



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; April 10, 2003

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond

Scott Merritt, Foss Maritime Company, Vice-Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Dave Adams** (alternate for **Len Cardoza**), Port of Oakland; **Tom Wilson**, Port of Richmond; **Stuart McRobbie**, SeaRiver Maritime; **Capt. Doug Lathrop**, ChevronTexaco; **Don Watters**, CSX Lines; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Kathy Zagzebski**, The Marine Mammal Center; **Michael Beatie**, Golden Gate Bridge Highway and Transportation District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission; and **Margot Brown**, National Boating Federation. Also present were U. S. Coast Guard representatives, **Lcdr. John Caplis** (MSO) and **Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers' representative, **Jim Delorey**; **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Cmdr. Steve Thompson**, NOAA. In addition, more than twenty representatives of the interested public were present.

Corrections to minutes of 3-13-03 meeting. **A. Storm** noted that the attendance should indicate that he was present. MOTION by **S. McRobbie**, seconded by **L. Teague**, to "approve the minutes as corrected." Motion passed without objection.

In opening comments, the Chair announced that **Carl Moore**, Acting Administrator, OSPR, would be attending the meeting and speaking under New Business.

USCG COTP'S REPORT, J. Caplis. (1) **J. Caplis** reported on port operations statistics for pollution response and investigations and significant port safety events for the period March 1, 2003 through March 31, 2003. A written report is made a part of these minutes. (2) Security zones will be established around ferries 100' or greater in length in the near future. (3) **D. Kranking**: The CG is initiating rulemaking to modify the Pinole Shoal Channel RNA. Currently, traffic in the channel is limited to vessels with greater than 20' draft and all piloted vessels are granted deviation. (4) **D. Kranking** reported on maritime security. There are three tiered levels of security. Level 1 is normal post-September 11th status; Level 2 is the level of current awareness; Level 3 may involve some restrictions on usage of the bay. The Commandant has passed down orders for increased awareness by CG personnel. VTS has greater awareness of movements. This increased presence is likely to entail vessels currently exempt from reporting to be required to do so, including ferries and tugs. The increased presence, due to enhanced reporting requirements, will also impact communications levels on operating channels. At Level 3, VTS may provide less information to vessels in transit. **M. Beatie**: Isn't there concern that as

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the radio channels get more cluttered, it will be even more difficult for vessels to report in? Sometimes now, ferries can't report until well underway due to the radio congestion created by the Richmond-San Rafael Bridge Project. Project vessels report when going from tower to tower. Minor construction moves use up a lot of radio time. How important are these calls when all traffic is already under a slow bell in the area? **L. Teague** agrees that there is too much chatter on the radio. Maybe reporting construction-related moves can be limited to only when a vessel is crossing the channel. **D. Kranking** will take that suggestion back to CG for consideration. Vessels should contact the bridge work contractor to determine if critical work or divers are in the area of transit. In MarSec Level 3, vessels, including ferries, will not be allowed to get underway until authorized. Question: In the Pinole Shoal rulemaking discussed earlier, are there any provisions for master-piloted vessels or those piloted by federal pilots? **D. Kranking**: Under the current deviations, no, only members of SFBP, Chevron pilots and Wally Slough are included. That could change during the process. Question: Under MarSec 3, will vessels be looking for CG permission to sail? **D. Kranking**: That's not clear yet. Provisions established would be based on the conditions that led to an elevated security level of MarSec 3. Question: Will access to the Transview Program be closed out for enhanced security? **J. Caplis**: That's a good question, which hasn't been addressed yet. Question: Has there been any discussion of vessels reporting in by cell phone rather than radio? **J. Caplis**: No. Question: How does a change in MarSec level get communicated to users? **J. Caplis**: The information is broadcast by VTS, disseminated through press releases, group e-mail and the MX. One problem in getting the information out the last time it went to Level 2 was the fact that some people believed the change was classified information. **S. Merritt**: **Jeff Seine** announced at the Afloat Security Meeting that an automatic notification system employing e-mail and phone banks has been established. Some attendees at that meeting reported getting good information quickly, while others reported substantial delays. It was suggested that a list be developed at CG Island for immediate distribution. **A. Steinbrugge** added that the MX could provide **J. Seine** the e-mail notification list for HSC meetings; however, the problem is that not everyone gets e-mails in a timely manner. **S. Merritt**: Hourly VTS broadcast information would get to the vessels transiting the area and monitoring VTS, those most likely to need to know of operational/procedural changes.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of March 2003 is made a part of these minutes. There were no calls to OSPR during the month of March for possible escort violations and one call from a pilot to report a vessel arriving at the pilot station without escort paperwork. Year-to-date, there have been two calls to OSPR regarding escort violations. There were two calls regarding escort violations in 2002; six calls in 2001 and five calls in 2000.

