

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, March 9th, 2006

Port of Oakland, 7th Floor Conference Room, 530 Water Street, Oakland, California.

Rich Smith, Vice Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; called the meeting to order at 1008. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Michael L. Beattie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Richard Brandes**, Kaneb Terminals; **Margot Brown**, National Boating Federation; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **Capt. Gary Fleeger**, Matson Navigation; **Cmdr. Gordon Loebel**, United States Coast Guard (USCG), Sector San Francisco; **Michael McMillan**, Port of Oakland; **Richard Nagasaki**, Chevron Texaco Shipping; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis**, Bay Area Conservation and Development Commission (BCDC); **Capt. Ray Shipway**, International Organization of Masters, Mates, & Pilots; **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC, **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); Sean Kelley, USCG Vessel Traffic Service (VTS); **Capt. Lynn Korwatch**, Marine Exchange; **Ken Leverich**, California State Lands Commission (State Lands); USCG; **LtCmdr. Ross Sargent**, USCG.

The meeting was open to the public.

Approval of the Minutes

There were corrections to the minutes of February 9th, 2006:

- Page one, first paragraph, second sentence, insert *Francisco* between *San* and *Bay*.
- Page one, in the second sentence of the third bullet of "Comments by the Chair," the spelling of *there* shall be corrected to *their*.
- Page one, first sentence of the last line of the "Approval of the Minutes" should read: "It was moved and seconded to accept the minutes as *amended*."
- Page five, strike the word *pugnacious* from the first sentence of the second bullet of "Prevention through People."

It was moved, and seconded, to accept the minutes as amended. The motion passed without discussion or dissent.

Comments by the Chair – Smith

None were recorded.

Coast Guard Report – Cmdr. Loebel

- A final rule was entered into the Code of Federal Regulations (CFR) to establish permanent fixed security zones at local refineries.
- The National Transportation Safety Board (NTSB) issued its report on the capsizing of the *Lady D* in Baltimore harbor. The Coast Guard will be revising its average passenger weight assumptions as part of a review of their regulations of small passenger and pontoon vessels.
- A new storm front is on the way. It has been a quiet winter so far.

LtCmdr Sargent read from reports that are attached to these minutes.

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Cmdr. Loebel continued his report:

- USCG is coordinating temporary closures of the Carquinez Strait during the first and last weeks of April for bridge work. The old bridge will be taken down during the second closure.
- The period for public comments and suggestions to the local Waterways Analysis Management System (WAMS) study would end March 24th, 2006. The study is specifically focused on approaches to San Francisco.

Capt. Korwatch said that she had heard that a container fell from a ship onto a loaded bunker barge alongside on February 26th. **Cmdr. Loebel** said that the container hit the tug Royal Melbourne, which belongs to Harley Marine. **Don Massey**, Foss Maritime, said it was now their policy not to conduct transfers if the ship was working the outer row of boxes.

Smith said that this was the second incident in eighteen months. He asked the Prevention Through People Workgroup to take up the matter. **Cmdr. Loebel** said that they would look into it too.

Capt. Pinder asked what the qualifications for terminal guards are. **Christian Jones**, APL, said that the only requirements are a high school diploma and a background check. **Jones** said that the Maritime Administration (MARAD) encourages companies to have their security personnel participate in Maritime Security Awareness training courses that are approved by MARAD.

Clearinghouse Report – Alan Steinbrugge

- One possible escort violation was reported to OSPR for review.
- Read from a report that was attached to the minutes.

OSPR Report – Coyne

- OSPR's summit for HSC's would convene March 28th, 2006.
- On March 29th, OSPR would host a summit on Physical Oceanographic Real Time Systems (PORTS). This summit is a prelude to the national HSC convention in Washington, DC, this April.
- The Department of Fish and Game has approved the new PORTS maintenance contract and sent it to the Marine Exchange for their approval.
- One tug escort violation was possibly KIP related. Recommendations were due in a week.

NOAA Report

There was no report.

COE Report

No one from the COE was able to attend. A written report is attached to the minutes.

State Lands Commission Report – Leverich

- There were 269 transfers in the month.
- There were no spills to report.

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Water Transit Authority (WTA), Technical Advisory Committee (TAC) Report

A written report from **Len Cardoza**, Port of Oakland, was attached to the minutes and available on the welcome table.

Tug Escort Work Group

There was no report.

