

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 SF BAY REGION

Thursday; March 11, 2004

Port of Oakland, 530 Water Street, Oakland, CA

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:05 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **Denise Turner** (alternate for **John Davey**), Port of San Francisco; **Tom Wilson**, Port of Richmond; **Margot Brown**, National Boating Federation; **Capt. Douglas Lathrop**, Chevron Texaco; **Captain John Karadoulakis**, (alternate for **Stuart McRobbie**), SeaRiver Maritime; **Scott Merritt**, Foss Maritime Company; **Gary Fleeger**, Matson Navigation Company; **Rich Smith**, Westar Marine Services (alternate for **Capt. Margaret Reasoner**), Crowley Marine Services; **Michael Beatie**, Golden Gate Bridge, Highway & Transportation District – Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission; **Marina Secchitano**, Inland Boatmen’s Union; and **Kathy Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers’ representative, **David Dwinell**; NOAA representative, **Cmdr. Steve Thompson**; **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty people from the interested public.

The Secretariat confirmed the presence of a quorum.

Corrections to minutes of previous meeting: The heading should indicate that the meeting was held on Wednesday. **A. Storm**: page 3, OSPR Report (6), should read “. . . the Tug Escort Work Group recommendations for regulatory changes to remove the provision that pilots are required to carry tug escort forms and remove the requirement that the MX keep a list of approved tug crew training records programs. **D. Lathrop**: page 3, State Lands Report (2), should read “The group will address reduced emissions reporting requirements. Motion by **J. Lundstrom**, seconded by **D. Lathrop** to “accept the minutes of 2-11-04 as corrected.” Motion passed without objection, **M. Brown** abstaining.

The Chair announced that **Robin Lindsey**, General Steamship Corporation, will serve as alternate dry cargo representative for **G. Fleeger**.

The Chair reported on the Fourth Annual National Harbor Safety Committee Conference, held last month in Fort Lauderdale/Port Everglades, Florida. The conference, lasting 2½ days, covered a lot of security and some safety issues. The conference was well-attended with representatives from across the maritime industry, including cruise ships, ferry operators and

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tanker operators. California was well-represented with HSC chairs from LA/LB and San Diego also attending. A disturbing statistic was presented, representing an increase in recreational boating fatalities nationwide. The question asked was: Are resources being diverted from safety to security? In competition for the HSC of the Year Award, SF submitted the required 250-word essay. Of the seven other HSCs that were in contention, six exceeded the limit. As a result, the limit was increased and SF resubmitted an expanded statement. First place was awarded to Hampton Roads and SF was awarded second place. The SF meritorious recognition certificate was presented at a cocktail reception and will be displayed at the MX. Secretary of Transportation, **Norm Minetta**, spoke at a luncheon and went out of his way to recognize the work and accomplishments of the SF HSC. California's HSCs have a different focus than those in other parts of the country. While California committees focus on navigational safety, outreach publications, etc., other HSCs also address issues that are handled by other groups in California. SF is recognized as being at the forefront. Next year the conference will probably be held in LA/LB in late February or early March.

