

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, February 10, 2000

Port of San Francisco, World Trade Center, #3100, San Francisco, California

The public meeting was called to order at 10:00 a.m. by **Lynn Korwatch**, (Matson Navigation), Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Denise Turner** (alternate for John Davey) Port of San Francisco; **Gary Hallin**, Port of Oakland; **Joseph Gaidstick**, Benicia Industries, Inc.; **Margo Brown**, National Boating Federation; **Brian Dorsch**, Chevron Shipping Company; for **Scott Merritt**, Foss Maritime; **Todd Covini** (alternate for Stuart McRobbie), SeaRiver Maritime, Inc.; **Rich Smith**, Westar Marine Services; **Eric Dohm**, (alternate for Larry Teague), San Francisco Bar Pilots; **Ray Shipway** (alternate for Gunnar Lundeberg), International Organization of Masters, Mates & Pilots; and **Will Travis**, Bay Conservation and Development Commission. U.S. Coast Guard representatives **LCDR Pete Gautier**, (MSO) and **CDR Danny Ellis** (VTS); NOAA representative, **LCDR Michael Gallagher**, and OSPR representative, **Ted Mar**. Also in attendance were more than thirty representatives of the interested public.

MOTION by **J. Gaidstick** seconded by **B. Dorsh**, to “accept the minutes of the previous meeting as written.” The motion was passed unanimously.

COAST GUARD COTP’S REPORT, P. Gautier. (1) Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period 1-1-00 to 1-31-00 are made a part of these minutes. (2) There were 22 port safety cases. **P. Gautier** reviewed significant cases, including the failure of the Union Pacific Railroad Bridge to open in the normal scope of time, the collision of a 16’ pleasure craft by the Blue & Gold ferry *Jet Cat Express*, and damage to the tug *Sterling* when she was struck by the barge she was towing. Question: What was the cause of the collision between the ferry and the pleasure boat? It was dusk and the ferry operator was unable to see the pleasure boat. This type of vessel is not required to have running lights. Question: What is the status of the HSC letter to the Union Pacific RR Bridge management regarding safety concerns. The chair responded that she is waiting for a report from Captain Larry Teague to be certain that any facts included in the letter are accurate.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of January 2000 and a report for all of 1999 are made a part of these minutes, (2) There were no escort violations since the last meeting.

OSPR REPORT, T. Mar. (1) Non-tank vessel contingency plan regulations went into effect on 2-3-00. OSPR has received hundreds of vessel operator plans to review, as well as bunkering operations plans. (2) The grants for the AIS and pilot laptop projects have been established and the projects are proceeding full-steam ahead. Question: What is your (Mar's) sense of the status of non-tank vessel regulations conformance? There are over 1,000 vessels to enter into the database. No vessels have been delayed. OSPR will hold a public workshop at the Bay Model on 2-11-00 to review the final regulations.

NOAA REPORT, M. Gallagher. (1) In response to an article in *Professional Mariner* regarding PORTS, David Kennedy, Acting Director of the Center for Oceanographic Products and Services, and Mike Szabados, Deputy Director of CO-PS, have asked that the following points, be relayed to the HSC: (a) PORTS enjoys the full support of NOS, NOAA, the Department of Commerce, and the Administration; (b) unfortunately, Congress provided insufficient funds to maintain PORTS operations in FY2000, even at a minimum level; (c) as a result, NOS and NOAA are in the process of reallocating funds internally to ensure PORTS can continue to operate (NOS will continue to provide the basic quality assurance and technical support services needed to maintain and operate existing systems); (d) NOAA remains completely committed to its existing PORTS partnerships; (e) in the President's FY2001 budget, released on Monday, the Administration requested full funding for PORTS; (f) NOS would like to request time on the agenda of a future HSC meeting for D. Kennedy and M. Szabados to give a short presentation on the national PORTS program and on San Francisco PORTS. While we continue dialog with parties interested in new systems, we cannot participate in design, development or deployment of new PORTS until the budget situation is resolved. Our local partners, users and beneficiaries of PORTS, and others concerned about maritime safety and efficiency, spill prevention and response, and coastal resource management will need to work hard with NOS and NOAA to support the Administration's request for full funding for PORTS. We would also like to work through the Marine Exchange and OSPR to review requirements, refine the existing installation, if needed, and to plan for the future. **W. Travis** noted that the government looks for popular projects to fund and it is very important that PORTS is fully funded in the President's budget. The HSC should support this politically. (2) A contract surveyor will be in the SF Area in late August or early September to survey Anchorage 9 and the area around Benicia. **Mike Gallagher**

noted that yesterday he received survey data from a survey five months ago - a record. (3) NOAA is in a cooperative partnership with Maptech developing Version 3.0 Pro to provide electronic raster versions of all charts with weekly e-mail messages that will contain updates to the users' charts.