Navigation Work Group – Capt. Pinder

- The work group met with **Paul Milkey**, California Air Resources Board (CARB), to discuss HSC concerns about requirements for fuel switching and auxiliary engines. There will be a safety clause if fuel changes cause problems.
- The work group is discussing navigation light changes.
- The increased numbers of swimmers in shipping lanes is being looked at.

Ferry Operations Work Group – Capt. Beattie

- Ferry lanes were discussed at the last meeting.
- Data will be entered into the simulator.
- The next meeting would be March 14th.

Prevention Though People Work Group – Brown

- The deadline for comments on NOAA's strategic plan review for PORTS was that very day. **Brown** said that no one on the HSC had been notified of this review. She happened to learn of it that morning due to an email from the office of Vice Admiral Lautenbacher, the NOAA Administrator.
- The new marine event notification package from USCG looked good. It addressed concerns that had been raised by the HSC.
- The California Department of Boating and Waterways has requested information about PORTS sensors for recreational boaters.
- **Brown** was invited to be on the Recreational Boating Panel at the National Harbor Safety Committee Convention in April.

Smith asked those with an interest in the PORTS strategic plan to meet with Brown after the meeting to coordinate a response for the HSC.

Plan Work Group – Scourtis

There was nothing to report.

PORTS Work Group – Brandes

- **Brandes** read a report that is attached to the minutes.

PORTS Report – Steinbrugge

- Nothing is happening till the money comes through.

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Public Comment

Cmdr. Loebel announced two March events: The Coast Guard Ball on the 25th, and on the 31st, the change of command ceremony for **Rear Adm. Jody A. Breckenridge** to take over the 11th District and **Rear Adm. Kevin J. Eldridge's** retirement from 11th District and the USCG.

Old Business

- **Kelley** said that he had reviewed the project on transferring VTS berth Automated Information System (AIS) data to NOAA charts. **Gerry Wheadon**, NOAA, had asked for help to make sure that the berth labels from the VTS web site correctly match the berths on the charts.

New Business

- **Capt. Korwatch** announced the next meeting of Area Maritime Security Committee Tuesday, April 11th at the Port of Oakland.

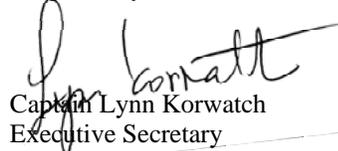
Next Meeting

Smith said that the next meeting would convene at 1000, April 13th, at the Harbor Master's office, Port of Richmond.

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1100.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-06

PORT SAFETY CATEGORIES

TOTAL

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:	5
Navigation Safety (1), Port Safety & Security (2), ANOA (2)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (0), Fire (0),	4
Grounding (1), Sinking (0), Steering (1), Propulsion (2), Personnel (0), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	3
Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (2), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	1
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): 06-02, 06-03	2
Total Port Safety (PS) Cases opened for the period:	24

MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	35
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	10
Commerical Vessels	0
Public Vessels (Military)	2
Commercial Fishing Vessels	3
Recreational Vessels	5
TOTAL FACILITIES	7
Regulated Waterfront Facilities	0
Other Land Sources	7
UNKNOWN/UNCONFIRMED	18
*Spill Information	
Pollution Cases Requiring Clean-up	9
Federally Funded Cases	3
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	11
2. Spills 10 - 100 gallons	3
3. Spills 100 - 1000 gallons	2
4. Spills > 1000 gallons	3
5. Spills - Unknown	16
Total Oil Discharge and/or Hazardous Material release volumes:	
1. Estimated spill amount from Commerical Vessels:	0
2. Estimated spill amount from Public Vessels:	1 gal
3. Estimated spill amount from Commercial Fishing Vessels:	71 gal
4. Estimated spill amount from Recreational Vessels:	1 gal
5. Estimated spill amount from Regulated Waterfront Facilities:	0 gal
6. Estimated spill amount from Other Land Sources:	2250 g

