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 10, 2011
Exhibit Room, Port of Oakland, Oakland, 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 1002.

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; Aaron Golbus (M); Port of San Francisco; Carol Keiper (M), Oikonos Ecosystem Knowledge; Capt. George Livingstone (M), San Francisco Bar Pilots (Bar Pilots); Capt. Jonathon Mendes, Starlight Marine Services; William Nickson (A), Transmarine Navigation; Capt. Eric Osen (M), Chevron Shipping Company; Walt Partika (A), Foss Maritime; Chris Peterson (M), Port of Oakland; 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);

Alternates present, and those reporting to the HSC on agenda items: Capt. Esam Amso (A), Valero Marketing and Supply Company; Steven R. Bassett, NOAA; Bob Chedsey, California State Lands Commission (State Lands); Martha Cohen, San Francisco City Event Coordinator; Capt. Jeff Cowan, California Office of Spill Prevention and Response (OSPR), Lt. Cmdr. DesaRae Janzen, Capt. Jack Going (A); Baydelta Maritime; Karl Kammerer, NOAA; Sean Kelley, USCG Vessel Traffic Service (VTS); Paul Milkey, California Air Resources Board (ARB); Rob Lawrence, USACE; Capt. Ray Ridenes, Bar Pilots; Linda Scourtis (A), BCDC, Deb Self (A), San Francisco Bay Keeper.

The meetings are always open to the public.

Approval of the Minutes

A motion to accept the minutes as written was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- Berge will be the new vice-chair of the HSC. Lundstrom thanked Rich Smith (A), Westar Marine Services, for his years of service in that role.
- The USCG’s next joint conference of HSC’s/Area Maritime Security Committees (AMSC) will be held in Houston, Texas, June 6 through 9.
The Tug Workgroup had been assigned the task of devising best practices for bunker operations at anchorages. This is a high priority issue. The HSC will collaborate with the HSC of Los Angeles/Long Beach. OSPR will provide data from their study of incidents over a five year period.

Coast Guard Report – Capt. Stowe

- Capt. Stowe had signed a new rule to increase the security zone around moving vessels to five hundred yards from one hundred yards to increase the amount of reaction time available. No new security zones were established at berths or anchorages where the security zones will remain at one hundred yards.
- Planning meetings with for the America’s Cup events were continuing with the event authority, race management, and other stake-holders. There last meetings had discussed spectator areas and local regulations. A marine event permit had not yet been applied for.
- Capt. Stowe asked the HSC to consider the impact of making mandatory regulations from current best practices. Among factors to consider would be the lack existing sensors to track fog or funding for same. There was nothing set on where the process was headed. Lundstrom asked the Navigation Workgroup to take up Capt. Stowe’s request.

A man from the public asked where the best practices would come from. Capt. Stowe said that they were already in the local Harbor Safety Plan created by the HSC.

- Lt. Cmdr. Janzen read from the usual report on prevention and response statistics that is attached to these minutes. She also described the new Marine Event Newsletter, published by the Waterways Management Division, USCG. The first issue had articles on safety, Rule 9, and dead ship tows. She also had fact sheets available for those interested in the new inter-agency operations center at Yerba Buena Island.

Capt. Amso asked if the company taking out ships from the mothball fleet was following the process described in the newsletter. Lt. Cmdr. Janzen said that they were. Ted Blanckenburg, AMNAV Maritime Services, asked if it was necessary to go through the permit process for tows within a facility. Capt. Stowe said it was not. Capt. Going asked who the contact was. Lt. Cmdr. Janzen said that it was Lt. Simone Mausz.

Anchorage 9 Berth Proposal – Kelley, Capt. Ridenes

- Kelley gave a power point presentation on a proposal to create designated anchoring slots in Anchorage 9; it is attached to these minutes. Kelley said that the idea had come up during discussions with the bar pilots six to eight months previously.

Capt. Osen asked if VTS was going to assign the anchor slots. Kelley said that picking the slot would be left to the pilot. A man in the audience asked if VTS would take reservations for slots. Kelley said that it would be first-come first-serve. The same man asked what would happen if they ran out of slots. Kelley
Capt. Amso asked how many shackles would be required. Capt. Ridenes said that it would typically be six in the water with six on deck. Capt. Marc Bayer, Tesoro Refining and Marketing, asked whether more chain would be needed in heavy weather. Kelley said that was already accounted for in the size of the new slots.

Capt. Ridenes said there were no major changes to the way things had traditionally been done. With the new procedure there will be more room between ships and it would be easier to keep track of where they could go.