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OSPR REPORT, A. Storm. (1) LA/LB just held their fifth bi-annual public hearing on VTS operations. All is operating well and there were no complaints or problems. (2) **Carl Moore**, Acting Administrator, is touring all five HSC's. (3) LA/LB HSC is adding a terminal operator representative to the committee, filling the last of their five discretionary positions. **C. Moore** challenged them to look at all positions on the committee and review their role in the committee's mandates. LA will follow the SF lead and establish a work group to look at membership issues. (4) OSPR has reprinted 5,000 of the *Where the Heck is Collinsville?* brochure, which will be available from the CG, MX and **M. Brown**. The *Guide for Preventing Steering and Propulsion Failures* has been published and copies will be available from the MX soon. (5) **C. Moore** presented his view for the future of OSPR and the HSC after thanking members for their participation, work and input. He noted that the Executive Director of Fish and Game have charged him with taking a long-term view, even through the interim. Put in historical context, the statutory objectives of SB 2040 were clear. The environmental goal was not to get oil in the water, however, other things impact what OSPR does, including ballast water issues and cruise ship pollution. This time next year a comprehensive code maintenance program will be underway. All HSC's are challenged to bring their membership to what it should be. In LA/LB, the question of what constitutes a pilot organization has come up. All HSC's are encouraged to provide input on all areas of spill prevention and response. Security issues have become important. OSPR will expand the scope of its focus to the full spectrum of prevention. 2/3 of spills have been the result of acts of God and human negligence and 1/3 resulted from catastrophic failures of tankers. However, the largest oil spill in history was the result of an intentional act. Intentional damage is a new dynamic and security has become fundamental. **C. Moore** would like to see at least one member of each HSC hold dual membership on the Port Security Committee and report regularly as part of the standing HSC agenda. HSC's have a role in security by virtue of the fact that, through tug escorts, there are 'eyes and ears' as a source for security information. The FBI could be brought in to train local interests, including tug operators, pilots, etc. on what suspicious behavior to look for. Establishing this type of training could be forwarded as a recommendation from the HSC to OSPR and could be paid for by OSPR. OSPR staff resources are fully committed to support HSC work and any additional needs should be communicated to **C. Moore**. Regarding any changes at OSPR, overall, in terms of programs and budget issues, OSPR is in good shape. Personnel-wise, **C. Moore** would like to get HSC staff out there to social, industry and educational events. **S. Merritt**: From Bontadelli to Schaeffer and Henderson, the SF HSC has gotten respect and support from the administrators of OSPR and appreciates the good working relationship that has prevailed.

NOAA REPORT, S. Thompson. (1) No new charts have been issued. Any input regarding changes or updates should be submitted. (2) Volunteers are being recruited by NOAA to



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participate in interviews conducted to help update NOAA products and charts. **S. Thompson** can be reached by e-mail or phone: Steven.A.Thompson@noaa.gov; 415-561-6624.

(3) **S. Thompson** introduced **Dwayne Dykema**, lead NOAA weather forecaster for the SF Bay Area. **D. Dykema** distributed an information sheet with web access information as follows. National Weather Service, SF Bay Area: www.wrh.noaa.gov/Monterey/. National Weather Service, marine weather page: www.wrh.noaa.gov/Monterey/marine.html. National Weather Service, marine observations page: www.wrh.noaa.gov/Monterey/buoy.html. NOAA Weather Radio information: <http://205.156.54.206/nwr/>. The Monterey office only forecasts out seven days. The Washington, DC office forecasts out longer, including El Nino effects. The current El Nino has been a moderate event and is dying out.