7. Estimated spill amount from unknown sources:	10 gal
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	7
** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty- Loss of Propulsion, P/V BAY FLYER; U.S. (08 Feb): Vessel lost propulsion at SF Ferry Terminal but moored safely. Loss of propulsion due to failed air pressure caused by faulty circuit breaker. Vessel repaired and passed CG inspection.	
Marine Casualty- Loss of Steering, Tug SAN JOAQUIN RIVER; U.S. (18 Feb): Vessel lost steering due to sheered pin in hydraulic ram while pushing sand barge in San Pablo Bay. Crew replaced pin and vessel continued to Martinez Berth 4 without incident.	
Marine Casualty- Loss of Propulsion, M/V MOL ENTERPRISE; Panama (18 Feb): Vessel lost propulsion in Anchorage 8 due to faulty air start valve. Valve cleaned/repared and vessel transited to Oakland Berth 30.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty- Grounding, M/V PIONEER; Vanuatu (20 Feb):- Vessel reported that it grounded in New York Slough near Buoy 10 enroute Antioch. COTP order issued requiring vessel to have hull surveyed prior to departure from SF Bay. Underwater hull survey found no damage. COTP order recinded 23 Feb 06. Investigation open.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - Letter of Deviation (LOD) for INOP AIS and INOP 10cm & 3cm Radar, M/V NYK ATLAS; Panama (01 Feb): Vessel enroute Oakland SSA Terminal from LA/LB when it requested LOD for inoperable AIS, 10cm and 3cm radar. LOD issued requiring daylight transit only and documentation of repairs prior to port departure. Repairs made, LOD recinded 03 Feb 06.	
Navigation Safety - LOD INOP, M/T LATGALE; Latvia (04 Feb): LOD issued to inbound vessel for inoperable AIS; repairs to be made prior to port departure. Repairs made, LOD recinded 04 Feb 06.	
Navigation Safety- LOD INOP 3cm radar, T/V FAIRCHEM STALLION; Panama (20 Feb): LOD issued for inoperable 3 cm radar. Repairs required prior to port departure. Repairs made, LOD recinded 22 Feb 06.	
Possible Nav Rule Violation- F/V NEW GOLDEN EYE; U.S. (24 Feb): Inbound T/V POLAR CALIFORNIA reported that it altered course to avoid F/V dead-in-water .25 nm west of GG Bridge. Investigation open.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
27 Feb: CG received notification that F/V DeBELLA had broken moorings and grounded on beach at Pillar Point Marina. Vessel was emitting rainbow sheen and diesel fuel was on beach. Oil Spill Liability Trust Fund was opened for \$15K. Contractor cleaned spill and removed remaining oil from vessel. Tanks found empty. Approx 3 gallons of product was removed from fish hold using sorbents. CG monitored removal of sorbents from beach and vessel's bilge. Investigation pends.	

SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
<p>Marine Safety/Security Information Bulletin 06-02 (31 Jan): "Vessel Access Control" - Reminds all vessels subject to the requirements of the International Ship & Port Facility Security Code & the Maritime Transportation Security Act of 2002 of requirement to maintain rigorous access control measures and accountability for all personnel onboard.</p>	
<p>Marine Safety/Security Information Bulletin 06-03 (01 Feb): "Oil and Gas Industry Security" - Informs members of the maritime industry of a recent Al-Jazeera videotape broadcast and an Al-Qa'ida affiliated website posting which suggests that oil and gas infrastructure are targets for Islamic terrorists.</p>	

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Jan-06	Feb-06		Feb-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	189	167	-12%	213	-22%
TANKER (incl: ITB's)	214	201	-6%	176	14%
CARGO (incl container, bulker, & freight vsls)	413	362	-12%	429	-16%
TUGs with TOWS (incl: ATB's and tank barges)	1513	1423	-6%	1962	-27%
FERRIES (incl both commuter and bay cruise ferries)	5526	5006	-9%	4990	0%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1263	1359	8%	1006	35%
PASSENGER (incl cruise ships, and smaller charter vessels)	29	13	-55%	17	-24%
TOTAL vsl transits	9147	8531	-7%	8793	-3%

San Francisco Bay Clearinghouse Report For February 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay			52
Tank ship movements & escorted barge movements	338		292
Tank ship movements	210	62.13%	171
Escorted tank ship movements	101	29.88%	84
Unescorted tank ship movements	109	32.25%	87
Tank barge movements	128	37.87%	121
Escorted tank barge movements	69	20.41%	65
Unescorted tank barge movements	59	17.46%	56
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		2

<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	210		313		0		172		695	
Unescorted movements	102	48.57%	156	49.84%	0	0.00%	88	51.16%	346	49.78%
Tank ships	69	32.86%	108	34.50%	0	0.00%	50	29.07%	227	32.66%
Tank barges	33	15.71%	48	15.34%	0	0.00%	38	22.09%	119	17.12%
Escorted movements	108	51.43%	157	50.16%	0	0.00%	84	48.84%	349	50.22%
Tank ships	65	30.95%	99	31.63%	0	0.00%	39	22.67%	203	29.21%
Tank barges	43	20.48%	58	18.53%	0	0.00%	45	26.16%	146	21.01%

