

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; April 8, 2004

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

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Margot Brown**, National Boating Federation; **Capt. Pete Bonebakker** (alternate for **Capt. Douglas Lathrop**), Conoco Phillips 66; **Captain John Karakoulakis**, (alternate for **Stuart McRobbie**), SeaRiver Maritime; **Scott Merritt**, Foss Maritime Company; **Capt. Robin Lindsay** (alternate for **Gary Fleeger**), General Steamship Company; **Michael Beatie**, Golden Gate Bridge, Highway & Transportation District – Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Joan Lundstrom**, Bay Conservation and Development Commission. Also present were U. S. Coast Guard representatives, **Cmdr. Greg Phillips** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers' representative, **David Dwinell**; NOAA representative, **Cmdr. Steve Thompson**; OSPR representative **Al Storm**; State Lands Commission representative **Ken Leverich**; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty-five people from the interested public.

The Secretariat confirmed the presence of a quorum.

Corrections to minutes of previous meeting: **M. Brown**: Page 1: spelling of name, Marina Secchitano. Page 2: spelling of name, Norm Minetta. Page 3: "All required facility and vessel security plans have been submitted, ~~are in~~ representing 100% compliance." Page 4: COE Report, '**L. Cardoza** noted that the correct project goal for the Port of Oakland's depth is 46'." Page 5: Ports Report, (1) ". . . CAPE MOHICAN Fund to continue supports of PORTS for the time being." and Ports Report (2) ". . . It has been two years since initiation of this project and it is still at least a few months away." **J. Lundstrom**: Page 5, Tug Escort Work Group Report, "The work group will analyze the reported Coast Guard casualties ~~those first reported by the work group~~ and determine the nature and location of those incidents that did occur." **L. Cardoza**: Page 4, COE Report (3), '**L. Cardoza** will attend California Maritime Affairs Navigation Committee Conference meetings in Washington, DC . . .'" **K. Leverich**: Page 4, State Lands Commission Report (3), "There ~~were two~~ was one spills in February. ~~One was a minor pipeline failure on a relief line. The other was~~ at SF Drydock . . ." MOTION by **L. Teague**, seconded by **M. Brown** "to accept the minutes of the March 11, 2004 meeting as corrected." Motion passed without objection.

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The Chair reported that the process of plan review has begun. There will be several new HSC members at the June meeting. The Chair is working with the MX to see how to best accomplish the plan update with the impending committee membership changes.

USCG REPORT, G. Phillips. (1) **G. Phillips** reported Port Operations statistics for the month of March 2004. That report is made a part of these minutes. (2) **G. Phillips** discussed two recent *Maritime Safety/Security Information Bulletins*, copies of which were available for review. (MSIB) 04-04 addresses an alleged plot to attack commercial transportation systems in major U. S. cities using improvised explosive devices concealed in luggage or carry-on bags. The bulletin addresses suggested protective measures to enhance overall security, facility security and passenger screening. Marine attacks in Israel have been accomplished by people hidden in containers and by scuba divers. (MSIB) 04-03 addresses SF Bay active vessel security zones around cruise ships, tank vessels, high interest vessels, navy vessels and the Golden Gate and Oakland/SF Bay Bridges. The bulletin states that all mariners are required to monitor channel 16 to ensure that the law enforcement vessels enforcing security zones are able to contact them by radio. CG security vessels are authorized to enforce security zones with force, including if necessary the use of deadly force. Additional information on these bulletins can be obtained 24-hours a day from the MSO Command Duty Officer at 415-399-3547. Question: Regarding requirement stated in (MSIB) 04-03 for mariners to monitor channel 16, commercial vessels are required to monitor 13 and 14. **G. Phillips**: That is a valid point inasmuch as communication was the root of the problem in a recent incident. No one, including the Sea Marshals onboard the vessel considered to be in violation, were monitoring channel 16. **E. Dohm**: If there is a random escort for security reasons, the pilots need to be notified. **P. Cook** clarifying the requirement that every vessel monitor channel 16, stated that any vessel participating in VTS on channel 14 is not required to monitor channel 16. **L. Teague** and **E. Dohm** both stated that it is very difficult for pilots to communicate with security vessels. **P. Cook**: The CG security vessels communicate on a secure channel. Communication issues with the pilots can be addressed at the next VTS/Pilots meeting. (3) **P. Cook** gave a summary report of VTS monitored transits for March. Transits to/from sea: 25 public vessels, 161 tankers, 743 cargo vessels, 149 tug with tow, 9 ferries and 136 miscellaneous. Intra VTS Transits: 144 public vessels, 102 tankers, 157 cargo vessels, 2457 tug with tow, 6793 ferries and 75 miscellaneous vessels. Total transits facilitated by VTS in March; 10,951; included: 169 public vessels, 253 tankers, 900 cargo vessels, 2606 tug with tow, 6802 ferries and 211 miscellaneous transits. (4) VTS focus has been on the on-going AIS project. Lockheed Martin representatives were in SF looking at the operations site, which is expected to be operational in early September. VTS is working with the MX regarding a cooperative effort to send required VTS reports via AIS. As the concept is developed, **Jeff McCarthy** of the MX may take this to the Ferry Operators Work Group. (5) VTS will have a representative at the quarterly meeting of the Benicia-Martinez Bridge work group that looks at the interaction of train traffic and vessels transiting under the bridge. (6) VTS is working with