Keiper asked whether other areas had a similar scheme. Kelley said some did. Kelley said that the local anchorages had been managed more actively when there was a large Navy presence in the Bay Area. Lundstrom thanked Kelley for his presentation and asked him to prepare the proposal for inclusion in the Harbor Safety Plan.

US Army Corp of Engineers Report – Maj. Volkman

- On March 21 there would be a public hearing in Sacramento to discuss the environmental impact state for the channel deepening project to the Port of West Sacramento.
- Lawrence read from a report that is attached to these minutes.

Capt. Schneider asked what the schedule was for dredging the Pinole and Suisun channels. Lawrence said he couldn’t give a specific date. Capt. Amso asked what process determined the schedule. Maj. Volkman said the process was determined by environmental regulatory windows and the application and contracting process. He said they were seeking to dredge Pinole Shoals first.

Clearing House Report – Steinbrugge

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

OSPR Report – Capt. Cowan

- Due to budgetary constraints OSPR was evaluating their need for cell phones and automobiles. They are also under a hiring freeze.
- Assembly bill 1112 seeks to increase observation of bunkering operations at anchorage to ten percent of transfers and would increase the OSPR fee to eight cents per barrel to pay for it. OSPR had no position on the legislation.

Capt. Bayer asked if the fee increase would go to more personnel. Capt. Cowan said that OSPR typically had a two man crew on the boat while two more boarded the barge and tug respectively. Self said that
the Baykeeper’s boat was available. Capt. Bonebakker suggested they look at the price of commercial launch services. Capt. Cowan said that OSPR was looking at all alternatives.

NOAA Report – Wheaton

- Introduced Tom Evans, National Weather service, to report on the weather for the second and third week of March.
- Introduced Kammerer and Bassett.

Current Survey of San Francisco Bay Region by the Center for Operational Oceanographic Products and Services (Co_Ops) 2011-2014 – Kammerer, Bassett.

- Kammerer gave a power point presentation that is attached to these minutes.

Wheaton offered to coordinate the efforts of Kammerer and Bassett with the HSC and proper workgroups. He asked if the data they collected would be available to the public. Kammerer said that it would be.

Capt. Bonebakker asked whether they could enhance the prediction of changes during high run-off. Kammerer said that they weren’t looking at that, but that others might be able to use their data for that purpose.

Keiper asked whether their funding was safe. Bassett said that funding the project was a high priority for NOAA and was likely to remain so into the future.

State Lands Report – Chedsey

- Chedsey read from a report that is attached to these minutes.
- In order to save money, State Lands is trying to move from surface mail to electronic mail. They can provide support to help people adjust their spam filters to allow emails from State Lands.

Air Resources Board (ARB) Report – Milkey

- Milkey read from a report that is attached to these minutes. In addition to the usual report was information on proposed rule changes that would affect the zone boundary in Southern California, non-compliance fees, and timeline change to align more closely with North American Emission Control Areas. There will be public hearings on the proposed changes were to be scheduled in May and/or June.

Lundstrom asked if ARB planned to send representatives to the USCG workshop on propulsion failures. Milkey said that they would be represented.
Capt. Amso said that there was no prior meeting to report on. Wheaton said that the next scheduled meeting for March 18 would discuss one-stop-shopping products for the America’s Cup events. Their representatives had been invited.

Tug Work Group – Capt. Mendes

- Their next meeting was scheduled for March 28. The agenda included best practices for bunker operations at anchorages, bitt strength, and marine firefighting capabilities.

Berge asked whether OSPR staff would be involved in the scheduled meeting. Capt. Mendes said that they were, and had been working to bring all stakeholders together.

Navigation Work Group – Capt. Livingstone

- There was nothing to report. They would schedule a meeting to address Capt. Stowe’s request described above in the Coast Guard report.

Ferry Operation Work Group – Lundstrom

- There was nothing to report.

Dredge Issues Work Group – Capt. Schneider

- There was nothing to report.

Prevention through People Work Group – Brown

- Brown thanked Lt. Cmdr. Janzen for her fine effort putting together the Marine Events Newsletter. She said she would be happy to get copies to the paddle sport community, the Pacific Inter-Coastal yacht Association, and National Boating Federation.

Lundstrom asked about the schedule for Opening Day on the Bay. Brown said that it was scheduled for May 1 so as not to conflict with the Easter Holiday.

PORTS Report – Steinbrugge

- Weather sensors had been installed at Point Potrero, the ConocoPhillips facility at Davis Point, Oakland Berth 34, and the Pittsburg Marina breakwater. San Francisco Pier 1 was scheduled for late May while Pier 27 was up in the air due to the America’s Cup facility to be located there.
The problem with the sensor at the Union Pacific Railroad Drawbridge had been identified as a blown charge. It was scheduled for repair the third week in March.