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 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	64		718
Tank ship movements & escorted barge movements	689		3,650
Tank ship movements	421	61.10%	2,149
Escorted tank ship movements	211	30.62%	997
Unescorted tank ship movements	210	30.48%	1,152
Tank barge movements	268	38.90%	1,501
Escorted tank barge movements	140	20.32%	760
Unescorted tank barge movements	128	18.58%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	407		632		0		363		1,402	
Unescorted movements	195	47.91%	307	48.58%	0	0.00%	174	47.93%	676	48.22%
Tank ships	136	33.42%	204	32.28%	0	0.00%	97	26.72%	437	31.17%
Tank barges	59	14.50%	103	16.30%	0	0.00%	77	21.21%	239	17.05%
Escorted movements	212	52.09%	325	51.42%	0	0.00%	189	52.07%	726	51.78%
Tank ships	123	30.22%	201	31.80%	0	0.00%	104	28.65%	428	30.53%
Tank barges	89	21.87%	124	19.62%	0	0.00%	85	23.42%	298	21.26%

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

March 9, 2006

1. CORPS 2006 O&M DREDGING PROGRAM

The FY 2006 budget has been signed. We are planning for our FY 2006 projects.

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

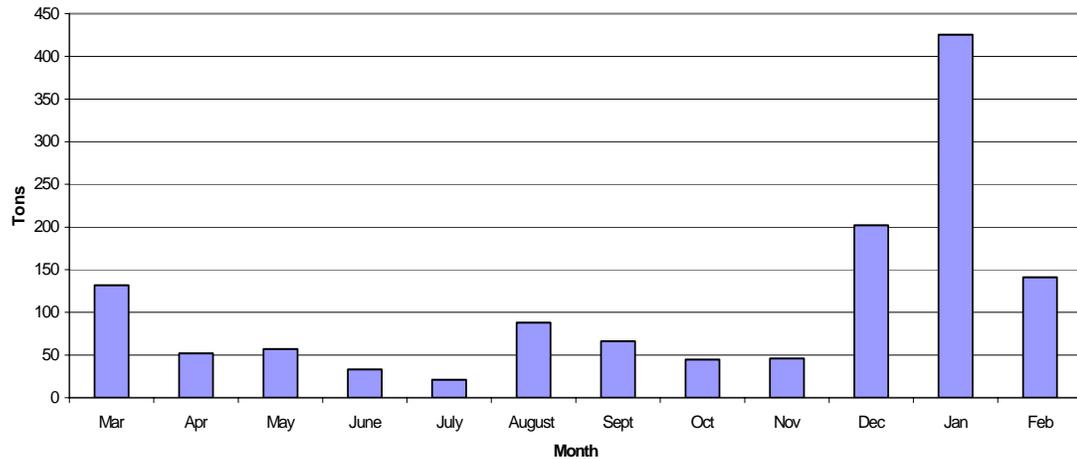
- a. **Main Ship Channel** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at SF-08 and off Ocean Beach. Dredging is scheduled to start mid May.
- b. **Richmond Outer Harbor and Southampton Shoal** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at the Alcatraz dredged Material Disposal Site (SF-11). Dredging is scheduled to start first part of June.
- c. **Richmond Inner Harbor** – The Corps is preparing a contract to dredge this material. The material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Corps plans to issue a new contract for this project. Plan to start dredging in early to mid June.
- d. **Oakland Outer and Inner Harbor** – The Corps plans to issue a new contract for the Oakland maintenance material this year. Material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Anticipate starting O & M dredging about August 1, 2006. However, this project is currently under review and any small amount of O & M material may be taken with the deepening material.
- e. **Suisun Bay Channel** – The government dredge “Yaquina” started Pinole Shoal on approximately October 1, 2005 and then continued on to dredge the Suisun Bay Channel and New York Slough. Because the “Yaquina” was not able to finish Pinole Shoal, Suisun Bay Cannel and New York Slough, the Corps was able to get some additional days on the government dredge “Essayons” to complete these projects. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start about mid June. Material is likely to be disposed of in bay.

