

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, February 10, 2011

Pier 35, Port of San Francisco, San Francisco, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Ron Chamberlain** (M), Port of Benicia; **Capt. Jack Going** (A); Baydelta Maritime; **Aaron Golbus** (M); Port of San Francisco; **Capt. Bruce Horton** (A), San Francisco Bar Pilots (Bar Pilots); **Carol Keiper** (M), Oikonos Ecosystem Knowledge; **Capt. Pat Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation; **Walt Partika** (A), Foss Maritime; **Capt. John Schneider** (M), Tesoro Refining & Marketing; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG); **Maj. Samuel L. Volkman**, United States Army Corps of Engineers (USACE); **Gerry Wheaton**, National Oceanographic and Atmospheric Administration (NOAA); **Michael Williams** (M), Port of Richmond.

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Chris Beckwith**, California State Lands Commission (State Lands); **Martha Cohen**, San Francisco City Event Coordinator; **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR), **John Craig**, America's Cup Race Management (ACRM); **Cmdr. Darren Drury**, USCG; **Capt. Noapose Fotu** (A), National Cargo Bureau; **Lt. Cmdr. Desarae Janzen**, USCG; **Lt. Cmdr. Ken Kosteki**, USCG; **Rob Lawrence**, **William Needham** (A), National Boating Federation; USACE; **Scott Schaefer**, OSPR; **Linda Scourtis** (A), BCDC, **Rick Toft** (A), Port of West Sacramento.

The meetings are always open to the public.

Approval of the Minutes

There was a correction to the minutes of the meeting of January 13, 2011: On page five, The Dredge Issues Work Group report should be relabeled PORTS Work Group. A motion to accept the minutes as corrected was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- Welcomed **Schaefer**, Acting Administrator OSPR, and **Capt. Schneider**, **Toft**, and **Williams**, new members or alternates. **Lundstrom** said **Toft** was the first representative to the HSC from the Port of West Sacramento.

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US Army Corp of Engineers Report – Maj. Volkman

- Later in February USACE would hold an inter-agency and industry stakeholder meeting to discuss the use of dredge materials.
- They have met with the Port of San Francisco to offer their services for the American's Cup races.
- **Lawrence** read from a report that is attached to these minutes.

Capt. Horton raised the issue of a pre-dredge survey for the Oakland bar channel that had not been released for two months. He said that was two months during which the Bar Pilots were unaware that there was a high spot in the channel. **Maj. Volkman** said that USACE was working through the legal liability issues of a new process that would allow draft surveys to be released on a timelier basis. **Lawrence** said that pre-dredge survey were released at the end of long projects and suggested that process could be looked at for modification. **Capt. Schneider** said that such a change would be of value on long projects such as Suisun Bay.

Coast Guard Report – Capt. Stowe

- **Lt. Cmdr Janzen** read from a report that is attached to these minutes.

Lawrence asked if the *Vernon Suzuki* was still sunk in Estuary Cove, Alameda. A representative from the Coast Guard said she didn't know and that recovery was the responsibility of the owner.

A man from the public asked what was being done to improve security at the AMORCO facility. **Cmdr. Drury** said that it was the Coast Guard's job to monitor and investigate. They could also review the facility security plan with the owner if necessary.

- **Cmdr. Drury** announced a meeting on March 9 to discuss loss of propulsion incidents. He said that all causes would be under discussion, not just those caused by fuel-switching. Industry stakeholders were encouraged to attend, including classification societies, manufacturers, pilots, and all interested parties. An industry day for small class passenger craft was scheduled for April 15.
- **Lt. Cmdr. Ken Kostecki** said that the first meeting of his liaison task force to the maritime industry on the America's Cup Race had gone well. They are in the process of collecting information on the possible impacts of the event. Their next meeting was scheduled for March 29 by which time they hoped to have some concrete information coming back.

Golbus asked if the Coast Guard was doing its own economic impact review. **Capt. Stowe** said that it was.

A man from the public asked whether the needs of smaller working boats were being taken into consideration. **Lt. Cmdr. Kostecki** said that they were.