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ferry companies and law enforcement, looking at designating secure/safe landing sites for boats after or during a security incident.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of March 2004 is made a part of these minutes. There were five calls to OSPR during the month of March for possible escort violations, all tug-and-barge. There was one call from a pilot to report a vessel arriving unprepared for escort. The escort proceeded smoothly because the proper tugs were on station. This year, to date, there have been ten 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. Beginning at the May HSC meeting, the MX report will include a breakdown of tanker traffic by type. (2) The CH sent a notice to all tank vessel and tug escort operators advising them that the CH will continue to provide information on estimated kips for escort matches to assist local maritime port stakeholders. However, effective immediately, the primary role of the CH will be to verify the correct match of escort tugs with escorted vessel and report any incorrect matches to the Department of Fish and Game, OSPR Administrator. The CH will still try to provide information and support, but is not the responsible authority. It is the sole responsibility of the vessel operator/owner or agent to determine necessary kips for each escort, obtain the appropriate escort tugs and report the information to the CH no more than one hour prior to the transit. Questions on this policy should be directed to **L. Korwatch**. **A. Storm** noted that the MX is not required by regulation to provide matching information.

OSPR REPORT, A. Storm. (1) The application period for nine vacancies on the HSC closed March 31, 2004. Applications were received from **M. Brown** for recreational boaters' representative; **G. Stewart** for the second dry cargo representative; **Ray Shipway** and **M. Secchitano** (IBU) for labor representative; **Ted Blankenberg, Fred Henning, Rich Smith** and **Ern Russell** for the tug and barge representative; **Robert Pinder** for pilot representative; **L. Cardoza** for Port of Oakland; **N. Pagan** for Port of Benicia; and **T. Wilson** for Port of Richmond. The terms for the nine vacancies expire on May 9, 2004, but since the May HSC meeting has been moved ahead one week to May 6, 2004 to accommodate Maritime Day in Sacramento, the serving representatives will have one additional meeting during their terms. New members will be sworn in at the June HSC meeting. (2) The week of April 19-23, a CG Spill of National Significance drill will be held in Southern California. OSPR will dedicate a major segment of staff to the event. As a result, routine matters will be deferred during that week; however, emergency services will be unaffected. (3) **A. Storm** discussed three joint OSPR/CG news releases that went out during the month of March which addressed the award won by SF HSC at the National Harbor Safety Committee Conference; the *Sharing the Bay* video and the success of the S. S. JACOB LUCHENBACK oil removal project, which was demonstrated by the lack of leaking oil during recent storms.

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NOAA REPORT, S. Thompson. (1) There are no new nautical chart editions. (2) The Navigational Response Team is on schedule to arrive by late summer, to be shared by Northern and Southern California. Any survey requirements should be communicated to **S. Thompson**. (3) The new *Coast Pilot 7* is available. The publication is on a new print schedule. Submissions are due by late November, printing will be done in December, and the publication will be available in January. (4) NOAA will be represented at the April 19-23 drill. (5) Weather Service prediction is for a typical summer, with fog in the morning and clearing in the afternoon. Question: What size is the survey boat? **S. Thompson:** 30'. Question: How will it be transported from Florida to SF? **S. Thompson:** By trailer.

