

Harbor Safety Committee

of the San Francisco Bay Region

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

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, March 19, 1998

Port of Richmond, Harbor Master's Office, Richmond, CA

The public meeting was called to order at 10:20 a.m. by **A. Thomas**, Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Ron Kennedy**, Port of Richmond; **Margo Brown**, National Boating Federation; **Rich Smith** (alternate for Stuart McRobbie), SeaRiver Maritime; **Gail Skarich** (alternate for Mary McMillan), Sanders Towboat Service; **Lynn Korwatch** (alternate for John Gosling), Matson Navigation; **Mike Nerney**, Inchcape/Williams Dimond, **Joan Lundstrom**, San Francisco Bay Conservation and Development Commission; and **Roger Peters**, Member at Large; U. S. Coast Guard representative, **Capt. Harlan Henderson** (COTP MSO); OSPR representatives, **Bud Leland** and **Barbara Foster**; and NOAA representative **Bruce Hillard**. Also in attendance, more than twenty representatives of the interested public.

1. Minutes of the meeting of February were corrected as follows: **M. Brown**, p. 2, #6, spelling of Scot Schaefer; **J. Lundstrom**, p. 2, Underwater Rocks Sub-Committee, Ted Lempert is an Assemblyman; and **J. Lundstrom**, under PTP Committee report, it was said that "an enormous increase in tonnage" is anticipated. MOTION by **J. Lundstrom**, seconded by **M. Brown** to "accept the minutes of the 2-13-98 meeting as written." Motion passed without objection.
2. **Thomas** welcomed those in attendance and reported that OSPR is going through the process of making re-appointments to the committee. He expressed his sincere thanks to the members of the committee for the amazing amount of work that has been done. Practical tug escort regulations have been placed in code that have become a model for other ports around the country and the world. All of this work has been accomplished without a cost to the people of the State of California, save the costs of peer review. This committee has provided an open forum with significant interaction between members and the interested public, to a degree unseen anywhere else. **A. Thomas** briefly reported on a recently attended International Maritime Pilots Association Technical Committee meeting. He read a letter from an Argentine pilot regarding a recent incident involving fuel tank explosions aboard a vessel transiting restricted inland waters and showed video clips of Argentine news coverage of the incident.
3. **COAST GUARD COTP'S REPORT, Capt. Harlan Henderson.** (1) The COTP expressed the desire to publicly acknowledge **Capt. Art Thomas** and the entire committee for the

incredible work they have done. He added thanks to the marine community as a whole for the cooperation that was seen during the recent periods of severe weather and the ensuing problems. (2) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 2-1-98 to 2-28-98 is made a part of these minutes. **H. Henderson** highlighted significant events and discussed the SOLAS detention program. 5% of foreign vessels are being detained. Boarding is determined based upon a matrix of conditions. (3) Brief comments on SB 172 which will allow for the removal of abandoned vessels. (4) Dredge Industry Day participants included representatives of VTS, MSO, the pilots and the companies involved. Concerns addressed included communication issues and small passenger vessel traffic. The same sort of forum will be held for the towing industry. (5) Representatives of VTS and the Pilots are working together to review and improve processes. (6) **Admiral Card** has been selected to serve as Commandant for the Coast Guard. His replacement will be **Admiral Tom Collins**.

4. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) A written report with statistics for the month of February and year-to-date is made a part of these minutes. (2) There were five occasions to report violations to OSPR in the month of February. All were technical violations in which no escort was required, two with a pilot on board and three without. Since the regulations went into effect, almost all violations have ultimately been found to involve non-regulated vessels not checking in. Question: Is there is a benefit to non-regulated vessels checking in? **T. Hunter** responded that the CH has no way to know if a ship is laden or unladen unless it checks in. Question: What are the repercussions of non-compliance. **T. Hunter** responded that the report is relayed to an OSPR Field Investigator. OSPR is currently looking at enforcement/penalties and reviewing systematic problems more closely.
5. **OSPR REPORT, Bud Leland.** (1) With the second two year term for most HSC members coming to an end the Administrator is completing the appointment process, resulting in some personnel changes on the committee. **Pete Bontadelli** will be at the April 9th HSC meeting to swear in committee members. A complete list of returning/new members will be distributed with the agenda for the April meeting. (2) **B. Leland** thanked the committee members for their commitment of time and the public for their interest. He stated that working with the HSC has been an enriching process and that he learned a lot about governmental process. He announced that **Barbara Foster** will now serve as OSPR representative/liaison to the HSC. She can be reached in Sacramento at 916-327-9406. **A. Thomas** thanked **B. Leland**, on behalf of the

entire committee, for his years of work, noting that his work with this first appointed HSC made the formation of the committees which followed easier.

