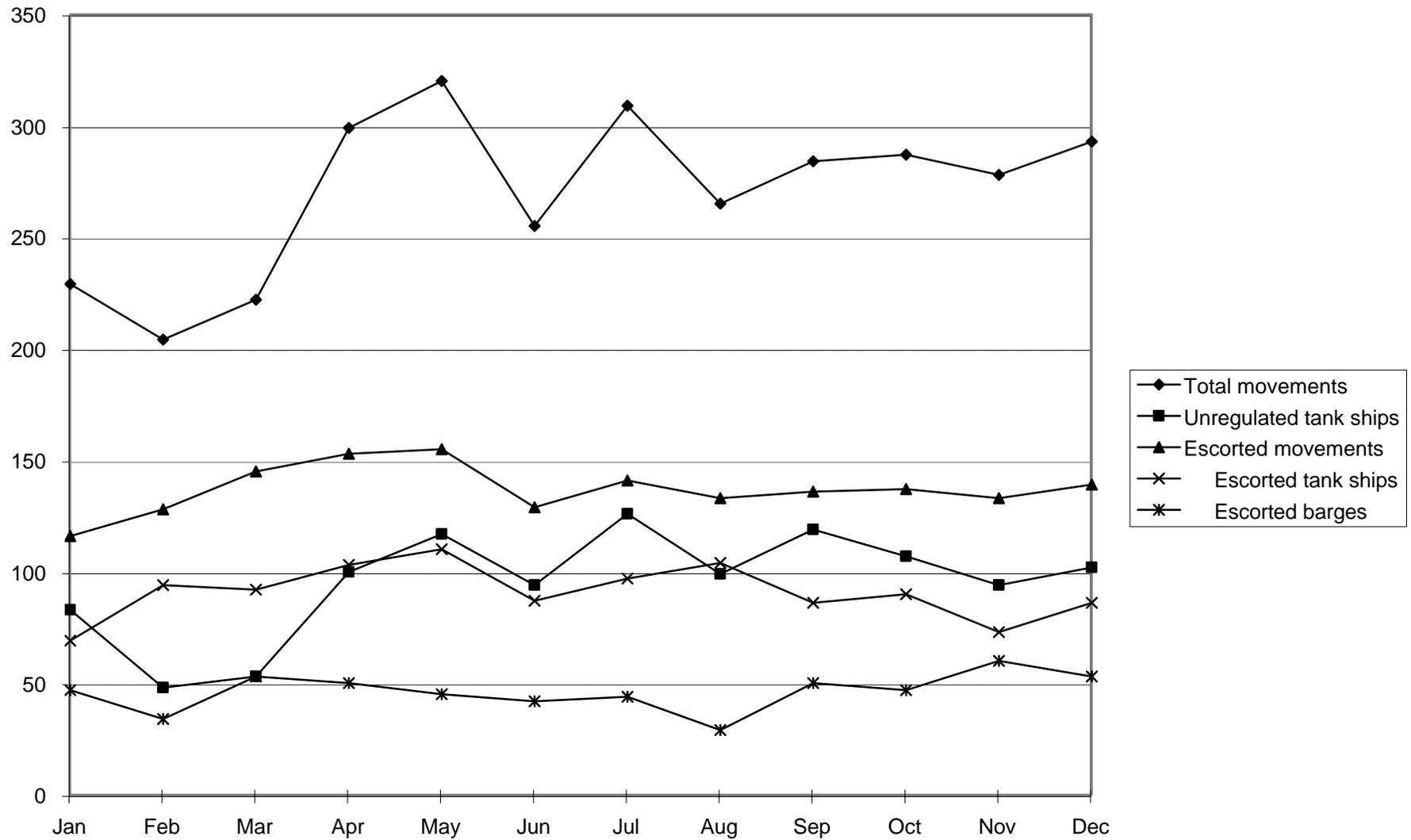
Total Escort Movements in San Francisco Bay for 2002