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- **Capt. Stowe** reported that they are working well and closely with ACRM and the city and the City and Port of San Francisco. She said that there had been no request for an event permit yet, so that process had not yet begun.
- They have taken possession of their new inter-agency operations center. The formal ribbon cutting was scheduled for May or June. They are now looking for partners interested in a co-location spot in the building.

America's Cup Race Update – Craig, Race Manager

- **Craig** distributed a regatta notice that listed the tentative dates for the America's Cup Challenger Series and America's Cup Match. The handout also described the maximum footprint of the race course. These documents, and all other official documents from ACRM, can be found at <http://www.americascup.com/documents>. The dates for the Challenger Series would run from July 13 to September 1, 2012, with the America's Cup Match to be held September 7 to September 22, 2013. The footprint runs from Mile Rocks to East of Angel Island then south-east to the Bay Bridge. It is there intent to make sure that the deepwater lane remains open at all times.

Golbus asked if the inbound traffic lane could be closed during races. **Craig** said that it might be.

Berge asked how many events there would be in a day. **Craig** said that there could be multiple events for the Challenger Series, but only one per day for the Match race.

A man from the public asked whether the footprint could be compared to the security box for the Blue Angel air shows. **Craig** said that was an apt comparison.

Sean Kelley, USCG, asked whether specific lanes for support vessels were being considered. **Craig** said that they were.

A person in the audience asked whether there would be any changes to anchorages due to race needs or the need to find places for super-yachts. **Lt. Cmdr. Janzen** said those concerns were on the list of things to keep track of.

Clearing House Report – Steinbrugge

Steinbrugge read from a report that is attached to these minutes.

OSPR Report – Schaefer

- **Schaefer** thanked the HSC's and Technical Advisory Committees for their active participation and support. He said that they were responsible for good solutions.

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- **OSPR** was facing a four and a half million dollar budget cut for the next fiscal year. They were hoping to see that restored. The employee furlough program varied from one to three days per month depending on which union the person belonged to.
- A total of sixty employees from OSPR had been involved in the response to the *DeepWater Horizon* blowout. Some OSPR personnel were expected to remain on the event through March, primarily in shoreline assessment and cleanup.
- **OSPR** plans to increase the monitoring of bunker operations in Anchorage 9. They could do even more if they could work with the USCG or other partners with available boats. They plan to conduct more drills to make sure that crews can deploy six hundred feet of boom in the first thirty minutes, and an additional six hundred feet in the following thirty minutes. They are considering new regulations on best achievable protection but want to make sure that there are no unintended consequences such as encouraging the displacement of operations from low-risk areas to high-risk ones.

Capt. Pete Bonebakker, ConocoPhillips, asked who paid for OSPR staff to work on the *Deepwater Horizon* response. **Schaefer** said that they were working as subcontractors for NOAA. He said that it was a good situation for OSPR because they saved money while learning valuable lessons.

A person from the public asked whether the increased monitoring of bunker operations was just for Anchorage 9. **Schaefer** said that pier-side operations were already being monitored because they were easy to drive to.

A person from the public asked whether the state had been taking money from the Oil Spill Prevention and Administration Fund. **Schaefer** said that OSPR would be paid back for money borrowed by the state. He said that current trends would lead to budget cuts in the near future.

NOAA Report – Wheaton

- *Coast Pilot 7* had been published in January.
- **David M. Kennedy** had formally become the Assistant Administrator for NOAA's National Ocean Service.
- NOAA's National Weather Service will have a booth at the Strictly Sail Boat Show at Jack London Square April 14th through 17th.

State Lands Report – Beckwith

- **Beckwith** read from a report that is attached to these minutes.

Capt. Amso asked whether State Lands would review its regulations on fire wires since The Oil Companies International Marine Forum (OCIMF) had found that they were not useful. **Beckwith** said that State Lands was in the process of revising the regulations; in the meantime facilities could apply for a variance.

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Air Resources Board (ARB) Report –

Lundstrom said that ARB staff had been unable to attend. Their usual report is attached to these minutes.

Berge asked whether ARB had been invited to participate in **Cmdr. Drury's** meeting to discuss loss of propulsion. **Cmdr. Drury** said that they had been.

Tug Work Group – Capt. Going

- They had not been able to meet to discuss bitt strength. They were trying to arrange a new meeting.