COE REPORT, J. Delorey. The text of the COE Report is made a part of these minutes by attachment. **P. Bonebakker** noted that keeping Pinole Shoal dredged to project depth is very important to the local economy and commended the COE for the ongoing availability of updated soundings on the COE website. Perhaps the COE can use broadcast e-mail to advise users ASAP when new soundings have been posted.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) Thanked **C. Moore** for his comments on the value of the HSC. (2) There were no spills from facilities last month and one allision. (3) The Mirant Pittsburg facility will be natural gas fired and is going into caretaker status; the tanks are coming out. (4) At the end of May, review of oil terminal security plans will be reviewed in cooperation with the CG. (5) The next State Lands customer service meeting is scheduled for June 18, 2003 at the Shell Clubhouse. Question: Will security reviews involve local police departments? **K. Leverich:** They have not been included to date, but it's a good idea that will be discussed with the terminals.

NAVIGATION WORK GROUP REPORT, L. Teague. Lack of progress on the Avon Turning Basin Project has been disappointing. Money available for the project could be reduced or lost if delays continue. Minimal dredging is required to proceed and **Eric Dohm** continues to work towards getting the turning basin completed.

UNDERWATER ROCKS WORK GROUP REPORT, D. Adams. (1) There is dangerous shoaling to 38' in Oakland Inner Harbor due to the failure of the COE to maintain it at project depth. Letters have been sent to all levels of the COE requesting emergency dredging. (2) The report of the Underwater Rocks Work Group is made a part of these minutes by attachment.

FERRY OPERATORS WORK GROUP REPORT, M. Beatie. (1) **M. Beatie** noted that he is happy to see **C. Moore** with OSPR, adding that he will be missed at Boating and Waterways. (2) **Greg Hansard**, new Safety Security Officer for Golden Gate Ferries was introduced. (3)



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The ferry "Mendocino" is offline for repair as a result of bad aluminum used throughout the boat, resulting in damage to the house and hulls. The new boat is expected by the first of 2004. There has been some delay in bringing the new Vallejo boat on. There will be more fast ferries on the bay over the next few years. (4) Plumbers have been working under the dock at the Port of SF at low tide and have posted a sign to advise passing boats of their presence. Golden Gate Ferries has encouraged them to report their work schedule to VTS because other passing vessels, in addition to ferries, can be responsible for wake and many of those vessels don't get close enough to see the sign.

HUMAN FACTORS WORK GROUP, D. Watters. Nothing to add to OSPR Report. Question: Will published brochures be available as PDF files on the web? **A. Steinbrugge:** Not immediately, but they will eventually be available on the MX website.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) **Nick Salcedo** will no longer be available to serve on the work group as a result of having accepted another job. He has been the spark plug in the production of the video script for the *Sharing the Bay* video. At yesterday's work group meeting he submitted a storyboard and presentation for the videographers. The script is finished and shooting will begin in Vallejo during the race scheduled for May 3, 2003. The CG has been advised to allow for proper security clearance. (2) The next work group meeting is scheduled for 4-30-03 at 0930 in Hercules, with a subsequent meeting scheduled for May 19, 2003 at 1300, also in Hercules.

HSC VOTING REPRESENTATIVES WORK GROUP REPORT, J. Lundstrom. The first meeting of the group is scheduled for 5-8-03 at 9:00, before the HSC meeting scheduled for the same day at Port of SF at 10:00. The work group is charged with looking at the optional at-large seats and at the larger picture of HSC representation. OSPR will provide statutory authority. Work group members include **S. McRobbie, L. Teague, T. Wilson, D. Lathrop, G. Stewart** and **A. Storm**. The public meeting is open to anyone interested. Contact **J. Lundstrom** to be added to the e-mail notification list for this work group.

