

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, April 10, 2008

Port of Richmond Harbormaster's Office, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Capt. Peter Bonnebakker** (M), ConocoPhillips; **Margot Brown** (M), National Boating Federation; **Len Cardoza** (M), Port of Oakland; **Warner Chabot** (M), Ocean Conservancy; **Capt. Fred Henning** (M), Baydelta Maritime; **Capt. David Hobos** (M), National Cargo Bureau; **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Capt. Paul Murphy** (M), Blue & Gold Fleet; **William Nickson** (A), Transmarine Navigation Corporation; **Linda Scourtis** (A), BCDC; **Capt Swatland** (A), United States Coast Guard (USCG); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Tom Wilson** (M), Port of Richmond; **Jay Ach**, Port of San Francisco.

Also present and reporting to the HSC were **Jack Geck**, OSPR; **Burt Lahn**, USCG Office of Waterways Management; **Barton Newton**, Caltrans; **Capt. Lynn Korwatch**, Marine Exchange.

The meetings are always open to the public.

Approval of the Minutes

The corrections to the minutes were as noted by Lundstrom for the meeting of March 13, 2008. A motion to accept the amended minutes was made and passed without further discussion.

Comments by the Chair – Lundstrom

The HSC sent a letter supporting NOAA's navigational services to the offices of Honorable Nancy Pelosi and Honorable Diane Feinstein & Boxer for a standing recommendation of NOAA's updating of charts.

Lundstrom said that Kathy Hoffman, Field Representative for Congressman George Miller is in attendance. Col. Kiley of the Corps of Engineers will respond to questions in regards to the timeliness of depths in the Bay at the May HSC meeting. Suggestions & comments please advise

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Lundstrom. Marc Bayer will meet with the Colonel. The meeting will also include the Coast Guard & Bar Pilots.

The national HSC Conference will be held on May 12-14, both Joan Lundstrom and Margot Brown will attend.

Coast Guard Report – Capt. Swatland

Capt. Swatland reported that Capt. Gugg as well as other members of the Coast Guard were in attendance at the NTSB hearings. Sean Kelley and representatives from Feinstein's office are reviewing Critical Navigation Areas. The Sector has been working to improve coordination of sailing vessel events. There were no Maritime incidents to report in conjunction with Olympic Torch run.

Upcoming events include: the Blessing of the Fleet, the Festival of Sail and National Safety Week in May.

Gerry Wheaton commented on the NTSB testifying and that the Coast Guard should be very proud of the representation present. Presentations were impressive. Lt. Cmdr. Mohr provided information on the HSC, as well as the HSC Plan's recommendations for ships moving in fog. **Lundstrom** continued that Mohr made sure to stress the amount of activity that goes on in the Bay including small boats and swimmers, etc.

A Coast Guard representative read from a report attached to these minutes.

Ports and Waterways Safety Analysis Briefing – Burt Lahn USCG Ports & Waterways Safety Assessment Officer

Burt Lahn began the presentation, other presenters include Pete Price and LCDR Jim Larson.

A brief background was given. The informational sheet for the USCG Office of Waterways Management/PAWSA is attached to these minutes.

The last PAWSA for San Francisco conditions and navigational issues was in 1999. The third week in July is scheduled for assessment of PAWSA (the first round for all major ports was ten years ago). Looking to integrate the use of AIS into the PAWSA process (a snapshot of what is happening today).

Pete Price continued with the Coast Guard report for risk base analysis tools. PAWSA works for local expert opinions, now a refined process. The contractor set up has broad experience-and gives a macro look at the Port, is owned by the Sector and the Port, able to use the PAWSA report to request additional resources. In a 2-day workshop workbooks are completed. Formal results will be available as soon as 2 weeks later. Port expert, Cmdr. Mohr is the primary contact for

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information. Please look at the website (details are on the information sheet) or call if there are any questions. **Thomas Wilson** inquired whether workbooks are available electronically (see website for details).