Wheaton asked how the budget was shaping up for the next fiscal year. Capt. Korwatch said that the Marine Exchange had been working with Capt. Cowan and that there did not appear to be any holdups.

Capt. Bonnebakker, ConocoPhillips, said that he had enjoyed watching the installation at their facility and complimented all involved on a job well done.

Public Comment

Catherine Hooper, Fleet Week Association, said that they had met with representatives of the US Navy’s Third Fleet and Marine Corps and they were looking forward to the 2011 event based on the success of 2010. They supported the idea of building on the theme of humanitarian and disaster response featured during the 2010 event. The association also looked forward to working with the America’s Cup Race Management to see if any synergy could be built.

Jim Haussner, Marine Affairs and Navigation Conference, said that the future of dredging in the Bay Area was approaching a critical juncture due to the trend of decreased funding. He said that it could soon get to a point where the approaches to Richmond and Oakland could only be dredged every other years, and noted that maintenance dredging at Oakland was only going down to forty-five feet despite their recent project to increase draft to fifty feet. Haussner said that those interested should find a way to support US House Bill 104 and US Senate Bill 412 that would require that money collected for the Harbor Maintenance Trust Fund be spent on harbor maintenance.

Lundstrom asked Haussner to give his contact information to Capt. Schneider, chair, of the Dredge Issues Workgroup. Berge asked whether a presentation on the bill could be put on the agenda for a future meeting. Lundstrom said that the presentation would have to be tied to safety, and recommended that the Dredge Issues Workgroup and others look at the proposed bill along those lines.

Capt. Korwatch said that the next meeting of the AMSC was scheduled for 1000 April 13 at San Francisco Pier 35.

Old Business

There was none.

New Business

Lundstrom announced that the meeting marked Maj. Volkman’s last as he was due for transfer to Germany and then to Afghanistan. She presented a certificate of appreciation for his service to the HSC and added that he had been an admirable representative of the USACE and a pleasure to work with. Maj.
Volkman thanked Lundstrom and the HSC for the recognition and compliments and said it has been his pleasure to work with the HSC.

Next Meeting

Lundstrom said that the next meeting of the HSC would commence at 1000, April 14, at the Port of Richmond’s harbor Master’s Office.

Adjournment

A motion for adjournment was made and seconded. It passed without discussion or dissent. Lundstrom adjourned the meeting at 1155.

Respectfully submitted:

Capt. Lynn Korwatch
### Prevention / Response - San Francisco Harbor Safety Statistics

**February-11**

#### Port Safety Categories

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Port State Control Detentions for period</td>
<td>SOLAS (0), MARPOL (0), ISM (0), ISPS (0)</td>
<td>0</td>
</tr>
<tr>
<td>Total Number of COTP Orders for the period</td>
<td>Navigation Safety (2), Port Safety &amp; Security (4), ANOA (0)</td>
<td>6</td>
</tr>
<tr>
<td>Marine Casualties (reportable CG 2692) within SF Bay</td>
<td>Allision (1), Collision (0), Fire (0), Grounding (1), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0), Power (0)</td>
<td>4</td>
</tr>
<tr>
<td>Total Number of (routine) Navigation Safety related issues / Letters of Deviation</td>
<td>Radar (4), Gyro (0), Steering (0), Echo sounder (1), AIS (2), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)</td>
<td>8</td>
</tr>
<tr>
<td>Reported or Verified &quot;Rule 9&quot; or other Navigational Rule Violations within SF Bay</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>Significant Waterway events or Navigation related cases for the period</td>
<td>None</td>
<td>0</td>
</tr>
<tr>
<td>Maritime Safety Information Bulletins (MSIBs)</td>
<td>11-02 Dead Ship Tow Policy</td>
<td>1</td>
</tr>
</tbody>
</table>

#### Total Port Safety (PS) Cases opened for the period: 19

### Marine Pollution Response

<table>
<thead>
<tr>
<th>Source Identification (Discharges)</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vessels</td>
<td>3</td>
</tr>
<tr>
<td>U.S. Commercial Vessels</td>
<td>1</td>
</tr>
<tr>
<td>Foreign Freight Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Public Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Commercial Fishing Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Recreational Vessels</td>
<td>2</td>
</tr>
<tr>
<td>Total Facilities</td>
<td>1</td>
</tr>
<tr>
<td>Regulated Waterfront Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Regulated Waterfront Facilities - Fuel Transfer</td>
<td>1</td>
</tr>
<tr>
<td>Other Land Sources</td>
<td>0</td>
</tr>
<tr>
<td>Mystery Spills - Unknown Sources</td>
<td>3</td>
</tr>
</tbody>
</table>

#### Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period

<table>
<thead>
<tr>
<th>Spill Size Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Spills &lt; 10 gallons</td>
<td>4</td>
</tr>
<tr>
<td>2. Spills 10 - 100 gallons</td>
<td>0</td>
</tr>
<tr>
<td>3. Spills 100 - 1000 gallons</td>
<td>0</td>
</tr>
<tr>
<td>4. Spills &gt; 1000 gallons</td>
<td>0</td>
</tr>
<tr>
<td>5. Spills - Unknown</td>
<td>3</td>
</tr>
</tbody>
</table>

#### Total Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Volume (gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Commercial Vessels</td>
<td>1</td>
</tr>
<tr>
<td>Foreign Freight Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Public Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Commercial Fishing Vessels</td>
<td>0</td>
</tr>
<tr>
<td>Recreational Vessels</td>
<td>3</td>
</tr>
<tr>
<td>Regulated Waterfront Facilities</td>
<td>0</td>
</tr>
<tr>
<td>Regulated Waterfront Facilities - Fuel Transfer</td>
<td>5</td>
</tr>
<tr>
<td>Other Land Sources</td>
<td>0</td>
</tr>
<tr>
<td>Unknown Sources</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Total Oil Discharge and/or Hazardous Material Release Volumes (gallons)

<table>
<thead>
<tr>
<th>Source</th>
<th>Volume (gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civil Penalty Cases for Period</td>
<td>0</td>
</tr>
<tr>
<td>Notice of Violations (TKs)</td>
<td>1</td>
</tr>
<tr>
<td>Letters of Warning</td>
<td>1</td>
</tr>
</tbody>
</table>

#### Total Penalty Actions: 2
## Significant Port Safety and Security Cases (February 2011)

### Marine Casualties - Propulsion/Steering

**Loss of steering, Tug SAN JOAQUIN RIVER (11 Feb):** The tug was operating near Harding Rock when its #1 generator shut down. The captain of the tug shifted over to the #2 generator immediately and the tug's steering was restored. Casualty likely caused by loose or broken electronic fuel control wire. Wire replaced and engine tested sat. Case pends.

**Loss of propulsion, M/V ZHEN HUA 18 (14 Feb):** During a docking evolution at Oakland Berth 7, the vessel lost propulsion and failed to start. The casualty was due to start air system fault and was not a result of fuel switching. Case pends.

**Grounding, Tug SAN JOAQUIN RIVER and Barge TS&G 230 (15 Feb):** The tug and barge intentionally grounded near the entrance to the St. Francis Yacht Club when the dredge barge started taking on water. The forward engine compartment experienced down-flooding through 2 access holes that were cut out for maintenance. Case pends.

**Allision, Tug NARRAGANSET (25 Feb):** While towing the X-TRIPOLI inbound to San Francisco in heavy weather, the tug snagged #8 buoy within the tow line dragging it for a mile before it came loose. No damage to tug or tow. Case pends.

### Vessel Safety Conditions

**Invalid Vessel Response Plan (VRP), M/V NEW YORKER, (13 Feb):** COTP issued holding vessel offshore until proof that a valid VRP was obtained. Vessel allowed in on 14 Feb after VRP requirements were met.

### General Safety Cases

None

### Navigational Safety

**Letter of Deviation (LOD) Echo Depth Sounder, M/V GENCO PICARDY (04 Feb):** Vsl issued an inbound and outbound LOD.

**Letter of Deviation (LOD) Automatic Identification System (AIS), M/V APL QATAR (09 Feb):** Vsl issued inbound and outbound LOD.

**Letter of Deviation (LOD) Radar, M/V DONG QING HAI (11 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Automatic Identification System (AIS), M/V ZIM PIRAIUS (12 Feb):** Vsl issued inbound and outbound LOD.

**Letter of Deviation (LOD) Radar, T/V OREGON VOYAGER (13 Feb):** Vsl issued an outbound LOD.

**Letter of Deviation (LOD) Radar, T/V OVERSEAS JAEMAR (15 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Speed Log, M/V GLOBAL PIONEER (17 Feb):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Radar, M/V YM NORTH (26 Feb):** Vsl issued an inbound and outbound LOD.

### Significant Incident Management Division Cases

**15 FEB: TS&G 230:** Dredging Barge was grounded when it was taking on water. The barge discharged an estimated 1 gallon of oil from the engine room vents when the engine room was submerged. Notice of Violation issued.