PLAN UPDATE WORK GROUP, S. Merritt. A vote on the Plan Update is anticipated for the June HSC meeting. Work group chairs are asked to provide an update on their work and review areas of the Plan related to their areas of focus. A work group meeting will be scheduled for sometime between the May and June HSC meetings.

PORTS FUNDING WORK GROUP, S. Merritt. Final versions of the letters to users seeking financial support for PORTS were distributed. The last line of the second paragraph of this version will be deleted. Each letter will be personalized and will include two attachments, a list of frequently asked questions and the budget. A sample letter is included as an attachment to

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these minutes. MOTION by **J. Lundstrom**, seconded by **M. Reasoner**, “to proceed with sending out the letter as corrected”. Motion passed with no opposition.

PORTS REPORT, A. Steinbrugge. No data is available from the Oakland wind sensor due to computer failure. Hopefully, it will be back on line by Monday. Work continues on getting a platform for installation of the side-looking Benicia current meter; hopefully, to be up and running in approximately two months. Question: Could wind sensors be added at the Concord Naval Weapons Station? **A. Steinbrugge:** Yes, all it takes is money. Some of the raw equipment is on-hand. **P. Bonebakker:** All the marine oil terminals have installed wind sensors and there was talk of linking these private sensors to PORTS, subject to possible liability issues. **S. Thompson:** NOAA is looking for a new site for a weather sensor and seeks local input. Question: What was the cost for the sensor put in Oakland? **A. Steinbrugge:** Approximately \$20,000. **L. Teague:** It would be better if the weather sensor were part of PORTS, as opposed to NWS, so that it could be accessed. **A. Steinbrugge:** Either way, the information could be accessed and incorporated into PORTS. **D. Adams:** Would it be useful to have a wind sensor at the Oakland Inner Harbor turning circle? **L. Teague:** Yes. Gusty winds are a problem and it would be good to know about them ahead of time, before the vessel is committed to enter the channel.

OLD BUSINESS. None.

NEW BUSINESS. (1) SARS Cases, **J. Caplis.** The CG is reviewing arrival notices for vessels that have been to target areas in Asia and Canada and calling agents, asking them to contact the master for illness information. In the event of the possibility of SARS, the CG would take measures to address the situation, possibly having the vessel anchor offshore or in the bay, in order to facilitate a CDC inspection. If a vessel at berth were suspected of having SARS cases, the vessel might be quarantined at the berth or at anchorage. **L. Teague:** The Pilots looked into paper masks and were advised that they don't work. Pilots and Sea Marshals may be quarantined aboard a vessel boarded at sea if there is subsequent information regarding the possibility of SARS onboard. The most important thing is advance notification. **P. Bonebakker:** In the past, vessels were required by the U. S. Public Health Service to file a declaration of health and pass through additional hoops if any questions were answered 'yes'. **T. Wilson:** That may be under FDA now. **L. Teague:** That program has faded. **Jerry Karr,** Valero, noted that, on the refinery side, ½ face respirators are used, but they require individual fitting and fit testing. The Chair requested that the CG forward to the MX any protocol developed, for distribution to the MX list. The CG will include updates in their agendaed report to the HSC. **D. Adams** will forward to the MX the PMA advisory, which addresses longshoremen's concerns. (2) **J. Lundstrom** recognized **Nick Salcedo**, BCDC alternate to the HSC who has served on many work groups and is attending his last HSC meeting before moving

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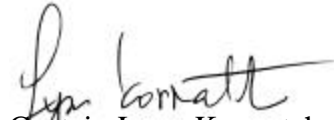
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to a new job with Marin Water District. She acknowledged his hard work and thanked him for his efforts. **N. Salcedo** thanked **J. Lundstrom** for her kind words and the members of the HSC for the education he received working with the committee, adding that he will be at BCDC until April 23, 2003 if anyone needs to contact him. The video production is in good hands. The Chair added his thanks and that of the entire HSC for **N. Salcedo's** hard work.

The next meeting of the HSC will be held on 5-8-03 at 10:00 at the Port of San Francisco.