Warner Chabot asked when the completed report is available. The answer was that there is a 30-day deliverable on the final report. There were also questions about the public level of interest and whether observation would be available via the Internet. (Jim will have to do further research to address observation; considerations include cost effectiveness as well as security aspects).

Additional comments included a Safety Assessment (not security)-the last one was in 1999; this includes PORTS as well as Vessel Traffic Control. There have been many changes in the Ports and the assessment is a very focused and strict process. **Lundstrom** commented that participation is limited to 30 participants. **Lahn** continued with Internet guidelines, working with the local Coast Guard and that the Sector will formalize the process. Participants will be informed of locations and times. **Lundstrom** comments further on recognizing the mix of vessels in the Bay. **Capt Swatland** replied that Cmdr. Mohr would address this and work closely with the HSC. **Lundstrom** states that 70% of the vessel traffic in the Bay is high-speed ferries, and is almost mirrored by the makeup of the HSC.

Clearinghouse Report – Steinbrugge

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

In March OSPR was contacted once about a possible violation. In 2008 OSPR was contacted once, as opposed to 9 times in 2007.

Steinbrugge answered a question about an escort violation, and stated that an abnormality in record keeping at the Exchange is being investigated.

OSPR Report – Jack Geck

No report was given.

Lundstrom commented on the vacancy and that sitting members can reapply no later than April 27.

NOAA Report – Wheaton

- NOAA will attend the National HSC conference.
- The National Weather Service (Dave Reynolds) looked at the weather for the San Francisco Bay Area and was able to put together a site-specific package that includes Stockton and other Bay locations.
- The LA/LB exercise to close the Port will be discussed at a future meeting.

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Army Corp of Engineers (COE) Report

No report was given. A report is attached to the minutes.

Lundstrom said that the timely reporting of harbor depth is a long standing HSC issue. **Lundstrom** continued that a letter was sent to the Colonel. Capt. Bayer is the contact for the meeting with the colonel, and representatives of the Coast Guard, Bar Pilots, and other stake holders. **Lundstrom** commented further on guidelines and that the survey data should be posted to the web. As the bureaucracy changes long standing issues will have to be addressed. Protocol exists, but is not followed.

Surveys have sat on someone's desk. Steinbrugge will ask Rob for an update to attach to the minutes.

State Lands Commission Report – Bob Chedsey

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

There were no reported oil spills. There is very unusual enforcement activity to report- a \$90,200. donation to a specific fund was made (as a negotiated settlement to avoid further penalty actions).

Chedsey made an announcement for the upcoming Prevention First Symposium, September 9 & 10th in Long Beach, Ca., save the date cards are on the table.

Briefing on Fendering of Bridges adjacent to Shipping Lanes - Barton Newton, State Bridge Maintenance Engineer, Caltrans

Lundstrom comments on vessels hitting bridges, and that Coast Guard statistics between 1991-2007 say the average is 3 hits per year by deep draft vessels and tugs with tows. That hitting bridges happens on a regular basis and the cause is human error.

Barton Newton, Caltrans, (Sacramento office) is here to discuss the bridges he is responsible for, including those with fendering.

Newton begins with a report on protecting the bridge. There is a wide variety of fendering (this minimizes the risk of a catastrophic event due to vessel impact). Bridges are designed to sustain impact force. 2 different kinds of fendering are used: 1-Concrete Skirt – fixed to a Pier and acts as a buffer, currently used for the Bay Bridge, in use since 1936; 2-Ring Beam – on pilings, not attached to a Pier, currently used for the Richmond San Rafael bridge. Fenders are shaped to redirect and are covered with plastic sheathing - a black recycled plastic that is slippery and creates no sparks. The guide for specifications for fendering is dated 1991. There is a new draft coming from The American Association of State Highway and Transportation Officials (AASHTO).