Navigation Work Group – Capt. Horton

There was nothing to report.

Ferry Operation Work Group – Capt. Murphy

- Their meeting on February 2 had been well attended to hear a briefing on the America's Cup events from ACRM and the mayor's office. Among the items discussed was traffic separation from recreational boaters during events, maintaining their published schedules, and relaxation of the Jones Act. The Coast Guard has requested that the ferry companies individually provide economic impact reports on any delays or changes that could be caused by the events.

Gunnar Lundeberg, Sailor's Union of the Pacific, asked the Coast Guard to keep them informed of any applications for Jones Act waivers. **Capt. Stowe** said that there had been no requests so far, but that any received would be dealt with under normal Coast Guard procedures. The issue had been raised as a hypothetical while discussing visiting mega-yachts. **Lundeberg** said that they had an agreement from the city of San Francisco that there would be no requests.

A person from the public asked whether ferries would be allowed to travel through the box of the event. **Capt. Murphy** said that topic had not yet been discussed but that it would be.

Dredge Issues Work Group –

- **Lundstrom** said that **Capt. Schneider** had accepted an appointment to chair the work group.

Prevention through People Work Group – Brown

- There will be no changes in the operations of the Alameda to Oakland drawbridge. **Brown** thanked **David H. Sulouff**, USCG, on behalf of the HSC and the National Boating Federation.
- **Brown** looks forward to their tasks preparing for the America's Cup events and was looking forward to working with **Craig**.

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Keiper asked where they held their meetings. **Lundstrom** said that all meetings of the work groups are publically posted at <http://www.sfmex.org/support/hsc/hscalendar.php>, as well as sent to members of the HSC. **Brown** said she would be happy to add **Keiper** to the mailing list.

Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso

There was nothing to report.

PORTS Report – Steinbrugge

- The Richmond wind sensor was installed and operational.
- The wind sensor at the Union Pacific railroad drawbridge continued to have problems with data collection. It was hoped that the problem could be corrected the week following the February meeting of the HSC.
- The installation of the AMORCO and Avon stations are contingent on work at those facilities.

Wheaton asked whether additional sensor data would be required by the America's Cup events. **Lundstrom** said that was a good topic for the PORTS work group to take up.

Public Comment

Catherine Hooper, Fleet Week Association, said that small boaters had a good record of respecting safety and security boxes for Fleet. The Association was planning for big events at the next Fleet Week that will celebrate 100 years of naval aviation. The next event will also build on the success experienced with showcasing the Navy and Marine's capability to plan for a respond to disasters and humanitarian crises.

A person from the public asked about the status of the Port Access Study. **Capt. Stowe** said that it was still in the works.

Old Business

There was none.

New Business

There was none.

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Next Meeting

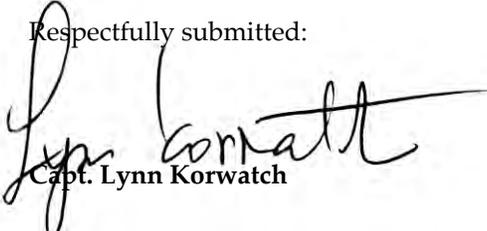
Lundstrom said that the next meeting of the HSC would commence at 1000, March 10, 2011 at the Port of Oakland's Exhibit Room.

Adjournment

A motion for adjournment was made and seconded. It passed without discussion or dissent.

Lundstrom adjourned the meeting at 1141.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
January-11	
PORT SAFETY CATEGORIES	
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	1
Navigation Safety (1), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0), Power (0)	3
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (6), Gyro (0), Steering (0), Echo sounder (1), AIS (3), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (1)	11
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0
6. Significant Waterway events or Navigation related cases for the period: None	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	15
MARINE POLLUTION RESPONSE	
* Source Identification (Discharges):	
TOTAL VESSELS	3
U.S. Commercial Vessels	2
Foreign Freight Vessels	0
Public Vessels	0
Commercial Fishing Vessels	0
Recreational Vessels	1
TOTAL FACILITIES	1
Regulated Waterfront Facilities	0
Regulated Waterfront Facilities - Fuel Transfer	0
Other Land Sources	1
Mystery Spills - Unknown Sources	11
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	15
1. Spills < 10 gallons	4
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	11
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	15
1. Estimated spill amount from U.S. Commercial Vessels:	5
2. Estimated spill amount from Foreign Freight Vessels:	0
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	3
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0
7. Estimated spill amount from Other Land Sources:	1
8. Estimated spill amount from Unknown sources:	0
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	9
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	1
Letters of Warning	2
TOTAL PENALTY ACTIONS:	3

SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2011)

MARINE CASUALTIES - PROPULSION/STEERING

Loss of propulsion, M/V POS LONG BEACH, (10 Jan): The vessel lost propulsion while in the Oakland turning basin. COTP order issued directing vessel to anchor and await a Class survey. The cause of engine failure was initially reported as an air starting problem, but further troubleshooting revealed the cause of engine failure was related to low sulfur fuel switching due to remote automation from bridge unable to compensate for the lower viscosity fuel. Local engine control satisfactorily tested. COTP order lifted and vessel allowed to depart with 2 tug escort. Case Pends.

Loss of steering, Tug LAGUNA, (19 Jan): The tug lost steering while engaged in dredge operations in New York Slough near Antioch. Tug safely stopped outside the channel and was replaced by another tug. Case pends.

Grounding, Tug IRENE LAURITZEN (20 Jan): The tug grounded on the rocks across from Richmond Berths 7 and 8. The tug was moored alongside a spud barge and no crew was on board at time of grounding. No pollution. Case pends.

VESSEL SAFETY CONDITIONS

None

GENERAL SAFETY/SECURITY CASES

Security Breach, Tesoro Refining Company (Amorco Wharf), Martinez, CA (10 Jan): A single intruder was apprehended within a secured area by roving security patrol and placed in police custody. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) Radar, M/V XIANG SHUI WAN (02 Jan): The vessel was issued an inbound and outbound LOD.

Letter of Deviation (LOD) Radar, M/V EVER CHARMING (05 Jan): The vessel was issued an inbound LOD.

Letter of Deviation (LOD) Automatic Identification System (AIS) Ferry MENDOCINO (07 Jan): The ferry's AIS was not operational for approx 1 hr

Letter of Deviation (LOD) Radar, T/V EVEREST SPIRIT (09 Jan): The vessel was issued an outbound LOD.

Letter of Deviation (LOD) Radar, M/V MOL ENCORE (09 Jan): The vessel was issued an inbound LOD.

Letter of Deviation (LOD) Radar, T/V CALIFORNIA VOYAGER (14 Jan): The vessel was issued an LOD to transit from Richmond to Martinez, CA.

Letter of Deviation (LOD) Radar, M/V MOL EXPEDITOR (20 Jan): The vessel was issued an inbound LOD.

Letter of Deviation (LOD) Automatic Identification System (AIS) M/V IDEAL BULKER (22 Jan): The vessel's AIS pilot plug was not operational. Vessel issued an inbound LOD.

Letter of Deviation (LOD) Automatic Identification System (AIS) Tug PETALUMA (26 Jan): The tug was issued a one-way LOD from the Petaluma River to Suisun Bay.

Letter of Deviation (LOD) Echo Depth Sounder M/V IDEAL BULKER (28 Jan): The vessel was issued an outbound LOD.

Letter of Deviation (LOD) Rudder Angle Indicator M/V CMB JULLIETTE (29 Jan): The vessel was issued an inbound LOD to anchorage 9.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

11 JAN: Tug MILLENIUM FALCON: Discharged 5 oz gear lube oil due to equipment failure onboard. Crews fixed the vessel and a Notice of Violation was issued.

18 JAN: M/V CYGNUS-VOYAGER: Discharged 5 gallons of lube oil due to a hole in the tube for the cooler on the main cargo pump at the Richmond Long wharf. A Letter of Warning was issued.

20 JAN: Pleasure craft VERNON SUZUKI: sank at Estuary Cove, Alameda due to suspected human error. Discharged 3 gallons of diesel. A Letter of Warning was issued.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
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San Francisco Clearinghouse Report

February 10, 2011

- ✎ In January the clearinghouse contacted OSPR with two possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 6 time in 2010 regarding possible escort violations. The Clearinghouse called OSPR 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January there were 82 tank vessels arrivals; 7 Chemical Tankers, 12 Chemical/Oil Tankers, 20 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 25 Tugs with Barges.
- ✎ In January there were 285 total arrivals.