- f. **Pinole Shoal** – The “Yaquina” started dredging Pinole Shoals on October 1, 2005. The “Yaquina” was not able to complete this project and approximately 60,000 cubic yards remained to be dredged. Because the “Yaquina” was not able to complete this project, the Corps was able to get some additional days on the government dredge “Essayons” to complete this project. The “Essayons” started dredging on November 7, 2005. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start in June or July. Material is likely to be disposed in bay.
- g. **Redwood City** – Corps performed full testing on this material in FY05 – The Corps was able to reprogram approximately \$1,300,000 in funds in order to start dredging Redwood City in FY05. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. Dutra started dredging Redwood City on October 31, 2005. The Corps consulted with the National Marine Fishes Service (NMFS) to allow dredging to continue into December. However, NMFS placed a 390,000 cubic yard limit on this project. We completed dredging on December 30, 2005 and barring on December 31, 2005. Hydrographic survey was completed the first part of January 2006.
- h. **San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. This area does not normally require dredging. However, this year it has shoaled and is limiting access to the rest of the project. This area was not included in the Redwood City Contract. To alleviate this problem, the Corps was issuing a contract to perform a knockdown in this area. However, the area has continued to shoal and it appeared that a knockdown would not be effective. Therefore, the Corps had the government dredge “Essayon” dredge this material and take it to SF-10 and SF-11.
- i. **Sand Dredging in Federal Channels** – The Corps is closer to allowing the sand miners to remove sand from the Federal Channels that contain a high percentage of sand. Suisun Channel and Pinole Shoals are the most likely to benefit from this. The Corps Regulatory Branch put out a Public Notice (PN) for this permit and it did not receive any comments on the PN. However, because the Harbor Safety Committee is concerned with safety, we want to make sure everyone is aware of this. If you do have any concerns or comments they can be directed to Steve Chesser (Dredging Program Manager) at 415-977-8679 or Philip Shannin at 415-977-8445.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for February 2006 was 141 tons; this is down from the 426 tons collected in January 2006.

Debris Removal
2005/2006



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. We continue to make progress, but there have been some delays. The Corps has four contracts underway. The first contract is for the containment structure for middle harbor. The work for this contract is complete. The second contract is the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. This contract is complete. We dredged approximately 3,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is scheduled to complete this summer.

The Corps awarded an additional contract. This one is to deepen the entrance channel to 50 feet. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract was awarded on October 18, 2005. Dredging under this contract started in January.

The Corps is preparing to award another contract in March to dredge the remainder of the project in the Inner and Outer Harbors from 46 feet to 50 feet. This contract is expected to take approximately two years to compete. This contract has got out for solicitation. We expect to open bids the first week in April.

There is approximately 48 million dollars in the budget for this year.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. However, we did perform a knockdown on a shoal in the Redwood City Channel in FY2005.

The Corps is preparing an Indefinite Delivery Indefinite Quantity (IDIQ) contract to perform knockdowns for shoaling incidents that are too small for dredging, but can limit the depth of the channel. This contract is for all deep draft Federal Channels. This will allow the Corps to reduce the high of some shoaling much more quickly than in the past.

5. OTHER WORK

San Francisco Bay to Stockton

Project continues to move forward

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model for the non project condition has been completed and we are planning to complete the salinity model for the 40 foot project condition by January 2006. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We were able to reprogram some funds which enabled us to complete this work. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences. There is approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta.

Sacramento River Deep Water Ship Channel Deepening

Status – Project has continued to move forward at a slow pace. The Sponsor was able to come up with approximately \$50,000 to continue this project.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in May. The hydrographic survey has been completed. This project is not in this year's budget. However, the Port of Sacramento and the Port of Oakland want to make progress in FY 07

Hydrographic Survey Update

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – complete November 15, 2005

Pinole Shoals – complete November 19 & 20

Suisun Bay Channel and New York Slough – not complete

Redwood City – complete – January 4-5, 8 & 12, 2006

San Bruno Shoal – complete – November 21 & 24

Oakland Inner and Outer Harbor – complete November 30 and December 5-9

The priorities for the next hydrographic surveys are to complete the Oakland Inner Harbor Turning Basin and the Oakland Entrance Channel for the 50 foot Deepening Project.

Mr. Paul Chen of the Hydro Survey has resigned from the Corps. Paul was instrumental in getting the Corps hydro survey web site up and running.