COE REPORT, D. Dwinell. (1) The text of the COE Report is made a part of these minutes by attachment. (2) The new debris boat project has been stalled. The COE can't lobby for funds for its own projects, so that is up to the sponsors. Anyone interested in supporting the project should contact **Mike Dillabough**. (3) The COE website for condition surveys is back up. (4) **L. Cardoza** clarified that the 46' depth for Oakland is an interim project depth. It is still a 50' project.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were two minor spills of less than a gallon in March, the result of equipment failure on the dock and not transfer operations. (2) The Bi-Annual Prevention 1st Symposium will be held September 14-15 in Long Beach. (3) State Lands' Hercules office move is on track. Expect an open house in the summer. (4) **Roy Mathur** has moved from State Lands to OSPR. (5) Applications are available on the State Lands website for inspector positions.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. The work group met twice since the last HSC meeting to address the question of whether the SF HSC can recommend tug escorts for vessels carrying hazardous materials, as proposed in **Senator Byron Sher's** SB 1480. To date there has been one hearing on the bill and the Senator's office would like a comment from the SF HSC. The work group is looking at the background of the bill, specifically information contained in two articles which directly led to the proposed legislation. The articles cited a major increase in casualties (loss of propulsion and/or steering and groundings) involving chemical tankers, 24 in the last nine years and a major increase in chemical tanker traffic through the bay in 2003. The work group reviewed available data with the help of the CG and MX. Of the 24 casualties cited, seven of the vessels involved were carrying oil and were escorted. By the definition of chemical vessels in federal regulations, they can carry oil. Five of the incidents happened outside SF Bay; two involved chemical tankers while moored, of which one spilled a gallon of oil; four involved soft groundings; two were loss of steering and one was a temporary loss of power. Of all these, four incidents involved the MONDO GAS EUROPA. The work

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group met yesterday. The group wanted to know more about the five events outside the bay, where they occurred, the nature of the casualty and the cargo. Using the MX list, the number of tankers transiting SF Bay in 2003, was 154; including 49 chemical tankers and 105 chemical/oil tankers. The group looked at the names of the vessels and where they docked. They came to the conclusion that the reason for the discrepancy in the work group's earlier numbers and those cited in the articles was the result of a change in *Lloyd's Register's* definition of chemical tanker. The group will take a harder look. The group's preliminary conclusion is based on looking at casualty data and can't conclude that a major problem exists. There was no major increase in unescorted chemical tanker traffic because most of the vessels were carrying oil and were escorted. The third component to this is the definition of 'hazardous cargo' in the CFR. The definition is 156 pages long and includes wine, fire extinguishers and tallow. The group expects to come back to the HSC at the May 6, 2004 meeting with a written recommendation for a vote. The group will meet on May 5, 2004 and, at this point, anticipates a recommendation that the HSC oppose SB 1480, unless it is amended, because of the broad definition of hazardous cargo, which would include all ships that call on the SF Bay. This is not practical or workable and would not enhance safety. The group recommended that **J. Lundstrom** call the senator's office and offer the expertise of the work group and the HSC. A representative from Senator Sher's staff will be asked to attend the May 5, 2004 work group meeting. **A. Storm** added that the 'chemical tankers' as defined in the proposed California legislation create the potential for tug escorts on any vessel that carries anything on the 156 page list in any quantity. This would technically mean that any vessel with a fire extinguisher would need an escort – the tug escort would need an escort tug. **S. Merritt** added that the HSC does not have the resources available to wade through the 156 pages. **J. Lundstrom:** In previous work, the Tug Escort Sub-Committee looked at how to narrow the definition and make it workable, but realized that they did not have the expertise necessary. The number of strictly-chemical tankers calling SF in 2003 was basically the same as in the 1990's, mostly palm oil. But, because the definition of 'chemical tanker' has changed, the number appears larger. Question: Is the Tug Escort Work Group looking at exactly what is on a vessel in addition to, for instance, palm oil, such as sulfuric acid? **J. Lundstrom:** The work group looked at COTP orders requiring tug escorts. There were 49 orders between 1997 and 2003, seven were described as chemical ships. The work group is looking to see if they were indeed chemical ships. The COTP has the authority to require a tug escort for any vessel he designates.