**16 FEB: Plains All American:** A blanked off hose fitting was not properly tightened and when the pipeline was charged for a valve cycling, an estimated 50 gallons of diesel discharged onto the pier and an estimated 5 gallons made it to the waterway. The operation was shutdown and the affected area was immediately boomed off. Letter of Warning issued.
VPIC
VTS-Pilots Issues Committee
Anchorage 9
Berth Proposal
Background

• 1995: VPIC established the “750 Yard Rule”

Vessels must ensure at least .375 NM (750 yards) between adjacent vessels to ensure sufficient room to swing with the current and time to react in the event of anchor dragging

• Vessel can anchor anywhere provided there is at least .375 NM distance from nearest vessel

• VTS Radar is default sensor to verify distance…

• VTS will direct vessel to reanchor if too close
Anchorage 9 – February 24, 2010
New Anchorage 9 Berth Proposal

• Provide more efficient and organized use of available anchorage space

• Leverage AIS technology to manage the anchoring of vessels

• Berth naming convention will streamline communications associated with the anchoring of vessels
  • Berth names will be added to AIS Destination codes
New Anchorage 9 Berth Proposal Layout

- Twenty-four .1NM (200 yard) Drop Buckets
- Arranged in three North-South Columns and Eight East/West Rows
- Western-most column is .25 NM (500 yards) from western boundary
- Northern-most row is .35 NM (700 yards) from the northern boundary
  - Accommodates twenty-four vessels
New Anchorage 9 Berth Proposal

- Spacing between “Drop Buckets”:
  - .6 NM (1200 yards) spacing North to South
  - .45 (900 yards) spacing East to West

- Naming Convention
  - Columns: W-west, C-center, E-east
  - Rows: 1 thru 8
    e.g.– NW berth: W1, SE berth: E8
Here’s what it looks like:
.25 NM (500 yards) from W boundary

.35 NM (700 yards) from N boundary

.45 NM (900 yards) E-W spacing

.6 NM (1200 yards) N-S spacing
Eastern column aligned with 30ft depth curve, intended for use by smaller, shallower draft vessels.

Berth E2 lies >360 yards from 16 ft wreck.
New Anchorage 9 Berth Proposal: Next Steps

- 90 day trial
  - Pilots/vessel operators to refine anchoring maneuvers/procedures
  - VTS to refine anchorage management and communications procedures
  - Notification/education of anchorage users
    - LNM – will include website information berth proposal, layout and coordinates

- Following successful trial:
  - Coordinates will be provided to NOAA for inclusion on Nautical Charts
  - Amended language in Coast Pilot
VPIC
VTS-Pilots Issues Committee

Questions/Comments?

For additional information contact:
Sean Kelley: 415-399-7402
sean.e.kelley@uscg.mil

Captain Raymond Ridens: R.ridens@sfbarpilots.com
VTS Operations Center: 415-556-2760
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)** – A condition survey is schedule to be completed in March 2011.

b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging Richmond Outer Harbor will not be done until this summer – due to funding issues.

c. **Richmond Inner Harbor** – Dredging of the Inner Harbor is complete.

d. **Oakland O & M Dredging** – Dredge equipment is de-mobilizing right now. A QC survey has been completed to verify the project at -48 feet. This survey will be posted as soon as it has been reviewed by the Corps (contracting).

e. **Suisun Bay Channel** – Dredging is complete to the design depth of -35 (+2). No change.


g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City is scheduled for this summer. San Bruno Shoal requires a condition survey; that survey has yet to be scheduled complete.

2. **DEBRIS REMOVAL** – The debris total for February 2011 was 99.5 tons: Raccoon - 55 tons; Grizzly - 11 tons; Dillard – 33.5 tons.
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  This project is on hold waiting for new funding.

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. This project is included in the FY 11 President’s Budget and is essential to our FY 11 execution. The Draft Supplemental Environmental Impact Statement/Report is now available. Comment period is open until April 11, 2011.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps’ web site for completed hydrographic surveys:

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

Main Ship Channel: Scheduled for survey during March 2011.
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, 2010 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, 2010 has been posted.
Oakland Inner Harbor – A “QC Survey” of Jan 24, 2011 has been posted. “Post-dredge” surveys are being done now and will be posted sometime next week.

Oakland Outer Harbor: A “QC Survey” of Jan 27, 2011 has been posted.

Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been 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 Chanel): Survey completed in April 2010 has been posted.