USCG REPORT, G. Swanson. (1) **J. Swanson** congratulated the committee and its individual members on the award received. (2) There were no pollution incidents in February; six SOLAS interventions. (3) Clean-up of the barge Monarch was completed at a cost of \$2.4 million. The barge was dismantled and hauled away for disposal. (4) Regarding increased boating incidents, the CG is putting more emphasis and energy into security. But, as a result, the CG on SF Bay has a greatly expanded presence compared to two years ago. There are more CG boats on the water and more aircraft in the air to respond to emergencies and provide rescue services, etc. (5) The CG will be reorganizing assignment of responsibilities around a single command center, with all resources and services, including VTS, under one Sector Commander. LA/LB will be reorganized first, sometime in the summer, with SF Area, including Northern California to the Oregon border, coming later. The Sector Commander will be the COTP, who will also serve as federal maritime security coordinator. (6) **P. Cook** reported that last week VTS completed a computer system upgrade in anticipation of receiving AIS transmissions sometime in mid-to-late summer. It is uncertain at this point if VTS can share the data with others because Maritel has a monopoly. The FCC is addressing that question. (7) On February 12, 2004 RNA changes went into effect. A training module is available on the VTS website that summarizes the changes (<http://www.uscg.mil/d11/vtssf/Training/trainingmain.htm>). (8) In the month of February VTS facilitated traffic as follows: Transits to/from sea: 20 public vessels, 170 tankers, 658 cargo vessels and 168 tugs with tow. Inter-VTS (intra-Bay Area) shifts: 194 public vessels, 104 tankers, 128 cargo vessels, 2250 tugs with tow, and 5541 ferries. (9) **J. Swanson** noted that March 1, 2004 was the one-year anniversary of the CG moving into the Department of Homeland Security. A sea marshal from the COTP's staff, **Lt. Brendan Kettner**, was recognized for his outstanding work. (10) Local security committees for the entire state are in place. There are 26 members on the SF Bay Area committee. All required facility and vessel

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security plans have been submitted representing 100% compliance. These plans are currently under review. The area security plan is in its final draft and will be submitted by the April 1, 2004 due date.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of February 2004 is made a part of these minutes. There were two calls to OSPR during the month of February for possible escort violations, both tug-and-barge movements. There were no calls from a pilot to report a vessel arriving unprepared for escort. This year, to date, there have been five calls to OSPR. In 2003, there were three calls to OSPR regarding escort violations. There were two calls regarding escort violations in 2002; six calls in 2001 and five calls in 2000. Question: Would it be possible, in the future, to break-down tanker traffic into petroleum and chemical tankers? **A. Steinbrugge:** Yes. A great number of the chemical tankers are escorted. Question: Why the dramatic increase in tanker traffic? **A. Steinbrugge:** Unknown, most of the increase was due to increased tug-and-barge traffic.

OSPR REPORT, A. Storm. (1) Applications for vacancies on the HSC are due by March 31, 2004. To date, applications have been received from **M. Brown** for recreational boaters' representative and **L. Cardoza** for the Port of Oakland. There are no applicants of record for the second dry cargo, labor, tug, tanker, barge, pilot, Richmond and Benicia representatives' positions. OSPR has received a letter from the pilots indicating that **Captain Robert Pinder** will be applying for the pilot representative position. (2) SB 1742 is the omnibus clean-up bill for SB 2040, which was OSPR authorization legislation. SF HSC is currently operating under interim by-laws based on current statute. Proposed by-laws to take effect January 1, 2005 required changes to statute and are included in the omnibus bill, which is moving through the legislature now. In the fall, OSPR will begin drafting regulations to implement changes made by SB 1742. **A. Storm** will continue to report on this. (3) OSPR is looking closely at SB 1480, introduced by **Byron Sher**. This legislation would allow OSPR, in conjunction with HSCs, to develop escort regulations for all vessels carrying hazardous cargo. OSPR will do an internal review. Question: What is the effect of AB 2388, introduced by **Lowenthal**? **Ken Levin, San Francisco Bar Pilots:** It addresses membership for the LA/LB HSC.

NOAA REPORT, S. Thompson. (1) There are no new nautical chart editions. (2) The *Coast Pilot 7* is at the printer's this week, with expected distribution in late April. (3) Establishment of the Navigational Response Team was delayed by budget issues. The new survey vessel has been received and the crew is currently being trained in Florida. Homeporting in SF Bay is scheduled for late summer. The team will have survey capabilities to address docks, berths and waterways. (4) In May, **S. Thompson** will attend the National Navigation Managers' meeting in New Orleans. Anyone who has issues they would like to see raised should contact **S. Thompson**. (5) PORTS funding for operations was not included in the President's final budget. The only way to

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get it in now is through the legislative process. The Delaware Bay PORTS will be shutting down the end of this month because of a lack of funding. (6) Weather Service prediction is for a return to cold and rain, with snow in the mountains, by the middle of next week.