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Basic concepts are reviewed on a probability based risk assessment- for a prudent system plus cost for a specific fendering system at a specific site. Research is going on nationally to try to minimize damage to a vessel; historically it has not been taken into consideration. **Ken Brown** comments further on impact of different sizes of ships. **Bruce Horton** comments on the 2 kinds of fendering used and on the size as well as geometry of ships today vs. concerns of the 1930's when ships were smaller. **Gerry Wheaton** comments in regards to the geometry of the bottom of ships and that piles can only be driven so deep, sediment structure must also be taken into consideration.

There was further discussion of unfortified bridges in other states, as well as seismic concerns. A research program is in place that considers protection of the hull to avoid oil spills, although this is not a high priority. Studies have also been done to show that fendering is effective for the size for ships today. Some fendering has been retrofitted. There is further discussion of a realistic timeline for a study to be conducted and a final report available in a minimum of 5 years. **Capt. Paul Murphy** commented on vessel impact and concerns for passenger vessels. **Ken Brown** commented on shock absorption.

Capt. Swatland commented on possible solutions: To pursue the best technology that we can; Take a realistic look at damage survivability; Change the way large vessels travel through the Bay Area; Consider weather restrictions; Pursue ongoing training. **Swatland** also advised that a more likely trade off than rebuilding the fendering would be to rebuild the bridges.

Lundstrom summarizes the discussion and adds: Direct hits to bridges should be taken into consideration (the Cosco Buisan was 70' from a direct hit); It is prudent that there is concern that the factor of fendering should be considered of engineering analysis; There needs to be a detailed analysis of ship traffic considering that there are 973 types of ships. There are 2 additional comments made: To protect the bridges from the largest ships and; that bridge designers need to include the impact of damage to the ship as part of the analysis, as well as consider all of the non-technical approaches **Capt. Swatland** recommended.

Barton Newton recommended that a letter from HSC would facilitate the problem statement, and **Lundstrom** responded that she would draft a letter. **Lundstrom** continued with the comment that the HSC group can be used as a forum and can provide documentation. All present are in agreement.

Barton Newton's email contact information is barton_newton@dot.ca.gov.

Tug Escort Work Group – **Capt. Henning**

Capt. Henning read from a report, which is attached to these minutes.

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Navigation Work Group – Capt. Horton

There is a meeting of the Navigational work group next Friday at State Lands.

Prevention Though People Work Group – Brown

No report was given.

Ferry Operations Work Group – Capt. Paul Murphy

Murphy reported that the work group is currently addressing ferry routing protocol, as well as reviewing Governor Schwarzenegger's limited visibility for ferries report. More will be reported at the next meeting.

PORTS Work Group – Capt. Bayer

No report was given.

Plan Update Work Group – Scourtis

Dave Sullivan will be working with K. Mohr. **Wheaton** commented on updating the list of legislation proposed for Oil Spill response. There were additional comments regarding assembly bills, amendments made, as well as anything that the HSC needs to take action on. **Wheaton** commented further. **Lundstrom** said that a proposal in the U.S. Senate, S.2430, would give Coast Guard Vessel Traffic Services (VTS) additional authority over vessels. She said that since the HSC has recommended that VTS's need no additional authority, a letter stating that position would be drafted and sent.

PORTS Report – Steinbrugge

Steinbrugge reported that there were a few problems with the Amarco current sensor. It was down for a day and a half due to a bad cable problem. All other sensor were working as expected. The Coast Guard will be swapping a buoy June 1st and then the current sensor will be mounted. The UP Railroad Bridge sensor is receiving favorable response. Gerry Wheaton (NOAA) drafted a letter and is waiting for the official word for final installation of the wind sensor. Monday is the due date for planning for enhancements for additional funds to increase the size of the PORTS system. If the money comes through by July 1st NOAA will contract one of their approved contractors.

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Public Comment

Catherine Hooper reported that the Blue Angels would be flying for Fleet Week. Saturday Oct 11 will be the Parade of Ships.