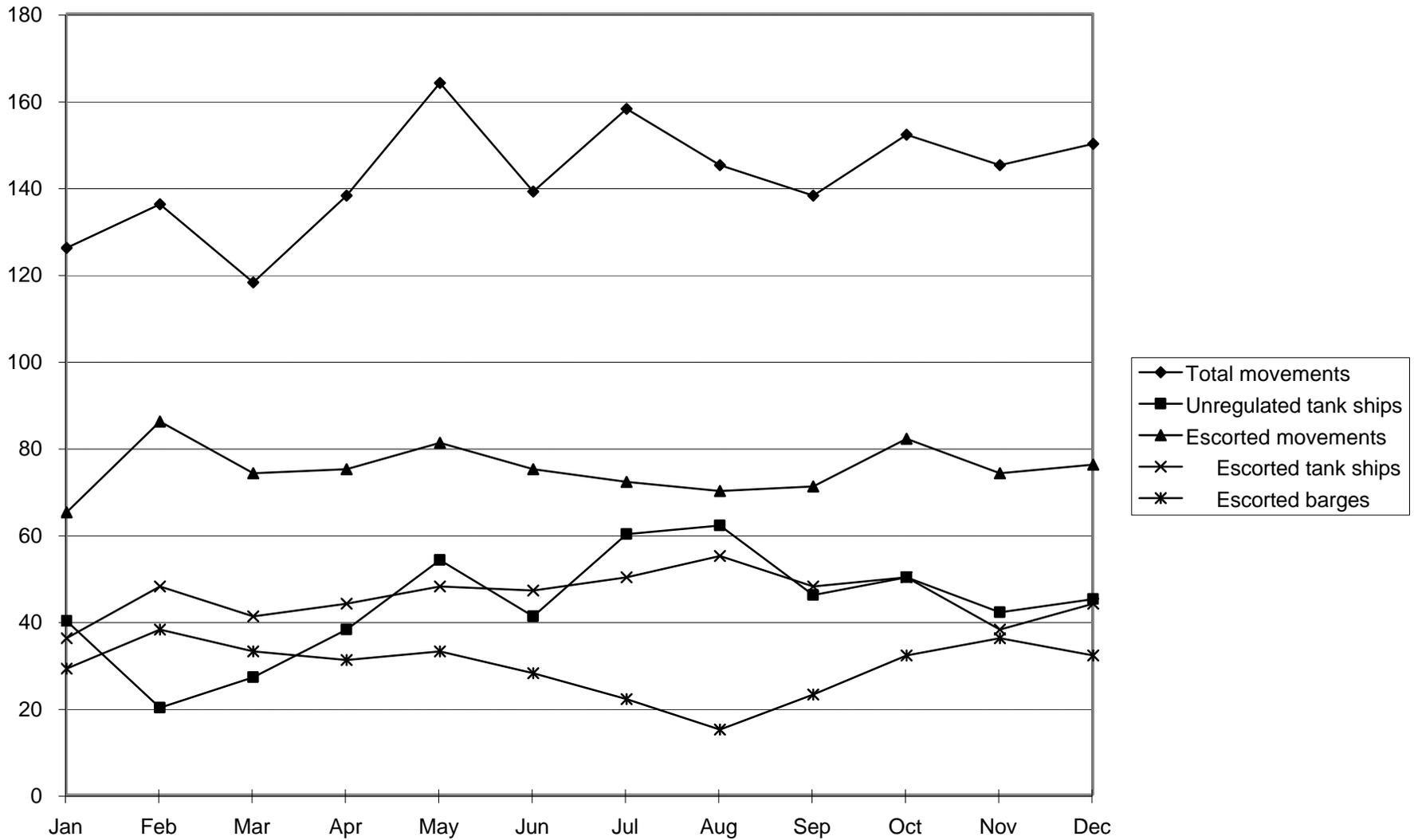
Zone 1 Totals for 2002



Zone 2 Totals for 2002



Zone 6 Totals for 2002



**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District**

January 9, 2003

1. CORPS 2002 O&M DREDGING PROGRAM

- a. *Richmond Inner*** – Corps has awarded contract to Dutra - Material is going to the ocean. Contractor dredged Reach 2 until December 31, 2002, but contractor was not able to complete this project. Project will be restarted using 2003 funding as soon as possible. The actual start date will depend on the Corps consulting with the resource agencies on the environmental windows or on when the environmental windows actually open in June.
- b. *Oakland (Inner & Outer)*** – Dredging was completed but survey showed numerous high spots. This project shut down November 30, 2002 do to the herring window. Corps consulted with the California Department of Fish and Game to do the cleanup during the herring window. Contractor bared down some of the high spots. The Corps is in the process of performing the hydrographic survey and evaluating how effective this was in reducing the high spots.