CDR D. Ellis introduced **LCDR T.S. Kuhaneck**, USCG Research and Development Center who gave a brief presentation on risk-based decision making. He indicated that CG R&D might, through this process, be able to offer a tool to assess the risks associated with proposed fast ferries. The CG is prepared to work with the HSC and designated stakeholders the week of April 3rd, for up to five days, to help identify tools that will help make more informed choices and decisions. The CG will need the HSC to provide a problem statement or a prioritized list of problems so that the CG can recommend a suite of tools and develop a field guide. The CG has no money to offer, but is willing to partner to help the HSC find ways to look at high-speed ferries. R&D projects currently in progress can be seen on the CG R&D website. Question by **W. Travis**: Would the notion of a April workshop preclude repeating it again? **T. Kuhaneck** responded that he did not know because only one workshop per port has been budgeted. But that budget does include money for follow-up, so perhaps the first workshop could schedule for three days while the follow-up could use the remaining two days for a second workshop. Question by **W. Travis**: Can the timing/date of the proposed workshop be changed? The Water Transit Authority has not been appointed; the involved state agencies have not been funded and the staff has not been hired. BCDC is charged with assessing the environmental dangers and will work in full cooperation with the HSC. The CG proposal made here today is an extraordinary idea and helpful, but the timing is bad. It is too early. **T. Kuhaneck** responded that the CG R&D is tasked with having the field guidelines completed by the end of the year. Their responsibility is to evaluate risk assessment tools. **D. Ellis** added that Captain Johnson of CG Headquarters, Waterway Management, will be in the SF Bay Area from May 2nd to May 5th and wants to hold a public meeting on fast ferries on May 2nd at the Executive Inn in Oakland. The HSC would have to have the problem statements completed for the CG by March 3^d. **B. Dorsch** stated that this couldn't be done so quickly. Question by **L. Korwatch**: Is there value to holding a one-day workshop? **W. Travis** responded no. We would be working in hypothetical situations, way too far from a time when we are ready to look at the fast ferries issue. **Patrick Moloney** noted that there have already been studies of fast ferries, the IMO protocol study in Britain and a high-speed study in Hong Kong. **T. Kuhaneck** responded that the focus of those studies was operational issues. To his knowledge, there have been no studies that have looked at the impact and changes to the existing matrix or

system. **Captain R. Shipway** and **Captain Carl Friederick** addressed the issue of the bridge management team for the high-speed ferries. There should be two licensed operators on the bridge of each ferry. This is being done voluntarily around the country, but there is a company on SF Bay that doesn't provide this type of manning. Instead, they use a senior deckhand trained by the company. There has been a high-speed craft code operating in many countries around the world for several years. **R. Shipway** suggests that manning issues should be addressed. **Keith Stahnke** of Blue & Gold Fleet Company reported that he sits on the Passenger Vessel Association Natural Work Group. This group is creating operation manuals and looking at issues of training and bridge management teams as well as using existing crews on vessels. There are other companies using the same grouping on the bridge. The Chair noted that fast ferries give rise to complex environmental, economic and safety issues. The HSC needs to exercise due diligence and must accept the Coast Guard's offer of risk assessment at a future date.

NAVIGATION WORK GROUP, E. Dohm. (1) A formal request for support for a turning basin off Avon has been sent to Colonel Grass of the US Army Corps of Engineers. Mark McGovern of NOAA has been helping with this effort. It will not be a simple "maintenance budget operation" as previously thought. It will have to go through the full congressional appropriations process. (2) **E. Dohm** has been working with the COE to develop better ways to get timely survey information. The pilots were the last to get the latest Suisun Bay survey data. The survey data is easily digitalized, whereas the bay sheets are much more difficult. It would be possible to do all this electronically down the line. The lag between the actual survey and getting the information out is due to quality assurance issues. Question: Is **E. Dohm** meeting with the COE as a representative of the pilots or as a representative of the HSC? He represents both groups. **M. Gallagher** added that there would be a survey group here in April to survey areas that are not in the CG purview.