MOTION by **L. Teague**, seconded by **D. Lathrop**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1205.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

March 2003

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	07
• Marine Casualty: Allision/Collision (0) Grounding/Sinking (3) Fire (0)	03
• Marine Casualty (Mechanical): Propulsion (1) Steering (0)	01

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	16
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	02
Military/Public Vessels	01
Commercial Fishing Vessels	00
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	05
Unknown Source (as of the end of the month)	08
▪ Spill Volume:	
Unconfirmed	05
No Spill, Potential Needing Action	00
Spills < 10 gallons	09
Spills 10 to 100 gallons	02
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

7 MAR – M/V FIKRET MONOGLU was issued a COTP order requiring security when moored after several crew members absconded from the vessel while in Redwood City. Vessel submitted a security plan and had security on-board before arriving in Pittsburg, Ca. After a joint boarding by Sea Marshals, CGIS, and an Oakland PD Canine Unit, the vessel was allowed to depart port. The COTP Order was rescinded.

16-17 MAR – A Union Pacific Railroad train derailed in Crockett next to the Co-Generation Plant. The train had one car carrying Anhydrous Ammonia, one car carrying Chlorine, three cars carrying Hydrated Aluminum Powder and the rest were LPG cars containing only product residue. The cars carrying Anhydrous Ammonia and Chlorine were unaffected. The cars carrying Hydrated Aluminum Powder were derailed and lost their product on the tracks. Union Pacific responded quickly and initiated clean-up response.

21 MAR – Received a call from Group San Francisco of a barge spotted adrift in the main ship channel, south of Angel Island. Notifications were made to VTS, Bar Pilots and Pacarea. VTS made contact with owner, owner took responsibility and hired a tug to return vessel to dock. Tug took barge in tow, no further incidents.

29 MAR – M/V CSX PACIFC was reported to have a crew member on board with the SARS virus. The crewmember was ill but did recover, therefore this report is believed to be a false alarm. The case will remain open for a period of no less than 10 days while the boarding team members monitor their health.

San Francisco Bay Clearinghouse Report For March 2003

San Francisco Bay Region Totals

			2002
Tanker arrivals to San Francisco Bay	70		61
Tank ship movements & escorted barge movements	367		235
Tank ship movements	208	56.68%	150
Escorted tank ship movements	109	29.70%	96
Unescorted tank ship movements	99	26.98%	54
Tank barge movements	159	43.32%	85
Escorted tank barge movements	86	23.43%	57
Unescorted tank barge movements	73	19.89%	28
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	218		340		0		198		756	
Unescorted movements	97	44.50%	158	46.47%	0	0.00%	86	43.43%	341	45.11%
Tank ships	63	28.90%	94	27.65%	0	0.00%	42	21.21%	199	26.32%
Tank barges	34	15.60%	64	18.82%	0	0.00%	44	22.22%	142	18.78%
Escorted movements	121	55.50%	182	53.53%	0	0.00%	112	56.57%	415	54.89%
Tank ships	74	33.94%	102	30.00%	0	0.00%	53	26.77%	229	30.29%
Tank barges	47	21.56%	80	23.53%	0	0.00%	59	29.80%	186	24.60%

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 2003

San Francisco Bay Region Totals

			<u>2002</u>
Tanker arrivals to San Francisco Bay	206		709
Tank ship movements & escorted barge movements	1,030		3,015
Tank ship movements	618	60.00%	1,981
Escorted tank ship movements	319	30.97%	996
Unescorted tank ship movements	299	29.03%	985
Tank barge movements	412	40.00%	1,034
Escorted tank barge movements	215	20.87%	564
Unescorted tank barge movements	197	19.13%	470
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	629		954		1		531		2,115	
Unescorted movements	289	45.95%	458	48.01%	1	100.00%	246	46.33%	994	47.00%
Tank ships	196	31.16%	290	30.40%	0	0.00%	129	24.29%	615	29.08%
Tank barges	93	14.79%	168	17.61%	1	100.00%	117	22.03%	379	17.92%
Escorted movements	340	54.05%	496	51.99%	0	0.00%	285	53.67%	1,121	53.00%
Tank ships	213	33.86%	301	31.55%	0	0.00%	141	26.55%	655	30.97%
Tank barges	127	20.19%	195	20.44%	0	0.00%	144	27.12%	466	22.03%

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.