- c. *San Rafael*** – This is a congressional addition to the Corps budget – In-Bay/Winter Island Disposal. Contractor continues to work on this project. Project was scheduled to be completed by the end of December. However, contractor has asked for an extension to the end of March. The Corps has permission to dredge through this time frame using an environmental bucket and a silt curtain. The contractor is continuing to dredging this project and it scheduled to be complete by the end of March.
- d. *Petaluma*** – This is a congressional addition to the Corps budget – Upland Disposal. Dredging started on November 11, 2002. Project was scheduled to complete by end of December. Contractor discovered two sunken boats at the edge of the channel and they have been buoyed. The Coast Guard has been properly notified of the possible hazard to navigation. Do to the heavy rains and disposal site dikes showing signs of stress, Corps has had to decant water from the disposal site. This has slowed the project's progress. The dredging should complete by mid January.

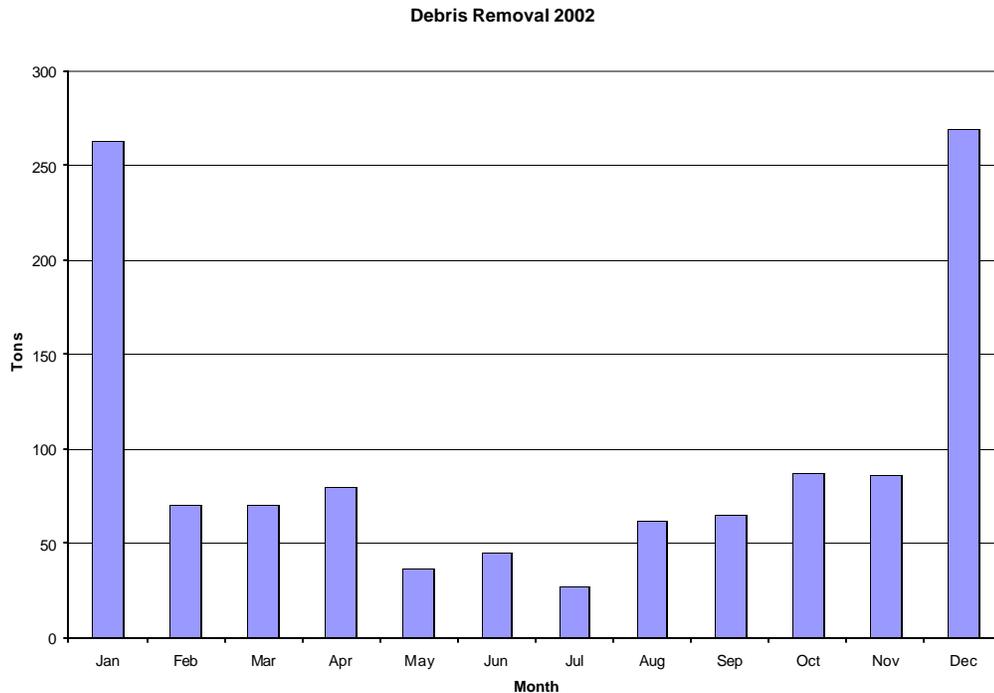
2. CORPS 2003 O&M DREDGING PROGRAM

The Corps is waiting for the 2003 budget to be passed and signed so we can determine what we can do on this years dredging program. We are working under a continuing resolution authority. However, Colonel McCormick has initiated an O & M Dredging Process Improvement Team to improve the District's performance on O & M Dredging.