Disposal Site Condition Surveys:
- SF-08 (Main Ship Channel Disposal Site) Scheduled for survey during March 2011.
- SF-09 (Carquinez) October 5, 2010;
- SF-10 (San Pablo Bay) July 2010 survey has been posted;
- SF-11 (Alcatraz): Survey of March 9, 2011 has been posted.
San Francisco, CA 94103
1455 Market Street, 15th Floor
Corps of Engineers
Department of the Army

San Francisco District Planning Branch

Official Business

In February the clearinghouse did not contact OSPR regarding any possible escort violations.

In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.


In February there were 75 tank vessels arrivals; 6 Chemical Tankers, 9 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 25 Tugs with Barges.

In February there were 283 total arrivals.
## San Francisco Bay Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>50</td>
<td>62</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>25</td>
<td>29</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>75</td>
<td>91</td>
</tr>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>228</td>
<td>290</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>141</td>
<td>162</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>81</td>
<td>79</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>60</td>
<td>83</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>87</td>
<td>128</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>26</td>
<td>63</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>61</td>
<td>65</td>
</tr>
</tbody>
</table>

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

### Movements by Zone

<table>
<thead>
<tr>
<th></th>
<th>Zone 1</th>
<th>Zone 2</th>
<th>Zone 4</th>
<th>Zone 6</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>143</td>
<td>222</td>
<td>0</td>
<td>90</td>
<td>455</td>
</tr>
<tr>
<td>Unescorted movements</td>
<td>95</td>
<td>137</td>
<td>0</td>
<td>54</td>
<td>286</td>
</tr>
<tr>
<td>Tank ships</td>
<td>58</td>
<td>78</td>
<td>0</td>
<td>33</td>
<td>169</td>
</tr>
<tr>
<td>Tank barges</td>
<td>37</td>
<td>59</td>
<td>0</td>
<td>21</td>
<td>117</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>48</td>
<td>85</td>
<td>0</td>
<td>36</td>
<td>169</td>
</tr>
<tr>
<td>Tank ships</td>
<td>17</td>
<td>25</td>
<td>0</td>
<td>15</td>
<td>57</td>
</tr>
<tr>
<td>Tank barges</td>
<td>31</td>
<td>60</td>
<td>0</td>
<td>21</td>
<td>112</td>
</tr>
</tbody>
</table>

### 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 Region Totals

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker arrivals to San Francisco Bay</td>
<td>107</td>
<td>699</td>
</tr>
<tr>
<td>Barge arrivals to San Francisco Bay</td>
<td>50</td>
<td>371</td>
</tr>
<tr>
<td>Total Tanker and Barge Arrivals</td>
<td>157</td>
<td>1,070</td>
</tr>
</tbody>
</table>

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank ship movements &amp; escorted barge movements</td>
<td>535</td>
<td>3,528</td>
</tr>
<tr>
<td>Tank ship movements</td>
<td>326</td>
<td>2,070</td>
</tr>
<tr>
<td>Escorted tank ship movements</td>
<td>164</td>
<td>925</td>
</tr>
<tr>
<td>Unescorted tank ship movements</td>
<td>162</td>
<td>1,145</td>
</tr>
<tr>
<td>Tank barge movements</td>
<td>209</td>
<td>1,458</td>
</tr>
<tr>
<td>Escorted tank barge movements</td>
<td>81</td>
<td>683</td>
</tr>
<tr>
<td>Unescorted tank barge movements</td>
<td>128</td>
<td>775</td>
</tr>
</tbody>
</table>

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

### Escorts reported to OSPR

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escorts reported to OSPR</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>

### Movements by Zone

<table>
<thead>
<tr>
<th></th>
<th>Zone 1</th>
<th>Zone 2</th>
<th>Zone 4</th>
<th>Zone 6</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total movements</td>
<td>307</td>
<td>514</td>
<td>0</td>
<td>221</td>
<td>1,042</td>
<td></td>
</tr>
<tr>
<td>Unescorted movements</td>
<td>210</td>
<td>318</td>
<td>0</td>
<td>116</td>
<td>644</td>
<td>61.80%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>116</td>
<td>158</td>
<td>0</td>
<td>64</td>
<td>338</td>
<td>32.44%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>94</td>
<td>160</td>
<td>0</td>
<td>52</td>
<td>306</td>
<td>29.37%</td>
</tr>
<tr>
<td>Escorted movements</td>
<td>97</td>
<td>196</td>
<td>0</td>
<td>105</td>
<td>398</td>
<td>38.20%</td>
</tr>
<tr>
<td>Tank ships</td>
<td>44</td>
<td>73</td>
<td>0</td>
<td>49</td>
<td>166</td>
<td>15.93%</td>
</tr>
<tr>
<td>Tank barges</td>
<td>53</td>
<td>123</td>
<td>0</td>
<td>56</td>
<td>232</td>
<td>22.26%</td>
</tr>
</tbody>
</table>