Useful web sites for marine weather information National Weather Service San Francisco Bay Area



- National Weather Service - San Francisco Bay Area Web site address
www.wrh.noaa.gov/Monterey/
- National Weather Service Marine weather page
www.wrh.noaa.gov/Monterey/marine.html
- National Weather Service Marine observations page
www.wrh.noaa.gov/Monterey/buoy.html
- NOAA Weather Radio Information
<http://205.156.54.206/nwr/>

El Niño information and long range forecasts

- NOAA's El Niño Theme page
www.pmel.noaa.gov/tao/elnino/nino-home.html
- NOAA's La Niña Theme page
www.pmel.noaa.gov/tao/elnino/la-nina-story.html
- Climate Prediction Center (CPC) - includes seasonal [outlooks](#)
www.cpc.ncep.noaa.gov/
- U.S. Hazards Assessment from CPC
www.cpc.ncep.noaa.gov/products/expert_assessment/threats.html

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

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

April 10, 2003

1. CORPS 2003 O&M DREDGING PROGRAM

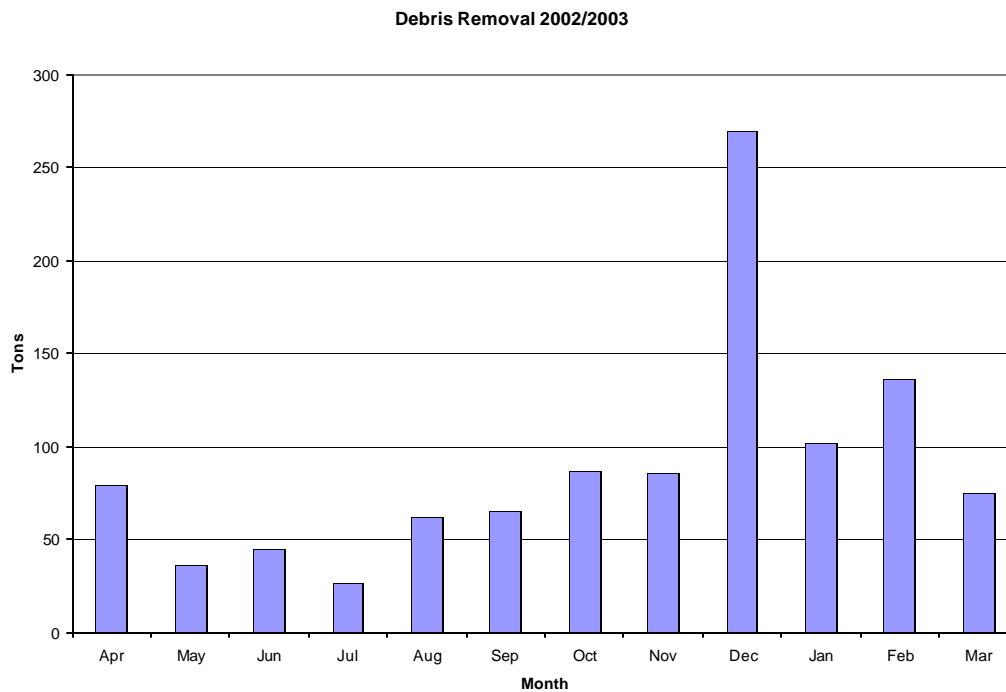
The Corps has submitted a Master Sampling and Analysis Plan along with individual Sampling and Analysis Plans for most (annual and FY03 projects) Corps projects to the DMMO agencies for approval of this years Sampling and Testing Program. We expect to obtain approval of these within the next few weeks.