NAVIGATION WORK GROUP REPORT, L. Teague. Tesoro has submitted the application to the CG for aids to navigation for the Avon Turning Basin. Question: Are any other permits required? **E. Dohm** doesn't know.

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

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be in the wheelhouse of ferries carrying more than 100 passengers at speeds in excess of 30 kts. for the safety of passengers. There were no ferry company managers present from either Blue and Gold or the Golden Gate ferries. **Cmdr. Cook** and **Lcdr. Chris Robinson** were there representing the CG, but wouldn't speak without ferry management present. The work group invited management again and held a second meeting on March 23, 2004, however, no one from management attended. At that meeting, the group was able to get **Jim Swindler**, General Manager of Golden Ferries, in Washington, DC, on the speaker phone. He had previously met with **C. Robinson** and was familiar with the issue. From this point forward, under provisions outlined in *NAVIC 501, Change 1*, CG Certificate of Operation (COI) inspections on high speed ferries will be conducted in a different manner, with representatives of management, senior deckhands and the captain present, using a matrix as a guide. At the end, it will be up to the inspector to determine manning requirements. The current requirement on Bay Area high speed ferries is for only one licensed operator in the wheelhouse, while the captains believe that safety concerns dictate that there should be two licensed operators. The new program is promising. **P. Cook** added that the group discussed the NAVIC as an educational exercise for everyone present. Question: Will the decision regarding manning requirements be made on-site or issued after CG review? **P. Cook**: It usually depends on the situation, but because this is a high-profile issue it will go higher than the inspector. **M. Beatie**: **C. Robinson** has said that there could be different requirements on different high speed ferries, based on individual inspector's recommendations, not necessarily across-the-board policy. **M. Beatie** thanked the HSC for the support on this issue, recognizing that manning is not necessarily an HSC issue. The fact that the work group looked at the issue is important to the ferry captains.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The next work group meetings are scheduled for April 22, 2004 at 1:00 and May 11, 2004 at 10:00; both at State Lands, Hercules. (2) The work group is currently working on the Rule 9 brochure, which has morphed into a Rules 9 and 5 brochure. The reason for most Rule 9 violations is a violation of Rule 5, no proper look-out. (3) The work group is still basking in the acceptance of the video. Twelve are being delivered to NOAA today. The group received a request from **Lt. John Schallau**, District 11, USCG, for copies to distribute to all 187 marinas in the SF Bay Area, as well as 46 flotillas. **M. Brown** replied that distributing to marinas is hopeless because most aren't equipped to show the video to their tenants. The video will be shown at a public meeting at the Encinal Yacht Club, Alameda, at 7:30 p.m. on 5-25-04. Representatives of all the marinas and yacht clubs are being invited. The Maritime Transportation System video, with an introduction by **Norman Mineta** will be shown at the same event. The *Sharing the Bay* video will probably be shown to PICYA delegates from 180 yacht clubs at a June meeting. Question: There was a reference in the minutes of the last HSC meeting to the video being on the MX website. Is that available? **L. Korwatch**: There are technical problems with the streaming

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video, which should be resolved within the next week. Anyone wishing a copy should see **A. Steinbrugge**.

PORTS FUNDING WORK GROUP, S. Merritt. The group met today before the HSC meeting. The last couple of meetings have been devoted to looking at how to get the message out. The white paper has been condensed into a one-page executive summary. The message has to get to regulators and possible corporate sponsors, so they can speak as a single voice. The group is working on a brochure with additional information they will need to familiarize themselves with the system and funding needs.

PORTS REPORT, A. Steinbrugge. (1) There is still money available from the CAPE MOHICAN Fund to continue support of PORTS. (2) The sensor for the Tesoro dock is still in the design phase.

PUBLIC COMMENT. None.

OLD BUSINESS. L. Cardoza: Reported on trip to Washington, DC in connection with CMANC conference, the purpose of which was to seek full funding for harbors, ports and waterways. The meetings were effective. The downward trend in O&M funding is likely to continue. MARAD is working on a study to educate the legislature on how harbors and ports work together for the safe and efficient movement of people and cargo.

