



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; May 8, 2003

Port of San Francisco, Pier One, San Francisco, CA

Grant Stewart, American Ship Management, Chair, called the public meeting to order at 10:05 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **Denise Turner**, Port of San Francisco (alternate for **John Davey**); **Tom Wilson**, Port of Richmond; **Stuart McRobbie**, SeaRiver Maritime; **Capt. Doug Lathrop**, ChevronTexaco; **Scott Merritt**, Foss Maritime Company; **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; **Margot Brown**, National Boating Federation and **Marina V. Secchitano**, Inlandboatman's Union. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson**, **Jeff Seine** and **Cmdr. John Caplis** (MSO) and **Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers' representative, **David Dwinell**; **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Capt. Lynn Korwatch**, Marine Exchange. In addition, more than twenty representatives of the interested public were present.

Corrections to minutes of April 10, 2003 meeting. **D. Kranking**: Page 5, delete reference to **N. Salcedo** "having accepted a better job". **K. Leverich**: Page 4, State Lands Report (3): reference to Martinez facility should be Mirant Pittsburg. **A. Storm**: Page 3, in **C. Moore's** statement, the minutes should reflect that he "would like to get HSC staff out there to social, industry and educational events". **D. Lathrop**: Page 6, PORTS Report, reference to wind sensors should indicate that the question referred to Concord Naval Weapons Station. MOTION by **T. Wilson**, seconded by **L. Teague**, to "approve the minutes as corrected." Motion passed without objection.

USCG REPORT, J. Swanson. (1) In the last month security was heightened to Level 1 and back to level 2 seamlessly. The size of the COTP's unit was doubled. Now some of those reserves will be sent home. The Homeland Security Department Transportation Security Agency has requested that the CG look at security zones at San Francisco and Oakland airports. (2) On July 16, 2003, **Adm. Cross**, will officially split his command. Currently, he serves as Commander, Pacific Area; and Commander, 11th Coast Guard District. **Rear Adm. Kevin Eldridge** will assume the command of the 11th CG District. (3) **J. Swanson** introduced **Larry Goodman**, Coast Guard auxiliary member representing the recreational boater community on **J. Swanson's** working group. (4) **J. Caplis** reported on port operations statistics for pollution response and investigations and significant port safety events for the period April 1, 2003 through April 30, 2003. A written report is made a part of these minutes. (5) **D. Kranking**

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reported on maritime security meetings to address changes in procedures that might come with changes to higher security levels. CG representatives have already met with representatives of the ferry operators and will meet, in the future, with members of other affected interests. (6) SARS. VTS continues to inquire of arriving ships regarding personnel with symptoms. To date, there have been no positive responses. (7) A civilian traffic manager position is open at VTS. See **D. Kranking** or the VTS website for more information. In 2005, VTS will have eleven new positions. (8) A tentative date, July 21, 2003, has been set for the VTS change-of-command ceremony. **Cmdr. Pauline Cook** from the 8th CG District, New Orleans, will assume command. (9) **Cmdr. Jeff Seine** provided a Port Security Committee update. In the past month, there were two cases of suspicious activity investigated. SARS is the main issue the Afloat Sub-Committee is currently addressing, working with the pilots and CDC to develop procedures in the event of a possible hit. **L. Cardoza** reported that the Port of Oakland has been given advance notice of a protest scheduled for May 12, 2003 that may include recreational vessels participating in Oakland Inner Harbor, in the vicinity of APL. **J. Seine** responded that the CG is aware of the event, scheduled for 1700-2100. APL and SSA terminals have been targeted for a protest of how protestors were treated during the recent Oakland anti-war protest. Members of the Peace Navy (kayakers, etc) will be participating. The CG will monitor the event. **M. Secchitano** requested the opportunity to clarify the seriousness of what happened in Oakland. Recently, a meeting was held to discuss the problems that occurred during the Oakland anti-war protest, however, ILWU was not invited to participate at that meeting. During the anti-war protest, ILWU members were there to report for work and were waiting outside the gate. While attempting to control protestors, Oakland police in riot gear shot projectiles at ILWU members who were not part of the protest, leading to one union member facing surgery.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of April 2003 is made a part of these minutes. There were no calls to OSPR during the month of April for possible escort violations and no calls from pilots 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.

OSPR REPORT, A. Storm. No report.