COE REPORT, D. Dwinell. (1) The text of the COE Report is made a part of these minutes by attachment. **L. Cardoza** noted that the correct project goal for the Port of Oakland's depth is 46'. (2) **L. Cardoza** reported that the building demolition contract for Port of Oakland has been completed. The COE is congratulated on being on budget and on time for a very difficult project that involved hazardous materials. (3) **L. Cardoza** will attend California Maritime Affairs Navigation Conference meetings in Washington, DC, with a focus on seeking funding for dredging studies and O&M funding. (4) **D. Dwinell** reported that the COE server has been down during relocation from the east to west coast. It should be up in two weeks. In the meantime, users can contact **Paul Chin** for condition surveys.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) State Land's office move has been delayed. Construction began March 2, 2004 and the move is anticipated for May 17, 2004. During the move, phones and computers will be down for a couple of days. (2) The February 24, 2004 customer service meeting was well attended, by more people than ever in the past. (3) There was one spill in February at SF Drydock, involving a problem with an LCU sea chest, and is currently under investigation. (4) Several LNG projects are in the process of review around the state. On May 15, 2004, there will be an informational meeting at State Lands. (5) The Bi-Annual Prevention 1st Conference will be held in mid-September, focusing on security. (6) **L. Cardoza**: LNG = liquid natural gas; LHS – liquid hazardous gas.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. In February 2003, the work group's report was adopted by the HSC recommending no escort requirements for chemical tankers. Recently, an article in the *San Jose Mercury News* stimulated new interest in the issue and **Senator Byron Sher** introduced SB 1480. Copies were made available. This legislation would add the following provision to Government Code related to OSPR: "The administrator, in consultation with the harbor safety committees established pursuant to Section 8670.23, may adopt regulations governing tugboat escorts for other vessels carrying hazardous materials listed in Part 172 (commencing with Section 172.1) of Title 49 of the Code of Federal Regulations, that are entering, leaving, or navigating in the harbors of the state." The Tug Escort Work Group met at 9:00 this morning to review information in the *San Jose Mercury News* article and a second article published in the *Contra Costa Times*. The *SJ Mercury News* reported cited 23 incidents over the past nine years. The work group will analyze the reported Coast Guard casualties see if and determine the nature and location of those incidents that did occur. **S. Merritt** noted that, by someone's definition, a loss of propulsion for one minute before the plant is recovered might qualify as an incident. **J. Lundstrom** added that the work group will look at the substantial

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increase in chemical tanker traffic into the bay in 2003 and review the variety of products involved. The MX will look at the number of escorted chemical tankers and their destinations. A major increase in chemical tanker traffic is cited as one justification for the legislation. The *SJ Mercury News* statement that Customs can track chemical tankers coming into the bay will also be researched. The bill is scheduled for hearings on March 23, 2004 and again in April. The work group will next meet on March 10, 2004 at 10:00 at State Lands, Hercules. Question: Was ammonium nitrate addressed in the original work group report? **J. Lundstrom:** The HSC first looked at this issue after the 1998 MUNDO GAS EUROPA failure. The work group looked at how to address it, given that, if chemical tanker escorts were required, it would be the first such requirement in the country. **D. Lathrop** added that the language in SB 1480 addresses just about every ship coming into the bay.

NAVIGATION WORK GROUP REPORT, L. Teague. No report.