San Francisco Bay Clearinghouse Report For January 2011

San Francisco Bay Region Totals

	<u>2011</u>		<u>2010</u>	
Tanker arrivals to San Francisco Bay	57		53	
Barge arrivals to San Francisco Bay	25		34	
Total Tanker and Barge Arrivals	82		87	
Total tank ship & tank barge movements	307		290	
Tank ship movements	185	60.26%	162	55.86%
Escorted tank ship movements	83	27.04%	79	27.24%
Unescorted tank ship movements	102	33.22%	83	28.62%
Tank barge movements	122	39.74%	128	44.14%
Escorted tank barge movements	55	17.92%	63	21.72%
Unescorted tank barge movements	67	21.82%	65	22.41%

Percentages above are percent of total tank ship & tank barge movements for each item.

Escorts reported to OSPR 2 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	164		292		0		131		587	
Unescorted movements	115	70.12%	181	61.99%	0	0.00%	62	47.33%	358	60.99%
Tank ships	58	35.37%	80	27.40%	0	0.00%	31	23.66%	169	28.79%
Tank barges	57	34.76%	101	34.59%	0	0.00%	31	23.66%	189	32.20%
Escorted movements	49	29.88%	111	38.01%	0	0.00%	69	52.67%	229	39.01%
Tank ships	27	16.46%	48	16.44%	0	0.00%	34	25.95%	109	18.57%
Tank barges	22	13.41%	63	21.58%	0	0.00%	35	26.72%	120	20.44%

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.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 10, 2011**

1. CORPS FY 2010 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2)** – The Essayons has completed the Main Ship Channel. **No change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – **Dredging Richmond Outer Harbor will follow the dredging of the Inner Harbor and will depend on the availability of funds.**
- c. **Richmond Inner Harbor** – **The offloader was not in place until the first week of December, so the project got off to a late start. Additionally, it turned out that there was more material in the Richmond Inner Harbor that had been estimated. Dredging will continue for about another month.**
- d. **Oakland O & M Dredging** – Contract was awarded September 27, 2010. Dredging will begin as soon as the offloader is available at Hamilton. **Clean-up is ongoing in the outer portion of the Inner Harbor (Reach 2), when completed, dredging will begin in the Outer Harbor. It is envisioned that the entire contract will be completed by mid-March. Due to funding issues, there is not enough available money to dredge the entire project to -50 feet. Therefore, the Corps is accepting an overall depth of -48 feet.**
- e. **Suisun Bay Channel** – **Dredging is complete to the design depth of -35 (+2).**
- f. **Pinole Shoal (35+2)** – Dredging completed July 2. **No Change.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. No major dredging for at least a year (mid 2011). **No Change.**

2. DEBRIS REMOVAL – The debris total for January 2011 was 88 tons: Raccoon - 59 tons; Grizzly - 21 tons; Dillard - 5 tons; Safe boat - 3 tons.

Jan. 2010		228	2	230					
Feb	17	112	5	134					
March		56.00	16.50	73					
April		40	9	49					
May	7	15		22					
June	5	65		70					
July	9	10		19					
August	7	18		25					
September	9	27	8	44					
October		28	13	41					
Nov/Dec	22	65	5	92					
Jan. 2011	21	59	8	88					
Totals	97.00	495.00	64.50	657					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

The emergency dredging in Bullshead reach was completed on July 3, 2010.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated in the President's budget for FY 2011. The Corps is hoping to receive a Congressional add later in FY 2011. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** \$12,500,000 in the FY 2011 budget for this project. The Corps is scheduled to start construction by late FY 2011. **The draft Environmental Impact Statement is now scheduled to be released in Feb/March 2011.** This project is included in the FY 11 President's Budget and is essential to our FY 11 execution.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/hydrosurvey/>

Main Ship Channel: Post-dredge survey completed on July 10 2010 has been posted.

Pinole Shoal: The post-dredge survey of July 8-10, 2010 has been posted.

Suisun Bay Channel: **Post-dredge survey of January 2011 has been posted.**

New York Slough: **Post-dredge survey of January 2011 has been posted.**

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: Condition survey completed July 22-23, 2010 has been posted.