NEW BUSINESS. (1) L. Cardoza: Relayed a recent experience involving inspection and recertification of a life raft. The breakaway bands wouldn't have broken away and the deployment line was wrapped around the life raft so that it wouldn't have worked. This was a raft that had previously been inspected. **L. Cardoza** recommends that owners don't just drop off their rafts for inspection, but rather stay and go through the inspection with the inspector. Question: Was this a new raft? **L. Cardoza:** No. It had been inspected, repacked and certified, but it would not have worked. Question: There aren't many companies who do inspections; which was it? **L. Cardoza:** A company no longer in business. Currently there are two companies in the Bay Area who do these inspections. Apparently, 98% of people just drop off their rafts and don't stay to see them inspected and repacked. (2) **M. Beatie:** There are rumors that there are going to be test vessels for AIS in the area. **Jeff McCarthy, MX:** The concept of leveraging AIS to assist VTS to streamline checking in is being explored, as well as using AIS for the Vessel of Mutual Shared Protection System. It is premature to address it at this point, but there may be something to present to the Ferry Operators and Navigational Work Groups in a month. One of the Golden Gate ferries has offered their boat for evaluation. Technicians will be in SF May 16, 2004 and the MX will get a demo CD. Anyone with ideas on what should be tracked should submit them. (3) **J. Lundstrom:** Opening Day on the Bay is Sunday, April 25,

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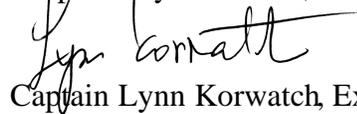
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2004. (4) **L. Korwatch**: The next public Area Security Meeting is scheduled for April 13, 2004 at the Port of Oakland at 10:00. On April 28, 2004, the Propeller Club will have a lunch meeting at the World Trade Club at 12:00, with a speaker from the Navy League. The SF MX May Day party will be held on May 6, 2004 and has been moved to the JEREMIAH O'BRIEN, Pier 45. Everyone is invited. The California Maritime Transportation events in Sacramento will be held on May 12, 2004 and May 13, 2004; with a reception in the Capitol Building on the 12th and presentation of joint resolution honoring CMA and **Gill V. Hicks** on the morning of the 13th.

The next meeting of the HSC will be held on Thursday, May 6, 2004 at 10:00 in the Port of San Francisco.

MOTION by **M. Brown**, seconded by **L. Teague**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1125.

Respectfully submitted,



Captain Lynn Korwatch, Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

March 2004

PORT SAFETY:	TOTAL
• Total Number of SOLAS Interventions/COTP Orders:	09
• Marine Casualty: Allision/Collision (1) Grounding/Sinking (0) Fire (0)	01
• Marine Casualty (Mechanical): Propulsion (4) Steering (1)	05
• Cargo	03
• Letters of Deviation: Radar/Gyro (2) Steering (1) Other (0)	03
• Personnel (Crew) Casualty	00
• Crew/Immigration Issues	01
• SIV/HIV	02
• Failure to Provide Advanced Notice of Arrival	01
• Waterways Issues: Hazard to Navigation (0) Shoaling (0)	00
• Safety or Security Zones (Monterey/Humboldt Bay TFR)	01
• Deadship Tows	01
• Anchorage Waivers	02
• Bridge Failure/Casualty	00
• Facility Issues (safety and security)	01
• General PS Cases (not covered above)	01

Total Port Safety cases open for period: **15**
Long Term Projects Opened this month: **01**

CONTAINER INSPECTIONS	TOTAL
Total Container Inspections for the month (goal = 168/mo)	199
Total Number of Container Violations	31
Total Number of Violations	57
• Number of Shipments put on hold	04
• Number of Containers taken out of service	32
Number of MASFOs conducted (Multi Agency Strike Force Ops)	01

FACILITIES DEPARTMENT	TOTAL
Total number of daily Harbor Patrols:	24
Total number of critical Infrastructure visited:	99
Total number of 105 Facility Spot-checks:	51

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	09
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	02
Military/Public Vessels	00
Commercial Fishing Vessels	01
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	03
Unknown Source (as of the end of the month)	03