FERRY OPERATORS WORK GROUP, M. Beatie. The work group met at State Lands' office on March 5, 2004 to address the ferry captains' belief that two licensed operators should be in the wheelhouse of ferries carrying more than 100 passengers at speeds in excess of 30 kts. for the safety of passengers. Nineteen participants included two representatives of the CG VTS and MSO and ferry captains. There were no ferry company managers present. The captains had hoped that the CG would hear the managers' position, so the meeting has been rescheduled for March 23, 2004 at 9:00, with managers of ferry companies invited to be involved. **Lt. Cmdr. Robinson,** Assistant Chief of Inspections, MSO reported that he was at that meeting and noted that a number of manning issues have come across CG desk from various sides. A new Navigation and Vessel Inspection Circular (NAVIC) addresses setting manning to maintain national consistency on high speed crafts at the next annual inspection of each subject vessel, with a stated compliance date. Question: Is this a COTP emergency order? **J. Swanson:** No, the CG is just trying to validate the manning already on Certificates of Inspection (COI). Question: After the risk assessment, if a change is required, will it be implemented with a change in the vessel COI? **G. Swanson:** Yes. Every year manning is looked at on every vessel. **Lcdr. Robinson:** The difference is that, up to this point, the CG has looked at manning without input from all parties. When a vessel is inspected, the inspector will invite all interested parties to a meeting to hash it out. The NAVIC is 5-01, change 1. **M. Beatie** asked **Lcdr. Robinson** to attend the March 23, 2004 work group meeting to explain the NAVIC to everyone. The Chair stated that it is important for everyone to understand that the CG is the agency that has always had the responsibility for determining minimum vessel manning. Any increased manning levels have resulted from labor negotiations. **M. Secchitano:** This is a positive step, including crew input for manning considerations.

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PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The Chair commended **M. Brown** for her work and the work of those associated with production of the video *Sharing the Bay*. **M. Brown** stated her appreciation for the recognition given the team: **Debra Hamilton** and **Matt Elyash**, videographers, Fish and Game; **Ken Leverich** and **Chris Beckworth**, State Lands; **Mike Sotelo** and **Nick Salcedo**; **Steve Thompson**, NOAA; **Larry Teague**, SFBP; **Al Storm** and **Rob Hughes**, OSPR; **Dana Michaels**, narrator, OSPR; **Sean Kelley**, VTS; and **Alan Steinbrugge**, MX. After the video was shown and received a deserved round of applause, **M. Brown** provided copies to MSO, VTS, OSPR and Boating and Waterways representatives. There are 250 copies available and anyone wanting one should contact **M. Brown** by e-mail at mjbjhb@aol.com. She reported that the video was shown at the NavSac meeting two days ago and received a standing ovation. It will also be shown at a conference of all safety advisory councils. The next work group meeting is scheduled for March 13, 2004 at 1:00 at State Lands.

PORTS FUNDING WORK GROUP, S. Merritt. The group will next meet on May 8, 2004 at 9:00 at the Port of Richmond Harbormaster's Office before the HSC meeting. **S. Thompson** has done work to determine what can be done on the NOAA webpage to recognize contributors who sponsor PORTS. There is no positive news to speak of regarding legislation at this point. A one page strawman will be completed soon to get the message out in a clear and concise format, to be used to lobby state, federal and commercial interests. The shutting down of Delaware PORTS may emphasize the critical nature of the financial problems facing these systems.

PORTS REPORT, A. Steinbrugge. (1) There is still money available from the CAPE MOHICAN Fund to continue supports of PORTS for the time being. (2) The NOAA PORTS site representative will be in SF Bay Area on March 15, 2004 for a meeting with **Marc Bayer** to look at the far western end of the Amorco dock as a possible site for a side-looking current sensor. (3) NOAA is still looking at installing a prototype for the Benicia side-looking meter in March. It has been two years since initiation of this project and it is still at least a few months away. (4) The damaged wind sensor at Redwood City has been replaced.

PUBLIC COMMENT. None.

OLD BUSINESS. **A. Storm** stated that copies of HSC application forms available at this meeting.