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.
## VESSEL TRANSFERS

<table>
<thead>
<tr>
<th></th>
<th>Total Transfers</th>
<th>Total Vessel Monitors</th>
<th>Total Transfer Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEBRUARY 1 - 28, 2010</td>
<td>187</td>
<td>84</td>
<td>44.92</td>
</tr>
<tr>
<td>FEBRUARY 1 - 28, 2011</td>
<td>189</td>
<td>71</td>
<td>37.57</td>
</tr>
</tbody>
</table>

## CRUDE OIL / PRODUCT TOTALS

<table>
<thead>
<tr>
<th></th>
<th>Crude Oil ( D )</th>
<th>Crude Oil ( L )</th>
<th>Overall Product ( D )</th>
<th>Overall Product ( L )</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEBRUARY 1 - 28, 2010</td>
<td>11,432,000</td>
<td>0</td>
<td>16,406,900</td>
<td>6,829,658</td>
<td>23,236,558</td>
</tr>
<tr>
<td>FEBRUARY 1 - 28, 2011</td>
<td>9,217,000</td>
<td>45</td>
<td>13,202,114</td>
<td>4,991,942</td>
<td>18,194,056</td>
</tr>
</tbody>
</table>

## OIL SPILL TOTAL

<table>
<thead>
<tr>
<th></th>
<th>Terminal</th>
<th>Vessel</th>
<th>Facility</th>
<th>Total</th>
<th>Gallons Spilled</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Diesel / 1 gallon</td>
<td>Diesel / 5 gallons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY 1 - 28, 2010</td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>Diesel / 5 gallons</td>
</tr>
</tbody>
</table>

*** 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.
## VESSEL TRANSFERS

<table>
<thead>
<tr>
<th>Total Transfers</th>
<th>Total Vessel Monitors</th>
<th>Total Transfer Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1, 2010 to December 31, 2010</td>
<td>2631</td>
<td>1139</td>
</tr>
</tbody>
</table>

## CRUDE OIL / PRODUCT TOTALS

<table>
<thead>
<tr>
<th>Crude Oil (D)</th>
<th>Crude Oil (L)</th>
<th>Overall Product (D)</th>
<th>Overall Product (L)</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1, 2010 to December 31, 2010</td>
<td>147,016,955</td>
<td>300,000</td>
<td>205,374,688</td>
<td>93,651,082</td>
</tr>
</tbody>
</table>

## OIL SPILL TOTAL

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Vessel</th>
<th>Facility</th>
<th>Total</th>
<th>Gallons Spilled</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1, 2010 to December 31, 2010</td>
<td>*** PLEASE SEE ATTACHED. ***</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*** 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.
Harbor Safety Committee-San Francisco Bay Region

ARB OGV Clean Fuel Rule Update

Oakland, California
March 10, 2011

California Environmental Protection Agency

Air Resources Board
## ARB OGV Clean Fuel Rule
### Essential Modifications Exemption Applications Summary*

<table>
<thead>
<tr>
<th>Vessel Applications</th>
<th>No. of Vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Applications</td>
<td>474</td>
</tr>
<tr>
<td>Applications Completed</td>
<td>439</td>
</tr>
<tr>
<td>Approved</td>
<td>380</td>
</tr>
<tr>
<td>Partially Approved</td>
<td>58**</td>
</tr>
<tr>
<td>No Longer Active***</td>
<td>33</td>
</tr>
<tr>
<td>Pending/Under Review</td>
<td>2</td>
</tr>
</tbody>
</table>

* Summary from July 1, 2009 to February 28, 2011.
** 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**

<table>
<thead>
<tr>
<th>Period</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>July – December 2009</td>
<td>11</td>
</tr>
<tr>
<td>Jan – December 2010</td>
<td>29</td>
</tr>
<tr>
<td>January 2011</td>
<td>1</td>
</tr>
<tr>
<td>February 2011</td>
<td>2</td>
</tr>
</tbody>
</table>

**Use of the Noncompliance Fee Provision**

<table>
<thead>
<tr>
<th>Period</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total July 2009 – February 28, 2011</td>
<td>4</td>
</tr>
</tbody>
</table>

*Summary from July 1, 2009 to February 28, 2011*
ARB OGV Clean Fuel Rule Update

- Two workshops held – in Long Beach and Sacramento
  - See http://www.arb.ca.gov/ports/marinevess/marinevess.htm