Hooper also reported upcoming details of the Festival of Sail event, which included:

- Ship arrival July 22
- Event dates: Festival of Sail - July 23 to 27, San Francisco
- 14 to 16 tall ships, including Coast Guard "Eagle"
- Over a thousand volunteers needed for ship liaison, crew activities, international village, etc.
- Access the Internet site: festivalofsail.org, Check Event Information and Volunteer

Old Business

There was no old business.

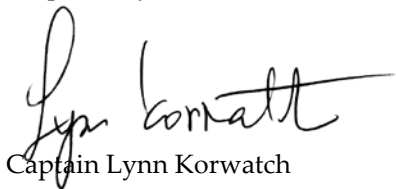
New Business

Capt. Korwatch encouraged all to attend the Exchange's annual MAYDAY party on May 8th starting at 1700 hours at Fort Mason Center, Golden Gate Room. Invitations are on the table. The next HSC meeting will also be on May 8th at the Port of San Francisco, 10 am, Pier 1 Conference room.

Adjournment

Lundstrom asked for a motion of adjournment. The meeting was adjourned at 1155 am.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
March-08	
PORT SAFETY CATEGORIES	
	TOTAL
Total Port Safety (PS) Cases opened for the period:	10
1. Total Number of Port State Control Detentions for period:	1
SOLAS (1), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	2
Navigation Safety (2), Port Safety & Security (0), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	3
Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (1), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (2), Steering (0), Gyro (0), Echo sounder (1), AIS (1), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	59
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	8
Commercial Vessels	4
Public Vessels (Military)	0
Commercial Fishing Vessels	0
Recreational Vessels	4
TOTAL FACILITIES	18
Regulated Waterfront Facilities	1
Other Land Sources	17
UNKNOWN/UNCONFIRMED	33
*Spill Information	
Pollution Cases Requiring Clean-up	6
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	22
2. Spills 10 - 100 gallons	2
3. Spills 100 - 1000 gallons	2
4. Spills > 1000 gallons	0
5. Spills - Unknown	33
Total Oil Discharge and/or Hazardous Material release volumes:	335
1. Estimated spill amount from Commercial Vessels:	10
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	2
5. Estimated spill amount from Regulated Waterfront Facilities:	1
6. Estimated spill amount from Other Land Sources:	320
7. Estimated spill amount from Unknown sources:	2
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	5