NEW BUSINESS. (1) **L. Korwatch** announced the following meetings. On March 25, 2004 at 10:00, there will be an MTS meeting at the Port of SF. **Jim Molinari**, State Director for **Senator Dianne Feinstein** will talk about issues the senator is actively working on, including security. On May 13, 2004 the Area Security Committee will hold a public meeting. The MX

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May Day Party will be on May 13, 2004 at Pier 35, San Francisco. May 16, 2004 through May 18, 2004, CMA will hold a security seminar to assist with the development of testing and training programs in connection with required vessel and security plans which have been submitted. All meetings are listed on the MX website, sfmx.org. (2) A streaming video of the PTP video *Sharing the Bay* can be downloaded from the MX website. The Chair added that, on March 13, 2004 at 10:00, there will be an AIS meeting in the Port of Oakland Exhibition Hall, first floor. Several vendors will be present with demo AIS equipment. This will give members of the maritime industry an opportunity to see the equipment available and talk directly with the manufacturers. A meeting is scheduled for 9:00, followed by presentations. (3) The Chair announced that the harbor safety plan review process is beginning now, with completion by July.

The next meeting of the HSC will be held on Thursday, April 8, 2004 at 10:00 in the Port of Richmond Harbormaster's Office.

MOTION by **M. Secchitano**, seconded by **M. Brown**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1155.

Respectfully submitted,



Captain Lynn Korwatch, Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
February 2004**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	05
• Marine Casualty: Allision/Collision (0) Grounding/Sinking (0) Fire (0)	00
• Marine Casualty (Mechanical): Propulsion (4) Steering (1)	04

POLLUTION RESPONSE:	MSO
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Total oil pollution incidents within San Francisco Bay for the month:	15
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	03
Military/Public Vessels	01
Commercial Fishing Vessels	01
Other Commercial Vessels	02
Non-Commercial Vessels (e.g. pleasure craft)	02
Unknown Source (as of the end of the month)	06
▪ Spill Volume:	
Unconfirmed	07
No Spill, Potential Needing Action	01
Spills < 10 gallons	06
Spills 10 to 100 gallons	01
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

28FEB04 COMPLETED D/B MONARCH FEDERAL PROJECT. VESSEL WAS REMOVED FROM SHAG SLOUGH AND TAKEN TO MARE ISLAND TO BE SCRAPPED.

San Francisco Bay Clearinghouse Report For 2004

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	151		686
Tank ship movements & escorted barge movements	566		3,481
Tank ship movements	306	54.06%	2,077
Escorted tank ship movements	152	26.86%	1,026
Unescorted tank ship movements	154	27.21%	1,051
Tank barge movements	260	45.94%	1,404
Escorted tank barge movements	143	25.27%	757
Unescorted tank barge movements	117	20.67%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	5		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	355		533		0		290		1,178	
Unescorted movements	159	44.79%	262	49.16%	0	0.00%	124	42.76%	545	46.26%
Tank ships	100	28.17%	153	28.71%	0	0.00%	61	21.03%	314	26.66%
Tank barges	59	16.62%	109	20.45%	0	0.00%	63	21.72%	231	19.61%
Escorted movements	196	55.21%	271	50.84%	0	0.00%	166	57.24%	633	53.74%
Tank ships	101	28.45%	143	26.83%	0	0.00%	73	25.17%	317	26.91%
Tank barges	95	26.76%	128	24.02%	0	0.00%	93	32.07%	316	26.83%

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.



DEPARTMENT OF FISH AND GAME

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Sacramento, California 94244
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March 1, 2004

To: Parties Interested in Serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Vacancies

The Office of Spill Prevention and Response (OSPR) announces that the terms of many San Francisco Bay Region Harbor Safety Committee memberships will expire in May 2004. These positions and their incumbents are listed below.

1. Commercial fishing/pleasure boat representative (Ms. Margot Brown, National Boating Federation),
2. Dry cargo representative (Mr. Grant Stewart, American Ship Management),
3. Labor representative (Ms. Marina Secchitano, Inlandboatmen's Union),
4. Tug representative (Mr. Scott Merritt, Foss Maritime),
5. Tank barge representative (Ms. Margaret Reasoner, Crowley Marine Services),
6. Pilot representative (Mr. Larry Teague, San Francisco Bar Pilots),
7. Port of Oakland (Mr. Len Cardoza),
8. Port of Richmond (Mr. Tom Wilson), and
9. Port of Benicia (Ms. Nancy Pagan, AMPORTS).