- Hearing on proposed amendments expected in May/June

- Propose extending the clean fuel zone in So. Calif. and other minor amendments
  - Considering extending Phase 2 fuel implementation date to more closely align with the ECA
# ARB OGV Clean Fuel Rule
## Contact Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonnie Soriano</td>
<td>(Lead Staff)</td>
<td>(916) 327-6888</td>
<td><a href="mailto:bsoriano@arb.ca.gov">bsoriano@arb.ca.gov</a></td>
</tr>
<tr>
<td>Peggy Taricco</td>
<td>(Manager)</td>
<td>(916) 323-4882</td>
<td><a href="mailto:ptaricco@arb.ca.gov">ptaricco@arb.ca.gov</a></td>
</tr>
<tr>
<td>Paul Milkey</td>
<td>(Staff)</td>
<td>(916) 327-2957</td>
<td><a href="mailto:pmilkey@arb.ca.gov">pmilkey@arb.ca.gov</a></td>
</tr>
<tr>
<td>Dan Donohoue</td>
<td>(Branch Chief)</td>
<td>(916) 322-6023</td>
<td><a href="mailto:ddonohou@arb.ca.gov">ddonohou@arb.ca.gov</a></td>
</tr>
</tbody>
</table>

[http://www.arb.ca.gov/marine](http://www.arb.ca.gov/marine)
The Center for Operational Oceanographic Products and Services (CO-OPS), an office of the National Oceanic and Atmospheric Administration’s (NOAA) National Ocean Service (NOS), intends to conduct an oceanographic observation project to update tidal current predictions in the waters of San Francisco Bay and vicinity in support of a new hydrodynamic model. The project specifications are as follows:

**Geographic Scope:** From about Point Bonita inland to Antioch including San Francisco, San Pablo, Grizzly, Honker and Suisun Bays.

**Number of Stations:** 45

**Timeline:**
Summer 2011 – Reconnaissance
TBD 2012 - 25 Stations occupied
TBD 2013 - 20 stations occupied
2013 - Predictions available on 2012 stations
2014 - Remaining new predictions available.

**Duration:** Each station will be deployed for a minimum of 35 calendar days. Reference stations will be deployed for a minimum of 70 days.

**Method:** Self-contained acoustic Doppler current profilers (ADCP) will be housed in bottom mounted or subsurface taut-line moorings. Bottom mounts stand less than a meter high, and sub-surface taut-line moorings will normally be less than ten meters high. There will be no surface presence while deployed. Data will be collected every six minutes and will profile most of the water column.

**Data:** In addition to currents, the ADCP collects water temperature and pressure readings. At deployment and recovery, a conductivity (salinity) temperature and depth (CTD) cast will be made at each location.

**Project Lead (point of contact):**
Carl Kammerer, Oceanographer, NOAA
e-mail: carl.kammerer@noaa.gov, office: 603-862-3285, cell: 301-908-1545
NOAA/NOS/CO-OPS
Maritime Services
Current Observation Project
San Francisco Bay and Vicinity

Carl Kammerer (Project Lead) &
Steve Bassett (Field Lead)
Background

• NOAA is in the process of developing a hydrodynamic model of San Francisco Bay (outside the Gate to Antioch/Rio Vista).

• CO-OPS will be surveying currents in support of this model effort.

• Whenever possible, we want to leverage the model needs with end-user needs (YOU).
Example of the Model Grid and Bathymetry
Tentative Plans

• This Summer we will be conducting a reconnaissance.
  – Bottom Type
  – Depth
  – Salinity
  – Traffic/Usage

• 2012 and 2013 we plan on observing currents.
  – Analyzed after recovery of instruments
  – New/updated predictions will follow a year behind.
    • Special predictions can be made available sooner if needed.
Model-Driven Locations

NOAA’s CENTER for OPERATIONAL OCEANOGRAPHIC PRODUCTS and SERVICES
Additional Locations

• Based on user requests from
  – Professional Mariners
  – Other Maritime Organizations
  – General Public

• Oceanographic Significance

• Historic Locations

• International Hydrographic Organization (IHO) recommended criteria.
• We will use the same acoustic Doppler current profiler (ADCP) technology as PORTS, except:
  – They are self contained (not real-time).
  – They will be upward looking.
  – There will be no cabling or infrastructure requirements.
There are 2 basic types of platforms that will be used for this survey:

- Bottom Mounted
  - Shallower water ( <100 feet )
  - Where trawling is present

- Taut-Line
  - Deeper Water
  - No Trawling or other impacts

There will be no surface presence.
Bottom mount rigged to deploy
CGC ABBIE BURGESS
Penboscot Maine
SUBS rigged to deploy
AK 2004