Memorandum

Date: February 9, 2006

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

I attended the Water Transit Authority (WTA) Technical Advisory Committee (TAC) Meeting on January 17, 2006, representing the San Francisco Bay Region Harbor Safety Committee. Several other Harbor Safety Committee members and regular attendees of the HSC were also present.

Background: The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "to develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation, Chapter 1011 of the Statutes of 1999 requires the formation of a Technical Advisory Committee (TAC).

Mission Statement: As specified in the enabling legislation, the TAC will "assist and advise the Board in carrying out its functions."

Roles of the TAC:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that were prepared in the development of the Implementation and Operations Plan and in future terminal and vessel construction and operation.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Information about the WTA can be found at: <http://www.watertransit.org>. Click onto "Meetings" for information about the TAC.

Report:

1. Mark Kasanin, Chair, called the Technical Advisory Meeting to order at 09:30, 17 January, 2006. Mark's comments included the important role of the Harbor Safety Committee (HSC) in all aspects of maritime safety within San Francisco Bay and its environs. Mark, together with other members of the TAC, attend every full HSC meeting and are active in the HSC Ferry Operators Work Group. Mark stressed that close, comprehensive, and continued coordination between the TAC and the HSC is extremely important to the operations and safety success of the Water Transit Authority.

2. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on the Draft Regional Maritime Contingency Plan. The ongoing challenge is to develop and implement a plan that provides a multi-modal response to a regional emergency. The plan must reflect needs imposed by multiple agencies and multiple (often overlapping) jurisdictions. Current work includes the

definition of functions and responsibilities as they relate to a regional emergency, from initial alert, response through recovery, and return to normal business operations. The plan is being tested through a series of coordinated exercises. The plan is integrated with the Vessel Mutual Assistance Program (VMAP).

3. Kenneth Peel, Public Assistance Training Coordinator, Office of Emergency Services, State of California, gave a detailed presentation on eligibility criteria for funding in response to an emergency. It is extremely important for the emergency response manager to understand eligibility requirements related to all sources of Government funds (Regional, State and Federal) and cost sharing implications. Funding laws, policies and audits require specific and comprehensive specifications for emergency response contracts, accounting, documentation, and even record filing systems. Applicable web sites include OES – www.oes.ca.gov; FEMA - www.fema.gov; and 44 CFR - www.access.gpo.gov.

4. Mary Frances Culnane also provided an update on the spare vessel procurement project. The WTA solicited bids for its first two 149 passenger ferries for the proposed South San Francisco – Oakland service. Two technical proposals were received and are currently being evaluated. Significant challenges include ability to meet wave/wash parameters and air emission reduction standards.

5. Scott Humphrey, Training Director, San Francisco Sector, USCG, gave a presentation on traffic routing protocols in the vicinity of the Ferry Building and along routes subject to significant vessel traffic. To aid in preventing a maritime accident and to prevent congestion around the Ferry Building, USCG Vessel Traffic Service, San Francisco, and the San Francisco Bay Region Harbor Safety Committee are working to develop a traffic management and routing solution – The Ferry Building Traffic Routing Communications Protocol (Ferry Building Protocol). The Ferry Building Protocol will consist of designated (and possibly chartered) Ferry Building approach and departure routes, combined with a systematic communications plan for all vessels calling at or operating near the ferry Building.

6. John Sindzinski, Manager, Planning and Development, WTA, gave a Terminals and Service update to the TAC.

a. South San Francisco / Oyster point. The project moving forward though planning (EIR/S) and design. Terminal construction is scheduled to begin in 2007. Service is scheduled to start in 2008. The current plan involves modifications to the existing marina and breakwater at Oyster Point. The project has a budget of \$25 million.

b. Albany/Berkeley. Comparative analysis of three possible sites (Buchanon St.; Gilman St.; and University Ave.) continues, focusing on access, infrastructure, and public agency input. The EIR/S is scheduled to start in 2007.

7. Paul Lavallee, Planning and Development, WTA, gave a short presentation on the WTA's ongoing project to develop the most appropriate (efficient) fare collection system for the WTA.

8. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on fuel cell / fuel cell hybrid propulsion systems for Ferries.

9. Public Comment. Teri Shore, Blue Water Network, urged the WTA to continue work with fuel cell / hybrid and other alternative energy sources for marine propulsion systems.

PORTS subcommittee report

March 9, 2006

The PORTS Working Group met March 1 to discuss the process for designing the new SF Bay Area PORTS.