Qualified individuals and incumbents are encouraged to apply for these positions. Internet site <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf> contains a printable Harbor Safety Committee application. Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify for a desired position. Mail application materials to:

Mr. Al Storm
Office of Spill Prevention and Response
P.O. Box 944209
Sacramento, California 94244-2090

Applications must be postmarked no later than March 31, 2004. Questions regarding the available positions, requirements or the application process may be directed to Mr. Al Storm at: the above mailing address or e-mail address astorm@ospr.dfg.ca.gov or telephone number (916) 324-6259. We look forward to hearing from qualified applicants.

Conserving California's Wildlife Since 1870

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

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

March 11, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

The Corps has the 2004 funds. We are still working on finalizing this years dredging program.

For Oakland Inner and Outer Harbor and Richmond Inner Harbor, the Corps plans to combine the two projects into one Indefinite Delivery Indefinite Quantity (IDIQ) dredging contract. This contract will have a base year with two option years. This contract was awarded on March 10, 2004 to Great Lakes Dredging.

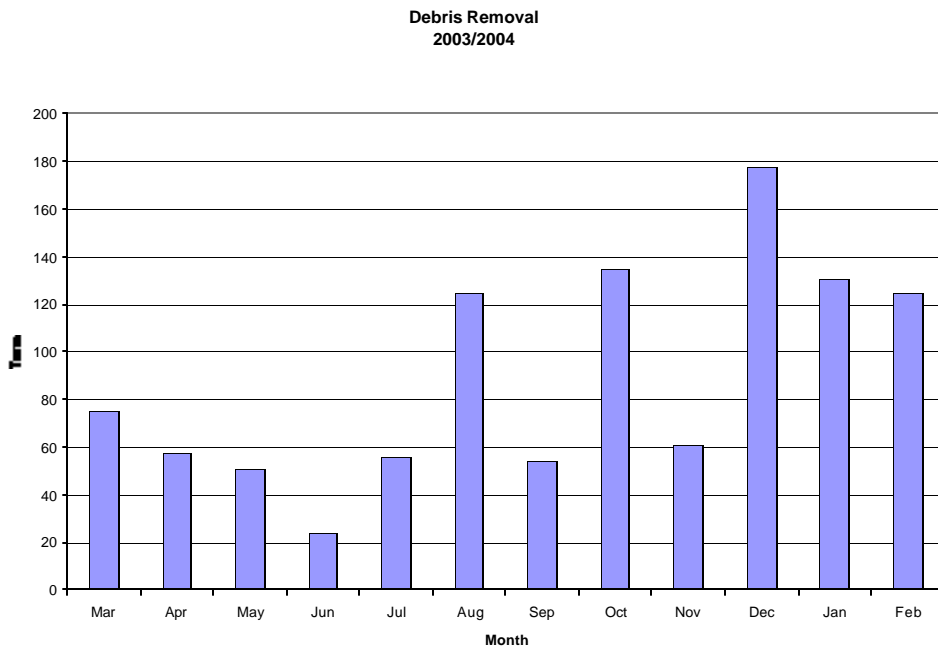
- a. **Main Ship Channel** – Expect to start dredging in late May or early June. Government dredge *Essayons* is scheduled to perform the dredging. The Corps has received a suitability call on the material from the DMMO agencies and the material is suitable for disposal at SF-8.
- b. **Richmond Outer Harbor and Southampton Shoal** – Expect to start this work in early June. Government dredge *Essayons* is scheduled to perform the dredging. Material is scheduled to go in bay to the Alcatraz Disposal Site (SF-11). We have started testing this material as required by the DMMO agencies. We are performing full ITM testing this year.
- c. **Richmond Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 June. Material is scheduled to go to the Deep Ocean Disposal Site (SF-DODS). Corps has started testing this material as required by the DMMO agencies. We are performing full Ocean (Green Book Testing) this year.
- d. **Oakland Outer and Inner Harbor** – Anticipate that the contract will be in place and that dredging should start 1 August. Material is scheduled to go to SF-DODS. We are going to perform confirmatory chemistry testing this year. We have preliminary data on the condition survey and should have the final data shortly.
- e. **Suisun Bay Channel** – Expect to start dredging in early July. Material is scheduled to go to Winter Island or Sherman Island with SF-16 as the back-up disposal alternative. The Bull's Head Reach is scheduled to go to SF-16.
- f. **Petaluma Across the Flats** – Congressional addition to the budget. This project has been deleted from this year dredging program because the condition survey determined