NOAA REPORT. No report.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes by attachment. **Capt. Eric Dohm**, San Francisco Bar Pilots, questioned the reported progress being made on the Avon Turning Basin. He stated that, in meetings with the pilots, oil company representatives have indicated that they no longer want to financially support the project. **D.**



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Dwinell: COE staff involved with the project, **David Patterson**, is away. **D. Dwinell** will report back at the next HSC meeting. Question: When is dredging scheduled for Suisun Channel shoaling? **D. Dwinell:** July. Question: When is dredging scheduled for Redwood City? **D. Dwinell:** Dredging at the bend, the worst part of the channel, is scheduled for mid-June. .

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were no spills from facilities last month. (2) The next State Lands customer service meeting is scheduled for 6-18-03 at the Shell Clubhouse. The VP of TK Shipping will speak and there will be a presentation on static liquid pressure testing of pipelines.

NAVIGATION WORK GROUP REPORT, L. Teague deferred to **E. Dohm** to address the Avon Turning Basin issue. **E. Dohm** reported that representatives of the pilots, CG and oil companies met a couple of times in March to look at design criteria. Federal funds have been authorized for 75% of project cost. Contra Costa County is the local sponsor responsible for 25% of the cost, which they would pass through to the three oil company users, Valero, Tesoro and Shore Terminals. Because the oil companies have indicated that they cannot come to an agreement to fund the local share of the project, it has come to an end, unless the county can identify another avenue. The pilots have continued to turn and dock tankers, with conservative criteria. Renewed focus on the need for a turning basin when a tanker grounded in the area. Tankers are not currently turning in loaded evolution. The pilots continue to support a formal turning basin in that area for safety reasons. **Capt. Peter McIsaac:** As a result of the tanker grounding four years ago, the government filed a case against the pilot, who was found guilty of negligence, partially for turning outside the federal channel. It is impossible to turn a tanker and remain in the channel. The Avon Turning Basin project cost share for the oil companies is approximately \$500,000. The pilot has already spent over \$500,000 on defense costs and is looking at a six-month suspension, pending appeal. While this is covered by insurance, it does translate into increased insurance premiums for the pilots. Question: How many ships transit the area and need to be turned? **L. Teague/E. Dohm:** It's very busy. Question: Can the pilots put a \$1,000 surcharge on these vessels to pay for a turning basin? **L. Teague/E. Dohm:** That's not possible because of the way the pilotage tariff is constructed. **E. Dohm:** The area is subject to constant shoaling. It is an irregular-shaped area, which is not formally surveyed or maintained. With construction of a turning basin, there would be O&M dredging, formal boundaries, aids to navigation and regular surveys. In addition, the COE has stated that, from an engineering standpoint, construction of a turning basin would be an easy project. For both economic and safety reasons it would be a winner for the oil companies. Question: Can the pilots refuse to take tankers to those docks? **E. Dohm:** No. Question: Can the HSC agenda a vote to send a letter supporting the turning basin? Chair: Is a recommendation for the turning basin included in the Harbor Safety Plan? **E. Dohm:** The Navigation Work Group was directed to pursue the project and that is how Contra Costa County was brought in. **L. Teague:** The Avon Turning Basin was part of the J. F. Baldwin Ship Channel Project in 1991. When that project died so did



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plans for the turning basin. In 1998-99 interest in the project was revived. A lot of the COE review process was completed in 1991. **J. Swanson** noted that he has a meeting next week with one of the oil company representatives. If the issue is not resolved, he will ask the HSC Navigation Work Group for recommended COTP restrictions. Question: Where is the closest legal turning area? **P. McIsaac/E. Dohm**: Turning in that area isn't illegal. **P. McIsaac**: A vessel could turn before going under the bridge and back through, which isn't a good idea, or go to the Concord Naval Weapons Station, which would severely restrict draft. **D. Dwinell**: Completing the proposed project is not complicated and would not entail a huge amount of dredging. **E. Dohm**: Of critical concern now is that we are in danger of losing federal money. **L. Teague**: It is important to note that not all three oil companies have withdrawn support, one has been very cooperative. **S. McRobbie**: SeaRiver has begun to hit those companies with restrictions which have economic impacts. **D. Lathrop**: Chevron Texaco has strong restrictions, as well. The Chair directed the Navigation Work Group to prepare a draft letter on behalf of the HSC that endorses the construction of the Avon Turning Basin and recommends that all concerned parties move forward. **L. Teague** asked **D. Dwinell** to provide total cost for the project. Question: Can the turning basin be added back into the feasibility study for deepening the Baldwin Ship Channel? **D. Dwinell**: That feasibility study covers SF Bay to Stockton and the Sacramento Deep Water Ship Channel. Perhaps the turning basin could be added, but completion of that project is a long way down the line and a local sponsor would still be required. Question: When does the federal money go away? **L. Cardoza**: That money is in jeopardy now. Money for an authorized project must be appropriated each fiscal year. When a project is difficult, it can lose appropriation. A sense of urgency is important.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The COE is to be complimented for conducting timely emergency dredging in Oakland Inner Harbor Channel. The COE is encouraged to expedite contracting for O&M projects. Funding must be executed for O&M projects and construction in general. (2) The report of the Underwater Rocks Work Group is made a part of these minutes by attachment. It is likely that there will be no federal interest in the project.