UNDERWATER ROCKS WORK GROUP, R. Smith. The cost-sharing agreement between the Army Corps of Engineers and the California State Lands Commission is still be negotiated. Both parties have allocated the money. Now they must agree on how to proceed with the project.

HUMAN FACTORS WORK GROUP, S. Merritt. The work group was tasked with looking at whether line-hauling ships at docks to reposition them presents a problem. A workshop was held on 2-3-00 with 19 representatives of stakeholders, including three of the seven major operators in the bay. They reviewed all the facets of existing operations

including pre-arrival communications, mooring plans, the vetting of ships, and each company's line-hauling procedures. They also included a risk assessment. The full report is available from the CH. The group reached the following conclusions: (a) terminal operations in the bay appear to be healthy and there have been few, if any, recordable incidents; (b) the pre-operation plan is critical; (c) captains are discouraged from hiring tugs based upon economic concerns; (d) information-sharing among operators is a valuable tool and all agreed to promote the sharing of their best practices; (e) pilot participation in the majority of these operations would not increase safety, but the use of a pilot in unusual or long moves may be warranted; (f) the key to the good safety record of these operations is the existing practices and procedures, both formal and informal; (g) the group did not look at more irregular line-haul moves, i.e., shifting one or more full berths for repairs or during lay-up. The work group recommends that terminals look at formalizing their practices and procedures in formal policies to ensure continued safe operations as staff turnover occurs. The Chair asked if there should be a formal recommendation or change to the Harbor Safety Plan. **S. Merritt** responded no. Systems appear to be in place to ensure safe practices and further action would not be the best use of resources.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) 1,000 *Safe Marine Operations* questionnaires have been mailed out and three hundred were hand-carried. To date, 125 have been returned of which 55 of those were from commercial and recreational fishermen. A complete analysis will be completed and a written report will be submitted at the next HSC meeting.

TUG ESCORT WORK GROUP, G. Hallin. The work group met on 1-26-00 at the COTP's office to look at the issue of out-of-state tugs towing barges without using a state pilot. The Coast Guard allows this after the tug and tow has made twelve transits of the bay. The group reviewed the federal regulations for a first class pilot. The regulations state that masters, mates or operation, within the restriction of their licenses can serve as a pilot on non-self propelled vessels of not more than 10,000 gross tons carrying cargoes of hazardous materials. It further states that the individual must be at least 21 years of age, has had a current physical exam, has had twelve round trips of which three are during darkness on a tug and tow over the route to be traversed, and has at least six months service in the deck department on towing vessels engaged in towing. The USCG SF goes beyond those requirements. They maintain that in addition to the required necessary federal licenses, an Unlimited First Class Pilot endorsement requires: fifteen trips per route of which 25% of these take place between sunset and sunrise; ten trips on

vessels over 1600 gross tons; and a specific amount of docking and undocking. For a Limited or Restricted First Class Pilot endorsement, which allows the mariner to transport tug/tank barges with limited tonnage, the requirements are the same as for an Unlimited First Class Pilot endorsement except that the fifteen trips do not have to be on vessels over 1600 gross tons. Between now and March/April 2000, the CG will look at reportable incidents for out-of-state tug/barge units and report to the HSC.

P.O.R.T.S. WORK GROUP, T. Covini. No report.

OLD BUSINESS. None

NEW BUSINESS. (1) **W. Travis** reported that Joan Lundstrom, who retired from BCDC last year and served on the HSC for several years, has been appointed a Commissioner for BCDC and has expressed an interest in re-engaging with the HSC. (2) **W. Travis** reported that BCDC has started to add to the SF Bay Plan and will address navigational safety. The goal is to ensure that the policies that BCDC issue are consistent with the recommendations and work of the HSC and to use BCDC's regulatory authority to move forward. (3) **B. Dorsch** asked why Appendix D to the Harbor Safety Plan (Incident Summary) no longer includes the name and type of vessel. This information is useful for evaluation and demonstrates that tankers are not responsible for incidents to the degree that is perceived by the public.

The next HSC meeting is scheduled for 3-9-00 at 10:00 a.m. at the Port of Richmond.

MOTION to adjourn by **J. Gaidnick**, seconded by **B. Dorsch**. The meeting was adjourned without objection at 10:55 a.m.

Respectfully submitted,

Terry Hunter
Executive Secretary