▪ Spill Information and Volume:	
Unconfirmed	04
No Spill, Potential Needing Action	03
Cases Requiring Clean-up	02
Federally Funded Cleanup Cases (OSLTF/CERCLA)	00
Hazardous Material Releases	00
1. Spills < 10 gallons	01
2. Spills 10 to 100 gallons	01
3. Spills 100 to 1000 gallons	00
4. Spills > 1000 gallons	00
▪ Penalty Action: Civil Penalty Action	01
Marine Violations:	00
Notice of Violation (TK):	01
Letter of Warning:	01
No Penalty Action:	07

Significant MER Cases:

1. 22Mar04: TUG ELIZABETH A. The tug was located in the U.S. navigable waters in the Alameda Estuary near Park St. Bridge. The tug carried approximately 47,000 gals of Waste Oil on board. An Administration Order issued to the owner to begin removal of the petroleum products onboard.
2. 20Mar04: BARGE MERICK. The barge was located in the U.S. navigable waters in Stockton. All hazmat and oil was removed. The barge was kept afloat by the use of an electric pump. The electricity was turned off, and the barge is now considered a sinking hazard.

Significant PSS Cases:

1. 09Mar04: M/V SEA CRISTOBAL. COTP Order issued to vessel for inbound transit. Vessel incurred severe rudder damage. Vessel required tug escort to anchorage. Vessel eventually moved to SF Dry-dock where it currently awaits dry-dock plan and berth.
2. 23Mar04: M/V MEHMET AKSOY. COTP Order issued to Turkish vessel for security issues.
3. 29Mar04: M/V GLOBAL NEXTAGE. Vessel allided with F/V STURGEONATOR near the Benicia-Martinez Bridge.

San Francisco Bay Clearinghouse Report For March 2004

San Francisco Bay Region Totals

			2003
Tanker arrivals to San Francisco Bay	54		70
Tank ship movements & escorted barge movements	286		367
Tank ship movements	158	55.24%	208
Escorted tank ship movements	75	26.22%	109
Unescorted tank ship movements	83	29.02%	99
Tank barge movements	128	44.76%	159
Escorted tank barge movements	64	22.38%	86
Unescorted tank barge movements	64	22.38%	73
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	5		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	194		314		0		139		647	
Unescorted movements	94	48.45%	179	57.01%	0	0.00%	72	51.80%	345	53.32%
Tank ships	54	27.84%	80	25.48%	0	0.00%	35	25.18%	169	26.12%
Tank barges	40	20.62%	99	31.53%	0	0.00%	37	26.62%	176	27.20%
Escorted movements	100	51.55%	135	42.99%	0	0.00%	67	48.20%	302	46.68%
Tank ships	49	25.26%	74	23.57%	0	0.00%	29	20.86%	152	23.49%
Tank barges	51	26.29%	61	19.43%	0	0.00%	38	27.34%	150	23.18%

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 2004

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	205		686
Tank ship movements & escorted barge movements	852		3,481
Tank ship movements	464	54.46%	2,077
Escorted tank ship movements	227	26.64%	1,026
Unescorted tank ship movements	237	27.82%	1,051
Tank barge movements	388	45.54%	1,404
Escorted tank barge movements	207	24.30%	757
Unescorted tank barge movements	181	21.24%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	10		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	549		847		0		429		1,825	
Unescorted movements	253	46.08%	441	52.07%	0	0.00%	196	45.69%	890	48.77%
Tank ships	154	28.05%	233	27.51%	0	0.00%	96	22.38%	483	26.47%
Tank barges	99	18.03%	208	24.56%	0	0.00%	100	23.31%	407	22.30%
Escorted movements	296	53.92%	406	47.93%	0	0.00%	233	54.31%	935	51.23%
Tank ships	150	27.32%	217	25.62%	0	0.00%	102	23.78%	469	25.70%
Tank barges	146	26.59%	189	22.31%	0	0.00%	131	30.54%	466	25.53%

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.



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San Francisco Bay Region Clearing House

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Notice to Tank Vessel and Tug Escort Operators

As a courtesy in the past, the Tug Escort Clearinghouse has provided an estimate of Kips for vessel escort matches to better assist the local maritime port stakeholder. However, due to recent events the service can no longer be made available.