- a. **Main Ship Channel** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work.
- b. **Richmond Outer and Southampton Shoal**– Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work.
- c. **Richmond Inner** – Expect to start dredging as soon as we complete consultation with resource agencies on environmental widows or the first part of June when the environmental windows reopen. This will most likely be a continuation of the FY 2002 contract. Material is scheduled to go to the ocean.
- d. **Oakland (Inner & Outer)** – Corps plans to coordinate O & M dredging with the deepening project time line of April/May. If funding for the Deepening is not forthcoming, then the O & M dredging will revert back to the July time frame. Material is scheduled to go to the ocean.
- e. **Suisun Bay Channel/Pinole Shoal/New York Slough - Yaquina** dredged potential problem areas in Suisun Bay Channel from October 1st to 8th this year (i.e. FY 2003). The areas of concern were Bulls Head and Point Edith. The material was disposed of in bay at SF-16. Expect to start dredging approximately mid July. Plan to dredge high spots. Corps is working with Department of Water Resources to take the material to Sherman Island. This is dependent on extra money in the budget to cover the additional costs. However, if the funding is not available the Corps may use the government dredge *Essayon* to perform the work.
- f. **Redwood City** – Not scheduled for dredging this year, but Corps is working with Port and Pilots to address problem areas of channel. One solution may be to do advanced maintenance in the problem areas of the channel.

3. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for December 2002 was 269.5 tons. This is both up from the 85.5 tons collected in the month of November.



4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** - Corps is waiting to see how much money will be in this year's budget.

However, construction is continuing. Corps plans to modify contract to keep construction going until budget is passed. This is being done under the continuing resolution authority.

The second construction contract was awarded to Dutra and the contractor has started work. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for 2002. This project is going well. The Contractor is on schedule and with in budget for the contract that is underway.

b. **S.F. Rock Removal Feasibility Study** – Status Unchanged

The Corps has completed Risk Model that gives the probability of an accident occurring. We are working on the Cost Benefit (BC) ratio that is scheduled to be presented to Corps Headquarters in January. At present the Risk Model shows the risk to be small. It is difficult to capture the catastrophic nature of an accident if it should happen based on the way the BC is required to be calculated. The District is working with headquarters to see if there is another way of looking at the data.

c. Avon Turning Basin – Status Unchanged

Corps does have concerns that we could lose the money for this project and the opportunity to complete this project.

The Corps expects to sign a Pre-construction Engineering Design (PED) cost sharing agreement with Contra Costa County on this project. However, we understand that Contra Costa County has given up on the oil companies and will work to form an assessment district to obtain the funds. Forming an assessment district may take some time. Funding will allow this project to start moving forward.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 75/25 cost sharing agreement to Contra Costa County, for their consideration.

5. EMERGENCY DREDGING

None in FY 2002 or FY 2003, however, Redwood City Harbor has requested emergency dredging, which is currently being evaluated.

Note: The last quarterly survey of Suisun's Bulls Head Reach area looked good.

6. CORPS' BUDGET

Most FY 2002 projects are underway or complete and we are now waiting to see what funds will be in the FY 2003 budget. We will know the actual numbers when the FY 2003 budget is passed and signed. However we are starting work on our annual projects under our continuing resolution authority. Budget may not be passed by Congress until January or February.

7. OTHER WORK

Status Unchanged – Study is ongoing.

The San Francisco District is looking at a feasibility study to deepen the JFB Ship Channel to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was

performed a couple of years ago. Division has given ok to proceed with study. The Corps signed the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This started the Phase 1 study on salinity and economics. This study is expected to take approximately 10 months. Department of Water Resources is performing the study and the Corps has already provided some of the funds.

Status Unchanged – Work is continuing.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking at deepening the channel from 30 feet to 35 feet. Corps has developed a Project Management Plan (PMP). We were scheduled to sign a concurrence on PMP in September, but that did not happen. It is being rescheduled. We will be doing a Limited Reevaluation Report (LRR) that focuses on economics and updating the environmental documentation. We have initiated this project. The studies should take approximately 18 months.