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Loss of Propulsion, M/V OVERSEAS GOLDMAR (20 Mar): Vessel reported having problems with the main engine remote capability. Since the vessel could not be automatically operated from a remote location on the bridge, the vessel was instructed to have a roving watch stander in the engine room and active radio communication between the engine room and the bridge while in the Port of San Francisco. On 27 Mar the discrepancy was fixed and the vessel was allowed to depart port.	
Marine Casualty - Loss of Propulsion, M/V ENERGY CHAMPION (10 Mar): During an inbound transit, the vessel experienced two casualties on their high pressure fuel pumps. The vessel was required to have a two tug escort with sufficient horsepower for remainder of the inbound transit. The vessel was able to transit into port safely, and on 14 Mar the appropriate repairs were made to the fuel pumps and COTP order was lifted.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty - Crewmember Injury, M/V HORIZON CONSUMER (17 Mar): While welding on the ship in the Port of Oakland a crewmembers pants caught on fire, resulting in a 2nd degree burn on his right leg. Injury was not reported to supervisors/master until 19 Mar. The crewmember was found not fit for full duty for 7 days. Drug and alcohol tests were negative.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
General Safety - COTP Order, M/V C SYMPHONY (12 Mar): During a Port State Control examination at the Port of Richmond, CG inspectors discovered numerous deficiencies including severely deteriorated lifeboat rigging, and wasted engine room ventilation ducts. A COTP Order was issued detaining the vessel until the deficiencies were rectified. On 19 Mar all deficiencies were corrected and verified and the COTP order was lifted.	
General Safety - SOLAS Detention, M/V MAHA DEEPA (18 Mar): During a Port State Control examination at anchorage nine, the crew failed two separate fire drills, and the CO2 hose connection was severely corroded. A COTP Order was issued detaining the vessel until the deficiencies were rectified. On 19 Mar all deficiencies were corrected and verified and the COTP order was lifted.	
* D. COAST GUARD - NAVIGATIONAL SAFETY	
Navigation Safety - M/V DYVI ADRIATIC (7 Mar): Vessel reported an inoperable 10 cm, s-band radar and was issued an inbound LOD while transiting to Port of San Francisco. On 9 Mar, the repairs were verified and the vessel was allowed to depart.	
Navigation Safety - M/V HELSINKI EXPRESS (10 Mar): Vessel reported an inoperable echo depth sounder and was issued an inbound LOD while transiting to the Port of San Francisco. On 13 Mar, the repairs were verified and the vessel was allowed to depart.	
Navigation Safety - M/V NYK STARLIGHT (4 Mar): Vessel reported an inoperable AIS and was issued an inbound LOD while transiting to the Port of San Francisco. On 6 Mar, the repairs were verified and the vessel was allowed to depart.	
Navigation Safety - M/V STAR ISODANA (3 Mar): Vessel reported an inoperable 10 cm radar and was issued an inbound LOD while transiting to Port of San Francisco. On 7 Mar, the repairs were verified and the vessel was allowed to transit.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
None.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

April 10, 2008

- ❖ In March the clearinghouse contacted OSPR 1 time about a possible escort violations.
- ❖ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 1 time so far in 2008 about possible escort violations. The Clearinghouse called 9 times in 2007, 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ❖ In March there were 120 tank vessels arrivals; 1 LPG, 8 Acid Tankers, 9 Chemical Tankers, 31 Crude Oil Tankers, 22 product tankers, , plus 49 tugs with barges.
- ❖ In March there were 322 total arrivals.

San Francisco Bay Clearinghouse Report For March 2008

San Francisco Bay Region Totals

		<u>2007</u>
Tanker arrivals to San Francisco Bay	71	60 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay	49	
Total Tanker and Barge Arrivals	120	
Tank ship movements & escorted barge movements	384	394
Tank ship movements	229	215
Escorted tank ship movements	106	110
Unescorted tank ship movements	123	105
Tank barge movements	155	179
Escorted tank barge movements	77	95
Unescorted tank barge movements	78	84
 Percentages above are percent of total tank ship movements & escorted barge movements for each item.		
Escorts reported to OSPR	1	1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	235		359		0		186		780	
Unescorted movements	115	48.94%	189	52.65%	0	0.00%	93	50.00%	397	50.90%
Tank ships	78	33.19%	123	34.26%	0	0.00%	44	23.66%	245	31.41%
Tank barges	37	15.74%	66	18.38%	0	0.00%	49	26.34%	152	19.49%
Escorted movements	120	51.06%	170	47.35%	0	0.00%	93	50.00%	383	49.10%
Tank ships	67	28.51%	103	28.69%	0	0.00%	42	22.58%	212	27.18%
Tank barges	53	22.55%	67	18.66%	0	0.00%	51	27.42%	171	21.92%

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 2008

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay	219		<u>2007</u> 785 <i>(before 2008 barge arrivals were not totaled)</i>
Barge arrivals to San Francisco Bay			
Total Tanker and Barge Arrivals	219		
Tank ship movements & escorted barge movements	1,217		3,907
Tank ship movements	695	57.11%	2,241
Escorted tank ship movements	333	27.36%	1,121
Unescorted tank ship movements	362	29.75%	1,120
Tank barge movements	522	42.89%	1,666
Escorted tank barge movements	242	19.88%	869
Unescorted tank barge movements	280	23.01%	797