FERRY OPERATORS WORK GROUP REPORT, M. Beatie. (1) No report. (2) Golden Gate Ferries suffered the terrible loss of its leader. **David Clark** passed away on 4-23-03 after battling lung cancer for a period of time. **M. Secchitano** added that the maritime community has lost a critical champion for safety in the Bay Area. **M. Beatie**: A trust has been established for the education of his children, aged twelve and eighteen. Contact the MX for information. A memorial service was held in Santa Rosa and another private service for the family. On 5-29-03, the Larkspur ferry will host a memorial service and take his ashes to sea. The ferry departs at 10:30 with space for 700.



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PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The video team will be in the area all next week to shoot for the SF Bay safety video. **Sean Kelly** of VTS will be the conduit to advise the various entities concerned with security. The success of the project is due to the cooperation and of input of many from the local maritime community. Some funding has been assured, effective next fiscal year. The project is proceeding on track and will be finished by the end of the year. The CMA simulator will be used for situations where traffic and workable weather don't coincide, to demonstrate VTS and crowding patterns.

HSC VOTING REPRESENTATIVES WORK GROUP REPORT, J. Lundstrom. The first meeting of the group was held at 9:00, before the HSC meeting. The work group was established as a result of letters with a request to expand the membership of the SF HSC to include a representative of independent marine terminals and refineries. The work group's charge has been expanded to looking at the larger picture of HSC representation as set by state law. Currently, there are sixteen members, plus non-voting federal representatives. The group is reviewing HSC membership in the context of what segments are represented, is it working and is the current maritime community adequately represented. The group will be looking at position descriptions and requirements. In putting this in the context of **Carl Moore's** request, the group will also look at procedures established in 1991. The HSC currently has no by-laws. Meetings will be open to the public. At the urging of the Chair that the group work expeditiously, meetings will be held weekly for the next three weeks. Meetings are scheduled for Tuesdays, 5-13-03, 5-20-03 and 5-27-03 for two hours, beginning at 1:30, at the State Lands Office in Hercules. The Chair encouraged anyone with interest to attend these meetings. The industry has undergone a lot of changes and the HSC should reflect the current SF Bay Area maritime community. The SF HSC is the best HSC in the state. It is non-political and everyone has input. It is important to keep it that way. This could result in a change in the make-up of the HSC and qualifications of members. The end result will be recommendations from the work group to the full HSC and final recommendations from the HSC to the Administrator of OSPR. It takes a diverse enough group, with a good working relationship, to get this done. **D. Lathrop:** The HSC is looking to fill any gaps in representation if they exist. The Chair confirmed that this process will be moving at a brisk pace.

PLAN UPDATE WORK GROUP, S. Merritt. Last year the plan was reformatted to make updating it easier. The idea was to make the body of the plan a static document that outlined the entire project. Reports and changes could then be added at the end. A list of assignments for various stakeholders and work group chairs was distributed. Each section of the plan will be reviewed. The goal is not to rewrite, but to ensure that the language or statements in each section are fundamentally correct and have not become outdated or inaccurate since the last annual review. Work group chairs are asked to prepare a report of their group's progress over the last year, including a statement on what the group has accomplished and what the goals for the next

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year are. The intention is to have work group reports for the June HSC meeting, with a vote on the plan review agendaed for the July meeting. If there are no changes, that information should be e-mailed to **S. Merritt** or **A. Steinbrugge**.

PORTS FUNDING WORK GROUP, S. Merritt. The text of letters regarding funding was approved at the last HSC meeting. Over the next month, the project to send the letters out will move forward. Question: Will the work group continue beyond this to develop a more stable source of funding? **S. Merritt:** The group will stay active to monitor this phase and get on-going support for system funding. **L. Korwatch:** There may be value in keeping the work group in the background. NOAA is looking to get legislation for PORTS funding in their budget.