- a. ***Main Ship Channel*** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work.
- b. ***Richmond Outer and Southampton Shoal*** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work.
- c. ***Richmond Inner*** – Project will be restarted on May 8, 2003 pending final approval of National Marine Fisheries Service. This will be a continuation of the FY 2002 contract. Material is scheduled to go to the ocean and U.S. EPA has requested that the Corps perform confirmatory chemistry testing on the material.
- d. ***Oakland (Inner & Outer)*** – Corps is coordinating O & M dredging with the deepening project time line. Material is scheduled to go to the ocean. The Corps plans to do a combination of confirmatory and full Ocean testing on the material this year. Work is scheduled to start mid July.
- e. ***Suisun Bay Channel*** – Expect to start dredging approximately mid July. Corps is working with Department of Water Resources to take the material to Sherman Island. One concern for taking the material to Sherman Island is whether there will be sufficient material to perform the pilot project. The pilot project requires 150,000 cubic yards of material. At present, there is only about 116,000 cubic yards of material including the entire over depth. If the permits and paper work are not in place to support taking the material to Sherman Island, the material will probably go in bay.
- f. ***Redwood City*** – Not scheduled for dredging this year, but Corps is working with Port and Pilots to address problem areas of channel. The Corps is exploring the possibility of using a government dredge to take out the high spot that is causing the major problem.

- g. **San Rafael** – Contractor continues to work on this project. The Corps has permission to continue to dredge using an environmental bucket. This project is estimated to complete by the end of May
- h. **Petaluma** – Dredging stopped February 5, 2003 due to the Endangered Species Act. Contractor has demobilized for the site. There is approximately 20,000 cubic yards of material remaining on this project. We plan to resume dredging when window opens August 1, 2003.
- i. **Pinole Shoal/Suisun Bay Channel/New York Slough** – The Corps received funds to dredge Pinole Shoal, but it is not sufficient for this project to stand alone. It is our intention to combine Pinole Shoal with the Suisun Bay (any remaining material not taken to Sherman Island, including advance maintenance at Bull’s Head)/New York Slough dredging and perform the dredging with a government dredge. There may be other options the Corp can explore to complete this project. The DMMO agencies have required full ITM testing of Pinole Shoal material and the Corps is working on the Sampling and Analysis Plan to perform this testing.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for March 2002 was 74.9 tons. This is down from the 136 tons collected in the month of January.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction has been continuing under the continuing resolution authority. Corps has modified the contract to keep construction going until budget was passed. There is 12 million in this year's budget for the Oakland project minus what has already been spent and saving and slippage. With this level of funding the Corps plans to let three additional contracts this year. We will let contracts for the demolishing of a building, for dredging, and for the storm water treatment unit in the Middle Harbor area.

b. S.F. Rock Removal Feasibility Study

As reported last meeting, based on the present information, the decision has been made to put out a final report so the work that has been accomplished can be of use in the future and then to stop work. The Corps has developed a cost estimate for the report to document what has been done and this has been submitted to the State. We are waiting for conformation from the state so we can start this work.

c. Avon Turning Basin

Corps is concerned that we could lose the money and the opportunity to complete this project.

The Corps is scheduled to meet with Contra Costa County, the Bar Pilots and the Oil Companies on April 21, 2003 to try to resolve issues and get this project started. The Corps has funds in the budget this year to do some work in this project.

4. EMERGENCY DREDGING

None in FY 2003.

5. CORPS' BUDGET

Corps has received the FY 2003 budget for O & M Dredging and is currently in the process of evaluating it. It appears that we will have sufficient funds for our O & M projects this year.

6. OTHER WORK

San Francisco Bay to Stockton.

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. This study is expected to take approximately 10 months and complete this July. The Department of Water Resources is performing model studies in support of the GRR.

Sacramento River Deep Water Ship Channel Deepening .

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 will be doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months (July 2004).

Memorandum

Date: April 10, 2003

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

The Underwater Rocks Work Group did not meet during the last month.

The Corps of Engineers (CoE) has developed a cost estimate to prepare a Reference Report reflecting the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. The Reference report will summarize all work accomplished to date on the project. The CoE is obtaining input from the project team and anticipates a draft report to be available in April/May. The scope and cost estimate (\$50,000) has been forwarded to the California State Lands Commission (Non-Federal cost sharing sponsor) for approval.