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

Escorts reported to OSPR 1 9

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	695		1,143		0		562		2,400	
Unescorted movements	346	49.78%	601	52.58%	0	0.00%	280	49.82%	1,227	51.13%
Tank ships	230	33.09%	360	31.50%	0	0.00%	136	24.20%	726	30.25%
Tank barges	116	16.69%	241	21.08%	0	0.00%	144	25.62%	501	20.88%
Escorted movements	349	50.22%	542	47.42%	0	0.00%	282	50.18%	1,173	48.88%
Tank ships	204	29.35%	326	28.52%	0	0.00%	135	24.02%	665	27.71%
Tank barges	145	20.86%	216	18.90%	0	0.00%	147	26.16%	508	21.17%

Notes:

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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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Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 10, 2008**

1. CORPS 2008 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel** – A survey was completed March 3-4, 2008. The new survey has been posted. **No change.**
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Survey was conducted February 1 and 2, 2008 and has been posted. Dredging will be conducted this summer and fall. **No change.**
- c. **Richmond Inner Harbor** – Survey was conducted January 25 and 29, 2008 and have posted. Dredging will be conducted this summer and fall. **No change.**
- d. **Oakland O & M Dredging** – The turning basin and inner harbor were completed on December 7, 2007. Surveys have been posted. There is a high spot in the inner channel. This high spot appears to be a pile of rocks (from an unknown source), which will be removed in the next month or two as part of the deepening project. **The rock pile still has not yet been removed. See 50' deepening project.**
- e. **Suisun Bay Channel** – Suisun Bay Channel, Bullshead and New York Slough have been dredged. New surveys have been posted for Bullshead (see Hydrographic Survey Update). **No change**
- f. **Pinole Shoal** - Pinole Shoal will be dredged this year. A condition survey will be conducted this spring. Presumably in April.
- g. **Redwood City/San Bruno Shoal** – Because of endangered species issues, dredging is being delayed until June 2008, with completion in August 2008. **No change**

2. DEBRIS REMOVAL **The debris removal total for March 2008 was 16.5 tons, collected by the Grizzly. The Raccoon is still in the shipyard for repairs. We had anticipated receipt of the vessel at the start of April; however, it does not look likely she will be available even by the end of the month.**

	Grizzly	Raccoon		Total					
April	49.00	17.00		66					
May	13.00	0.00		13					
June	5.25	0.00		5					
July	4.00	0.00		4					
August									
September	12.50	0.00		13					
October	16.50	0.00		17					
November	32.00			32					
December	4.50			5					
Jan. 2008	57.00	0.00		57					
Feb	38.00			38					
March	16.50	0		17					
Totals	243.75	17.00	0.00	286					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

- f. **Oakland 50-ft Deepening Project** - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for September 2008, for the entire Outer Harbor. **The rock pile. The project team has no yet decided what to do with it. It is right now not scheduled to be removed until that part of the Harbor is deepened in October of next year. The rock is presumed to be 6' and less, and is not considered to be a navigational hazard. The rock does show up in the Alameda side of the channel on recent surveys.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2008.

5. OTHER WORK

- a. **San Francisco Bay to Stockton** The project team conducted two very successful public scoping meetings - on March 26 and April 2, co-hosted by local sponsors Port of Stockton and Contra Costa County Water Agency. Key attendees were: regulatory and resource agencies, EBMUD, DOT, CALTRANS, League of Women Voters, reclamation districts, oil companies, and local landowners. The team continues to receive written comments for the EIS/R.

- b. **Sacramento River Deep Water Ship Channel Deepening** Federal funding has been received (no money from the local sponsor as yet). The money will be used to develop a sampling and analysis plan, a Supplemental Environmental Impact Study and to continue with the salinity modeling work group (for Central Valley RWQCB). The proposed design depth is - 35 feet mean lower low water, plus overdepth. **No change.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. New surveys.