that there was not sufficient material to justify dredging this year. The survey only showed minimal shoaling along the toes and that the channel is considered adequate for navigation.

- g. **Pinole Shoals** – Congressional addition to the budget. Funding is not sufficient for project. Project is on a 2-year cycle and was last dredged in FY 03. Project is in the FY 05 Divisional capability budget briefing. The condition survey on this project is being perform this week.
- h. **Redwood City** – Congressional addition to the budget. Only enough funding to start planning for FY 05. Project is in the FY 05 Divisional capability budget briefing. Corps received a Tier I decision on this project at the March 9, 2004 DMMO meeting so no testing will be required this year. Corps is planning to dredge the high spots in the approach channel this year with the Government dredge “*Essayons*” if we can reprogram the funds. This request will have to go to Corps Headquarters for approval. This will help to keep the channel open until we can get the full funding for the full project.
- i. **Islais Creek** – Performing a condition survey

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for January 2004 was 131 tons. This is down from the 178 tons collected in the month of December. The total tonnage of debris collected for February was 125 tons. This is down from the 131 tons collected in January.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction is continuing. Dredging with the disposal of material at Montezuma Wetlands Restoration site has started. The contract for the demolishing of a building has been let. Corps has let the contract for the storm water treatment unit in Middle Harbor. The contract for the containment area of the Middle Harbor has been awarded. We plan to put out the solicitation for the next phase of the Inner Harbor Turning Basin in the May timeframe and the next phase of dredging with disposal at Montezuma in the July time frame. The FY 2004 budget contains 20 million for the Oakland 50 foot project less saving and slippage. Saving and slippage may run as high as 15 % to 20 %. This is higher than in the past years. The first goal of the project is to get the Outer Harbor down to 46 feet first. We continue to make good progress with the funds we have and estimate that we have dredged between 400,000 and 500,000 cubic yards of sediment.

b. S.F. Rock Removal Feasibility Study

Status Unchanged – the final audit of the funding is continuing.

The Final Report is complete and the Corps met with the Under Water Rocks Group on December 4, 2003 to furnish them with the Report. The Corps considers this project complete except for the final audit of the funding.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has not been any emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, we have been performing advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton

Status unchanged – Project work is continuing.

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 signed the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This started Phase 1 of the GRR on salinity and economics. The Department of Water Resources has performed model studies in support of the GRR. We have completed the peer review of the salinity model and have finished up the economic analysis. The results of these studies look promising that the Corps can justify a project. Based on these studies the Port wants to continue and the Corps has finalized the scope for the full General Re-evaluation Report (GRR) and have completed the

Project Management Plan. The Project Management Plan and the Design Agreement is going to the Port of Stockton's Board on April 5, 2004 for approval. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. We should have approximately \$550,000 less saving and slippage for FY 2004. However, we are requesting an additional \$500,000 for this project is year. The goal is to complete the GRR by 2007.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. 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. We are waiting for funding for sediment testing and for evaluating the disposal sites. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. Funding is low for this project for FY 2004. 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.