PORTS REPORT, A. Steinbrugge. **A. Steinbrugge** is working with NOAA to finalize the design of the Benicia side-looking sensor and is looking to NOAA to do installation of the wind sensor at the Oakland Turning Basin in conjunction with their next regularly scheduled maintenance of tide stations in September/October.

OLD BUSINESS. (1) **L. Korwatch** attended the 2nd Annual HSC Conference and gave the report on the SF HSC. The award for HSC of the year went to the newly established Gulf Coast HSC. Representatives from the California HSC's included **Paul Martin, MSO; Ted Mar, LA/LB HSC.** It has been recognized that HSC's are not the venue for MTS issues. Some HSC's may address those issues peripherally. **M. Brown** was noted as being a pioneer in creating brochures and informational products. The next meeting is scheduled for April, 2004, in Port Everglades, Florida. **L. Korwatch** recommends that the SF HSC Chair attend. The effort to create a national website to share HSC lessons-learned has been revived. (2) The month of May is being observed in Sacramento as the second annual Marine Transportation month. May 14th and 15th there will be receptions for **Jim Spinoza** and **Jim Miniachi**. As a result of these events, the normal MTS meeting has been rescheduled for Tuesday, 5-20-03, at 10:00 at JWD offices, Kaiser Center, Oakland. (3) The MX May Day Party will be held on 5-22-03 at Pier 35, beginning at 5:00. (4) The safe transit program pamphlet is available for distribution.

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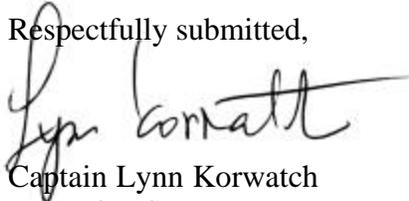
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NEW BUSINESS. **J. Lundstrom** announced that her alternate, replacing **Nick Salcedo**, who has gone to work for the Marin Water District, will be **Steve McAdam**, Deputy Director, BCDC.

The next meeting of the HSC will be held on 6-12-03 at 10:00 at the Port of Oakland.

MOTION by **L. Teague**, seconded by **T. Wilson**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 1135.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
April 2003

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	03
• Marine Casualty: Allision/Collision (2) Grounding/Sinking (0) Fire (0)	02
• Marine Casualty (Mechanical): Engine/Propulsion (3) Steering (0)	03

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	20
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	00
Military/Public Vessels	00
Commercial Fishing Vessels	06
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	10
Unknown Source (as of the end of the month)	04
▪ Spill Volume:	
Unconfirmed	06
No Spill, Potential Needing Action	04
Spills < 10 gallons	09
Spills 10 to 100 gallons	01
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

07 APR – M/V OCEAN RANGER reported a loss of astern propulsion while at the mouth of the Sacramento River. Vessel anchored to attempt repairs. A COTP order was issued requiring the vessel to make repairs while anchored, however, an amendment to that COTP Order was made allowing the vessel to proceed to Sacramento with a tug escort. Repairs were made and the COTP Order was rescinded. Case closed.

07 APR – T/V ABUL KALAM AZAD’s RDF antenna struck the Carquinez Bridge. There was no damage to the bridge or the vessel, other than damage to the RDF antenna. Investigation team determined calculation height of antenna was not included in overall air draft calculation of the vessel. Case closed.

16 APR – Ferry vessel DEL NORTE suffered a casualty on its electrical engine control systems limiting its ability to accelerate. The vessel did not lose all propulsion and subsequently returned to the terminal in Larkspur. The problem was identified and corrected. Case closed.

18 APR – M/V NORDIC CONFIDENCE temporarily lost propulsion while in the Sacramento turning basin. Vessel’s agent was notified and informed that a 2692 must be submitted and will require a class society inspection. Repairs were made to the satisfaction of class. Case closed.

20 APR – Tug PETALUMA and Barge 201 allided with the Black Point Bridge in Petaluma. The Black Point Bridge is a RR bridge that is out of service. There was minimal damage to the bridge and no damage to barge. The cause was determined to be an overcompensation for currents by the Tug Captain. Case closed.