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

Main Ship Channel – Survey was completed in March 2008 and has been posted.

Pinole Shoals – Surveys completed in July 2007 have been posted.

Suisun Bay Channel, Bullshead Channel – Surveys dated February 13, 2008 have been posted.

Suisun Bay Channel, NY Slough – Post-dredge surveys dated October 2007 have been posted.

Redwood City – Surveys completed in April 2007 have been posted.

San Bruno Shoal – completed November, 2006. Not yet posted.

Oakland Inner, Outer and Entrance – Surveys dated 11-12, 14, 17-18 March 2008 have been posted.

Southampton Shoal and Richmond Long Wharf – Surveys completed in February 1-2, 2008 have been posted.

Richmond Inner Harbor: Surveys conducted in January and February 2008 have been posted.

North Ship Channel: Surveys dated 12-13 and 20-21 March 2008 have been posted.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
March 1 - 31, 2007	285	149	52.28
March 1 - 31, 2008	255	134	52.55

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
March 1 - 31, 2007	5,848,400	0	19,392,808	6,501,460	25,894,268
March 1 - 31, 2008	13,633,500	0	19,017,775	12,621,536	31,639,311

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
March 1 - 31, 2007	0	0	0	0	0
March 1 - 31, 2008	0	0	0	0	0

*** 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.

Tug Escort Work Group

From: Fred Henning, Work Group Chair

Subject: Meeting results

Date: April 10, 2008

The Tug Escort workgroup met on March 28 to discuss two issues:

First was proposed legislation to escort ships carrying chemicals in bulk. This is an issue which has come up repeatedly over the last few years and is the subject of re-introduced legislation. The difficult part has always been how to define the quantities, the true danger to the public and how to effectively draft regulation. In this case, the Baykeeper group has stepped forward to assist. Their staff will analyze the issue and research existing State, Federal and International standards to help us define and quantify the chemicals. We will assist them as their efforts proceed. I will report on their progress at upcoming HSC meetings.

The second issue discussed was the development of best practices for Tanker Escorting in SF Bay. The tug companies present will be submitting their procedures to me and at our next meeting we will use them to develop a compiled set of industry best practices for escorting.

The next meeting of the Tug Escort Workgroup will be May 16th at State Lands Office in Hercules at 1000.

Respectfully,

Fred Henning
Chair, Tug Escort Workgroup

UNITED STATES COAST GUARD OFFICE OF WATERWAYS MANAGEMENT



Providing navigation safety
information for America's
waterways

Waterways Management Objectives:

Develop agency-wide goals, objectives, and procedures for developing and implementing Coast Guard waterways management and navigation safety programs and regulations.

Coordinate waterways management issues with other interested Coast Guard offices/agencies external to the Coast Guard.

Guide and coordinate Coast Guard activities to promote development of national and international consensus on waterways management goals, objectives, and strategies.

Conduct assessments of the navigation safety in ports and waterways to determine the need for and the effectiveness of vessel traffic management measures.

Ports and Waterways Safety Assessments (PAWSA):

The PAWSA risk assessment process is a disciplined approach to identify major waterway safety hazards, estimate risk levels, evaluate potential mitigation measures, and set the stage for implementation of selected measures to reduce risk.

The risk assessment process includes a *joint public-private sector planning* component for mitigating risk in waterways. When applied consistently and uniformly, the process provides a basis for making best value decisions for risk mitigation investments, both on the local and national level.

PAWSA processes provide the local host and waterway community with an effective tool to evaluate risk and work toward long term *solutions tailored to local circumstances*.

The goal is to find solutions that are both cost effective and meet the needs of waterway users and stakeholders.

For more information:

Visit the following web site to learn more about the PAWSA process and review previous PAWSA workshop reports:

http://www.navcen.uscg.gov/mwv/projects/pawsa/PAWSA_home.htm

Contact the Ports and Waterways Safety Assessment project officers:

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