San Bruno Shoal: Surveys completed in June 22, 2010 have been posted.

Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.

Oakland Inner Harbor Turning Basin: A multi-beam survey of April 21 has been posted.

Oakland Inner Harbor – **A “post-dredge survey” of Nov 2010 – Jan 20-21 2011 has been posted.**

Oakland Outer Harbor: Condition survey of May 17, 2010 has been posted.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5 has been posted.

Oakland Inner Harbor - South Brooklyn Basin: **November/December 2010 survey posted.**

Southampton Shoal and Richmond Long Wharf: Surveys of May 10-13, 2010 have been posted.

Richmond Inner Harbor: **A preliminary post-dredge survey completed in Dec 2010 and Jan 2011 has been posted.**

North Ship Channel: Condition survey of June 2010 has been posted.

San Rafael Creek and San Rafael Across-the-Flats: Surveys completed March 2010 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in April 2010 has been posted.

Disposal Site Condition Surveys:

- SF-08 (Main Ship Channel Disposal Site) April 2010;
- SF-09 (Carquinez) October 5, 2010;
- SF-10 (San Pablo Bay) July 2010 survey has been posted;
- SF-11 (Alcatraz): **The January and February (2nd) surveys have been posted. (-37.6)**



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2010	198	82	41.41
JANUARY 1 - 31, 2011	233	85	36.48

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2010	9,981,669	0	14,410,273	7,386,584	21,796,857
JANUARY 1 - 31, 2011	9,487,000	0	14,390,143	7,265,216	21,655,359

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1 - 31, 2010	0	0	0	0	0
JANUARY 1 - 31, 2011	0	1	0	1	Lube Oil / 5 gallons

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT FOR YEAR 2010

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1, 2010 to DECEMBER 31, 2010	2631	1139	43.29

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1, 2010 to DECEMBER 31, 2010	147,016,955	300,000	205,374,688	93,651,082	299,025,770

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1, 2010 to DECEMBER 31, 2010	*** PLEASE SEE ATTACHED. ***				

*** Disclaimer:

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Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update



San Francisco, California
February 10, 2011

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule Essential Modifications Exemption Applications Summary*

Vessel Applications	No. of Vessels
Total Applications	474
Applications Completed	437
Approved	378
Partially Approved	58**
No Longer Active***	33
Pending/Under Review	4

* Summary from July 1, 2009 to December 31, 2010.

** Includes denial of 58 main engine requests and 8 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

*** ARB is awaiting further information or applicant is no longer pursuing exemption.

ARB OGV Clean Fuel Rule Use of Safety Exemptions*

Use of the Safety Exemption	
July – December 2009	11
Jan – December 2010	29
January 2011	1
Use of the Noncompliance Fee Provision	
Total July 2009 – January 31, 2011	4

*Summary from July 1, 2009 to Jan 31, 2011

ARB OGV Clean Fuel Rule Upcoming Events

- Second Workshop on Proposed Amendments to the Ship Fuel Rule
 - Scheduled for February 17, 2011 in Sacramento
 - Details on ARB's website here:
<http://www.arb.ca.gov/ports/marinevess/marinevess.htm>
- Propose extending the clean fuel zone in Southern California and other minor amendments

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February 2, 2011 Meeting

- Port of San Francisco
- Attendees included representatives from the Public and Private Ferry Companies, both excursion and scheduled commute ferries; Port of San Francisco; San Francisco Mayor's Office; Representatives from the America's Cup Race Committee; Marine Exchange and the USCG.

Agenda Items

- Discussion of the proposed America's Cup intended course and enforcement of safety/security zones
 - Ferry operators discussed a pen, similar to that of the super yacht pen to be developed for safety reason with the recreational community
 - Commuter ferry concerns center around the discussion of late arrival and departures and how to mitigate such events from occurring
 - The USCG discussed putting in for extra assets to patrol the safety/security zone
 - The Mayor's Office discussed the Jones Act issues. The ferry operators expressed a concern about this and are adamant this not occur.
 - The USCG has requested all ferry companies give the USCG an Economic Impact Assessment

Next Meeting

- To Be Announced