San Francisco Bay Clearinghouse Report For April 2003

San Francisco Bay Region Totals

			2002
Tanker arrivals to San Francisco Bay	73		66
Tank ship movements & escorted barge movements	367		314
Tank ship movements	238	64.85%	209
Escorted tank ship movements	120	32.70%	108
Unescorted tank ship movements	118	32.15%	101
Tank barge movements	129	35.15%	105
Escorted tank barge movements	62	16.89%	55
Unescorted tank barge movements	67	18.26%	50
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	222		349		0		191		762	
Unescorted movements	102	45.95%	175	50.14%	0	0.00%	95	49.74%	372	48.82%
Tank ships	71	31.98%	115	32.95%	0	0.00%	58	30.37%	244	32.02%
Tank barges	31	13.96%	60	17.19%	0	0.00%	37	19.37%	128	16.80%
Escorted movements	120	54.05%	174	49.86%	0	0.00%	96	50.26%	390	51.18%
Tank ships	79	35.59%	115	32.95%	0	0.00%	56	29.32%	250	32.81%
Tank barges	41	18.47%	59	16.91%	0	0.00%	40	20.94%	140	18.37%

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	279		709
Tank ship movements & escorted barge movements	1,397		3,015
Tank ship movements	856	61.27%	1,981
Escorted tank ship movements	439	31.42%	996
Unescorted tank ship movements	417	29.85%	985
Tank barge movements	541	38.73%	1,034
Escorted tank barge movements	277	19.83%	564
Unescorted tank barge movements	264	18.90%	470

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

Escorts reported to OSPR	1	2
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<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	851		1,303		1		722		2,877	
Unescorted movements	391	45.95%	633	48.58%	1	100.00%	341	47.23%	1,366	47.48%
Tank ships	267	31.37%	405	31.08%	0	0.00%	187	25.90%	859	29.86%
Tank barges	124	14.57%	228	17.50%	1	100.00%	154	21.33%	507	17.62%
Escorted movements	460	54.05%	670	51.42%	0	0.00%	381	52.77%	1,511	52.52%
Tank ships	292	34.31%	416	31.93%	0	0.00%	197	27.29%	905	31.46%
Tank barges	168	19.74%	254	19.49%	0	0.00%	184	25.48%	606	21.06%

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.

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

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

May 8, 2003

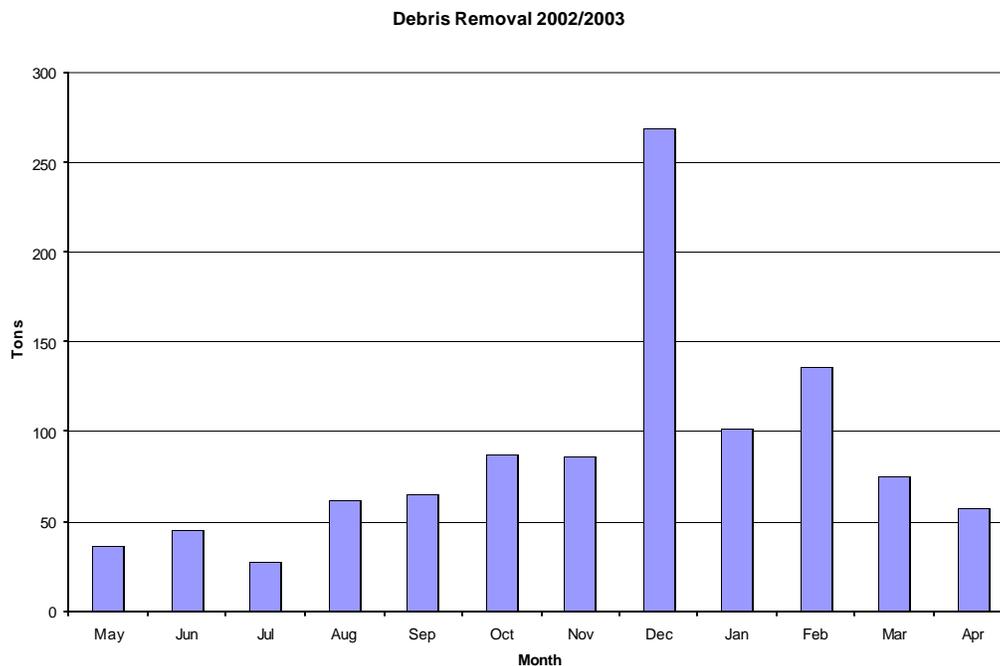
1. CORPS 2003 O&M DREDGING PROGRAM

- a. ***Main Ship Channel*** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work. The agencies have given the Corps a Tier I decision for exclusion from testing for this project for this year.
- b. ***Richmond Outer and Southampton Shoal*** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work. The agencies have given the Corps a Tier I decision for exclusion from testing for this project for this year.
- c. ***Richmond Inner*** – Project will be restarted on May 8, 2003. The Finding of No Significant Impact (FONSI) has been signed. This will be a continuation of the FY 2002 contract. Material is scheduled to go to the ocean.
- 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 early August.
- 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. 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 go in bay. The Corps is performing testing on this material as required by the Central Valley Regional Water Quality Control Board. Plans and Specifications are being processed for solicitation by Sacramento Contracting Office.
- 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 plans on using a government dredge “*Essayons*” to take out the high spot that is causing the major problem. The Corps has requested a Tier I decision for exclusion from testing for this project for this year. Corps expects to dredge around mid June.