As previously reported, The Project Team, led by the CoE, has arrived at following conclusions:

1. The risk assessment model for the study resulted in a cost benefit analysis significantly below the 1:1 ratio required to proceed with CoE projects under the concept of National Economic Benefit (NED). Therefore, it is extremely unlikely that the Chief of Engineers will provide a positive recommendation for the proposed project.
2. It is also unlikely that the Corps of Engineers will pursue the project's structural alternative (rock removal) under the Federal objective for National Ecosystem Restoration (NER). The FS documented that an oil spill in the San Francisco Bay will have devastating environmental impacts. However, characterizing the prevention of these impacts as environmental restoration is problematic, from the perspective of the CoE. Although prevention of these impacts is a potential project output, CoE Principles and Guidelines for project formulation might not consider these outputs as environmental restoration. The outputs result from preventing an accident rather than restoring the environment.
3. The project proponents should consider expanding the scope of the study to consider means to prevent oil spills as a result of all causes (not limited to grounding on the submerged rocks to the northwest and southeast of Alcatraz Island).
4. The study will likely conclude that other, non-structural measures (such as employing additional tractor tugs) should be pursued. It is unlikely that the Federal Government will fund these non-structural measures as a CoE civil works project.

The Work Group agreed on the following measures with respect to completing the Feasibility Study:

Terminate the Study. Complete work nearing completion to a logical (useful) point. Prepare Feasibility Study document stating conclusions noted above. Recommend that the CoE Commander/Division Engineer issue a Public Notice stating that the Feasibility Study is complete with the recommendation that there is no Federal interest due to the low benefit to cost ratio.

The next meeting has not been scheduled.



of the San Francisco Bay Region

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

April 10, 2003

To: Ship Owners & Operators

From: The Harbor Safety Committee of San Francisco Bay Region

Re: Support For San Francisco Bay Physical Oceanographic Real-Time System (P.O.R.T.S.)

The Harbor Safety Committee of San Francisco Bay Region is seeking your ongoing support in saving and maintaining the San Francisco Bay Physical Oceanographic Real-Time System (PORTS). PORTS is a decision-making support tool that improves the safety and efficiency of maritime commerce, coastal resource management and recreational uses of the San Francisco Bay. It provides Real-Time tide, current, salinity and weather information to the mariner, port users and environmental response organizations. The system was initially funded through its installation and demonstration phase by the National Oceanic and Atmospheric Administration / National Ocean Service (NOAA/NOS). It received subsequent State support from both the Office of Spill Prevention and Response and the Department of Boating and Waterways. Recently the system received a large grant for \$85,000 from an oil spill fund to renew and upgrade many of the sensors and the infrastructure of the system. It was the intention of the project to turn over the system's funding to the local users and funding sources after it proved its value. We, the members of the Harbor Safety Committee, believe the system has proven to be a valuable tool in promoting safety, operational efficiency and emergency response support, and is a resource that is worth supporting.

We are asking the owners and agents of deep draft vessel traffic calling San Francisco Bay to make a voluntary contribution of \$25 per ship call. We are making similar requests for funding from Recreational Boaters, Facility Operators, Port Authorities, Ferry Services, Commercial Information Sources, Regulators and Tug/Workboat Operators. It is our hope that through voluntary contributions from this wide variety of sources we can raise the \$175,000 annual operating budget of the system, and keep PORTS as a resource for the Maritime Community on San Francisco Bay. Contributions will be made via the SF Bay Marine Exchange (Exchange).

More information concerning the value and usages of the system can be found at;

http://www.sfmex.org/Support/PORTS_Intro.html

Or you can log on to the system at;

<http://co-ops.nos.noaa.gov/sfports/sfports.html> or dial in at **(866) 727-6787**.

We appreciate your consideration of this request and encourage you to assist your fellow SF Bay user community in maintaining this vital component of safety on San Francisco Bay. Please contact Alan Steinbrugge at 415 441-6600 or Alan@sfmex.org and let us know what level of support your organization is willing to contribute. With the support of all users, many members of the Maritime Communities will benefit from the PORTS system.

Thank you,

Captain Grant Stewart
Chairman