Effective immediately the Tug Escort Clearinghouse will be operating under the following new policy:

1. The primary role of the clearinghouse is to verify the correct match of escort tugs with escorted vessel and report any incorrect matches to the Department of Fish and Game OSPR, Administrator.
2. It is the sole responsibility of the Vessel Owner / Operator or the authorized agent to determine the necessary Kips for each escort, assign/hire the appropriate escort tugs for each escorted transit and report the information to the clearinghouse no more than one hour prior to the transit of the tank vessel.

We will still attempt to provide informational and logistical support and make notice of any "perceived" escort anomalies, but we are not in the position to make recommendations, approval or confirmation of escort / tank vessel matches. If you have any questions please contact me at the Marine Exchange

Lynn Korwatch
Executive Director
San Francisco Marine Exchange / Tug Escort Clearinghouse

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

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

April 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.

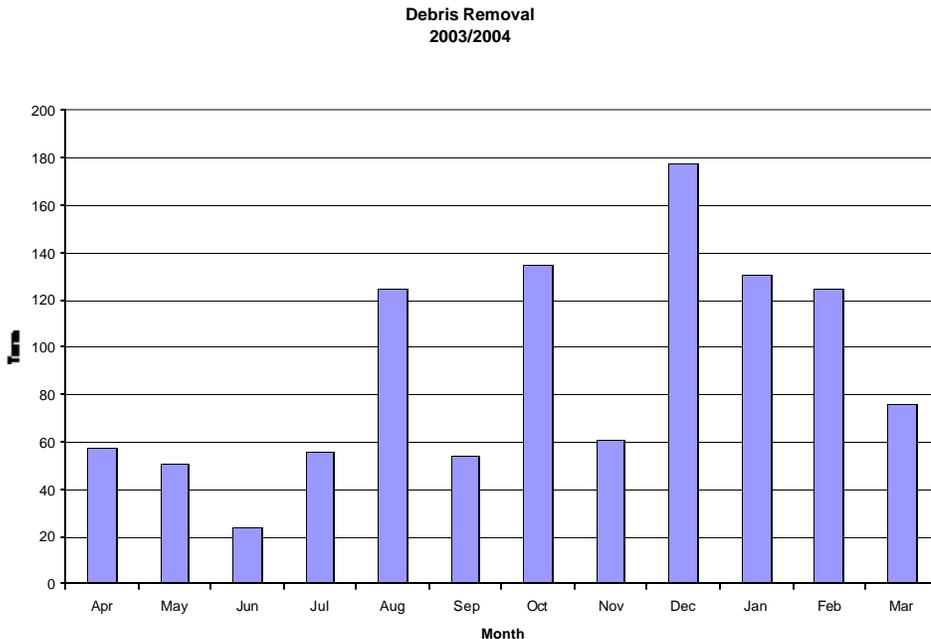
- a. **Main Ship Channel** – Expect to start dredging in late May or early June. Government dredge *Essayons* is scheduled to perform the dredging. The Corps has received a suitability call on the material from the DMMO agencies and the material is suitable for disposal at SF-8.
- b. **Richmond Outer 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** – The contract is in place and 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** – The contract is in place and dredging should start 1 August. Material is scheduled to go to SF-DODS. We are going to perform confirmatory chemistry testing this year.
- 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. Project is on a 2-year cycle and was last dredged in FY 03. The condition survey on this project has been completed and the preliminary data shows only light shoaling. Because there is insufficient funds to let a separate contract, the Corps is planning to dredge the high spots with the Government Dredge “*Essayons*”.
- 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. The survey is complete and we are in the process of working up the data. This should be completed in a week or so.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for March 2004 was 76 tons. This is down from the 125 tons collected in the month of February.



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. 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 July 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 20 % to 25 %. 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. The signing ceremony with the Port of Stockton is scheduled for April 20, 2004. This will allow the work on the GRR to continue. We should have approximately \$550,000 less saving and slippage for FY 2004. However, we are requesting an additional \$250,000 for this project is year. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board.

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 has been reprogrammed and is \$500,000 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. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board.

Note: The Corps web page for conditions surveys is up again and can be used. Corps is in the process of approving some of the condition surveys and will be adding them to the site shortly.