This meeting utilized the information gathered at the February 6 meeting with the SF Bar Pilots where the pilots identified locations to gather meteorological data, tidal data, and bridge heights that will be beneficial to Safety of Navigation in San Francisco Bay. Gerry Wheaton and Becky Smyth, NOAA, produced chart lets and a spreadsheet detailing the locations and the desired information that was identified by the Bar Pilots. This information was subsequently sent to the Department of Boating and Waterways, NOAA Hazmat and WSPA for review, to ensure that program requirements would be met by the proposed PORTS design. The agencies were directed to choose ten locations and to rank them in order of importance. Additionally, the Bay Area's bridges will be ranked in order of importance for possible placement of bridge height sensors (air gap sensors). The rankings are due back to Linda Scourtis March 15 in order to prepare the material for discussion on March 17th.

The next meeting is scheduled for March 17th, 1000 at State Lands in Hercules. At this meeting the work group will;

1. **Prioritize sensor locations.** Discuss and rank pilot and agency lists re-activation of PORTS sensors.
2. **Identify information needs.** Working with location priority list, determine what types of information are needed at each site. Identify existing PORTS sensors to re-activate, as well as those no longer needed.
3. **Bridges.** Prioritize Bay Area bridges with regard to need for clearance sensors.
4. **Long term funding of PORTS.** Discuss ways to capture permanent funding for PORTS in the Bay region.

Respectfully submitted,

Captain Marc Bayer
Chair PORTS Subcommittee

01 -04 Bunker Barge Safety

Pacific Maritime Association

Accident Prevention Department
550 California Street, P. O. Box 7861
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SAFETY BULLETIN # 01-04

January 20, 2004

Bunker Barge Safety

Often a fuel barge is made up alongside a container ship and transfers bunkers during container operations. Bunker barge personnel report that objects such as lashing bars sometimes fall onto the barge. There have been at least two instances where containers have fallen onto the bunker barges. These falling objects pose a grave risk to the barge personnel and could cause a major oil spill if the bunker hose is damaged during transfer.

Terminal management shall take all reasonable and prudent steps to eliminate the falling of objects onto bunker barges during cargo operations by:

Taking the following safety precautions when cargo operations take place near bunker operations.

- The vessel foreman and terminal management must ensure that care is taken not to drop lashing gear overboard.
 - Isolated chimney stows remaining adjacent to bunkering operations shall remain locked.
 - **The bottom containers loaded back adjacent to bunkering operations shall be locked to the deck prior to loading additional containers on top, and**
 - Work near bunker operations must be closely monitored.
1. When necessary, taking all reasonable and prudent steps to reduce the amount of cargo and lashing operations that take place in the bays adjacent to bunkering operations.
 2. Making facility personnel working on the vessel aware of the bunkering operations prior to shift start.
 3. Requiring the ships agent to coordinate with terminal management in advance to minimize or eliminate bunker and cargo operation overlaps through appropriate bunker and cargo scheduling.
 4. Requiring terminal management personnel on the vessel to inform the vessel of any cargo operational issues that may affect the safety of bunkering operations.

Terminal Management shall ensure that the appropriate Gangway Safety Talks are given to advise

personnel regarding bunkering operations. Rule 1508 of the Pacific Coast Marine Safety Code states, "Lashings and cones shall not be dropped or thrown from aloft."

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Longshore Safety Tip

January 2004 No 1

Bunker Barge Safety



Have you ever thought about the workers on a Bunker Barge?

They say it is scary sometimes as lashing bars, cones and even containers fall from the ship to crash onto the barge without warning.

Ask yourself, Why are these types of accidents happening ?

Who's not paying attention ? Who's responsible ? The Crane Operator, the Lashers, the Boss or Superintendent ?



Supervision: Let everyone know if the red "BRAVO FLAG" is flying, the ship is bunkering!



ILWU/PMA
PACIFIC COAST MARINE SAFETY COMMITTEE
DEDICATED TO SAFETY



Think of the Tanker Workers

It is vital that everyone know and appreciate that there is a bunker barge alongside when working cargo.



Lashers: Control all bars. Don't let them drop or bounce. Steel bars deflecting off steel decks can skip a long way. They can end up on a bunker barge or in the middle of the highline!



Crane Operators: be especially careful when handling containers in stacks next to a bunker barge

Containers or lashing bars falling on bunker barges could injure tanker personnel or cause an oil spill.