6. **HARBOR SAFETY PLAN REVIEW, J. Lundstrom.** An annual review and update of the plan is mandated by law. It will be submitted to OSPR by the end of June. **J. Lundstrom** will send reminders for input to sub-committee chairs and USCG VTS and MSO representatives. The annual Sub-Standard Vessel Report, Casualties/Near Misses Report and an update on tug bollard pull will be included in the plan update. This update will be in a form consistent with all other HSC's in the state, in a binder for easy changes, with statewide consistency in section headings. The update will be voted on at the June HSC meeting.
7. **PREVENTION THROUGH PEOPLE SUB-COMMITTEE, M. Brown.** (1) At its last meeting, the sub-committee unanimously adopted a mission statement: "The Prevention Through People Sub-Committee of the San Francisco Area Harbor Safety Committee works to reduce the risk of incidents, influenced, or due to human and organizational elements which could result in oil spills." Copies of the minutes of that meeting were distributed and reviewed by **M. Brown**. The committee discussed establishment of a strategic plan and agreed to compile a bibliography on issues of fatigue, training, communication; command of the English language; management systems (organizational problems); design of systems (hull, mooring, etc.); processes, procedures and policies; maintenance (training); casualties (reports and lessons learned); recreational vessel incidents and commercial fishing. The sub-committee meeting scheduled for March 25th at 1000 in Richmond was left off the list of scheduled committee meetings but is to be held. **M. Brown** noted that she relies a great deal on input and participation.
8. **PORTS STEERING COMMITTEE, J. Lundstrom.** (1) There is no report for the PORTS Ad Hoc Advisory Committee because it has not met since the last HSC meeting. The next meeting will be held in August. Consultant **Doug Lathrop** is compiling data for the committee. The electronics will be completed next week, allowing for effective evaluation of the system. (2) The real-time data available from the system is updated every six minutes. Users can also access data for the most recent and the next 24 hours to compare predictions with actuals. Various flood control districts have found the system helpful in dealing with recent heavy rains and tides 2 feet over predictions. Question: How are the unreliability and the lack of a temperature sensor on the Benicia equipment being addressed? **T. Hunter** responded that the Benicia sensor is old and is being replaced. (3) **Steve Hillyard** reported that LA/LB CG is interested in PORTS, based on the SF demo project, and has contacted NOAA to

make a presentation. **T. Hunter** added that the MX's on the West Coast meet a number of times per year to look at common issues. Portland and Seattle are also interested in PORTs – most of the country is watching. **A. Thomas** took the opportunity to ask **B. Hillard** for help in getting a NOAA PORTS expert who is a good speaker to deliver a short paper at the International Maritime Pilots Association conference in Shanghai in November.

9. **UNFINISHED BUSINESS:** None.

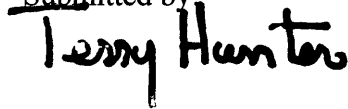
10. **NEW BUSINESS:** (1) **Gretchen Grover**, NAVSAC representative, announced that two-day Waterways Management Workshops open to the public will be held in various ports, beginning with New Orleans on March 31st. NAVSAC is a CG advisory committee whose members are appointed by the Secretary of the Department of Transportation. The Oakland meeting is scheduled for April 14-15 in the Port of Oakland Board Room. These meetings are designed to get input on how the U. S. maritime transportation system should work. Participants will represent waterways districts, operators, ports, intermodal connectors and pilots. She noted that the U. S. will go to international organizations to get language so that vessels will not use automatic operating systems in restricted waterways, or will at least have manual override capability. In light of recent incidents, this is a major concern of the pilot community. The Chair suggested that all maritime interests consider having some sort of participation in the Oakland meeting. (2) **Russell Nyborg**, San Francisco Bar Pilots, asked if the HSC is involved with development of SB 1644, which deals with oil contingency plans for dry cargo vessels. **B. Leland** responded that OSPR has not officially analyzed the language yet. **J. Lundstrom** noted that the bill is sponsored by PMSA to provide a contingency plan with responders on contract for non-tank vessels. Question: What would the cost to shippers be? **Tracy McCargo**, PMSA, responded that the plan would be based on the Washington/Oregon plan which is funded by a \$25 per ship call fee. PMSA is looking at \$15 per call for the SF Bay Area program. The language of the bill allows vessel operators to prepare their own individual vessel plan, a fleet plan or use the PMSA plan. Contingency plans typically cover the first 24 hours after a spill. Question: Who is responsible for preparing the plan and collecting fees in Washington? **Marc Bayer**, BP, responded that WISMIC administers the program through the Puget Sound Marine Exchange. Question: Would PMSA spin off a non-profit organization? **T. McCargo** replied that PMSA is currently non-profit. **H. Henderson** noted that, from a risk stand-point, cargo vessels have the potential to spill significant amounts of oil, for example the recent incident with the vessel in Humbolt Bay. If plans were not available as the result of an earlier incident involving the vessel, 250,000 gals. of oil could have been spilled. **M. Bayer** will provide the HSC with information on WISMIC and the CH will distribute copies of the

legislation to members of the committee. It was agreed that the HSC should look at all oil spill related legislation under the auspices of OSPR. (3) **J. Lundstrom** announced that the Underwater Rocks Sub-Committee will meet at the Army COE office, 333 Market Street, with representatives from the staff of Assemblyman Lempert and Senator Miller to outline the reconnaissance study. (4) VTS management sponsored focus groups met in several harbors last year for input. On April 3rd feedback from CG headquarters on those meetings will be presented at a public meeting in Gresham Hall from 8:00-12:00 hrs.

11. The next meeting is scheduled for 4-9-98 at 10:00 at the Port of Oakland. Both old and new members should attend.

MOTION to adjourn by **R. Peters**, seconded by **M. Brown**. Meeting adjourned without objection at 11:55.

Submitted by:



T. Hunter

Executive Secretary