- g. **San Rafael** – This project is almost complete. The Corps will be performing the post dredge hydrographic survey this week. The Corps has permission to continue to dredge using an environmental bucket.
- h. **Petaluma** – Dredging stopped February 5, 2003 due to the Endangered Species Act. Contractor has demobilized for the site. There is approximately 30,000 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 dredge Pinole Shoal with the “Essaons” in mid July. Advance maintenance at Bull’s Head to be performed by the “Yaquina” in early June. New York Slough dredging to be performed with a government dredge “Essayons” in early July. The DMMO agencies have required full ITM testing of Pinole Shoal material and an A/E contract has been let for the sampling and testing.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for April 2003 was 57.25 tons. This is down from the 74.9 tons collected in the month of March.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction has been continuing. 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. Anticipate issuing the contracts for the demolishing of the building and for the storm water treatment unit in late June or early July. The dredging contract will follow later.

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

Oakland Inner Harbor - Do to shoaling of approximately 2 ½ feet in the last 2 ½ months, the Corps plans to perform emergency dredging on the Oakland Inner Harbor. The volume will be approximately 60,000 cubic yards and this work is estimated to start within the next few weeks. The shoaled area will be dredged to -41 feet MLLW plus 1 foot of allowable over depth. The dredged material will be disposed of in bay at the Alcatraz Disposal Site (SF-11).

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: May 8, 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) 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. State Lands agreed with the CoE scope and estimate of \$50k to prepare the report. The CoE has initiated the process of collecting all the pieces in each technical element. The estimated date for a draft Reference Report is the end of May. No further meetings are planned at this time.

As previously reported, The Project Team, led by the CoE, 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 (Reference Report) 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.

2003 Plan Update Review

Assignments

Overview

Last year we reformatted the Harbor Safety Plan (HSP) to facilitate the update of the plan with a minimum of review and rewriting. The body of the plan is intended to lay a framework, but be a fairly static document. The committee updates at the end of the plan is where we document the work product from the year, including accomplishments against goals, the establishment of new goals and the plan for achieving those goal.

Section Reviews:

To that end we are asking various stakeholders to review the attached list of section assignments and to perform a review of the sections they have been assigned. The goal of this review is not to rewrite the section, but rather to ensure the language or statements have not become dated or inaccurate over the last year. It is anticipated that the majority of the sections will go unchanged for the year.

Work Group Reports:

Work Groups chairs should prepare a report of their group's progress over the last year. It should include a short statement regarding what the Work Group accomplished last year and what the goals are for this year. This would likely be outlined as follows;

- Last years goals
- Accomplishments
 - How goals were accomplished
 - Why they weren't
 - What you did differently, and why
- Goals for the upcoming year

TABLE OF ASSIGNMENTS

Section	Topic	Issue / Recommendation	Assignment
	Table Maps	Update	Secretariat
	Table Appendices	Update	Secretariat
	Intro & Membership	Update	Secretariat
	Executive Summary	Review status of all recommendations, revise and rewrite	Chairperson, Grant Stewart
I	Geographical Boundaries	Review for dated and inaccurate material and references.	
II	General Weather, Tides and Currents	Review for dated and inaccurate material and references.	Navigation Work Group
III	Aids to Navigation	Review for dated and inaccurate material and references.	Navigation Work Group
IV	Anchorage	Review for dated and inaccurate material and references.	Navigation Work Group
		Possible USCG Changes should be reviewed by USCG	USCG
V	Harbor Depths, Channel Design and Dredging	Review for dated and inaccurate material and references. Underwater, NOAA, Army Corps updates.	Underwater Rocks NOAA Army Corps

Section	Topic	Issue / Recommendation	Assignment
VI	Contingency Routing	Review for dated and inaccurate material and references.	Bridge Section USCG
VII	Vessel Traffic Patterns	Review for dated and inaccurate material and references.	Secretariat – Update statistics VTS & USCG
VIII	Communications	Review for dated and inaccurate material and references.	Secretariat and VTS to verify information
IX	Bridges	Review for dated and inaccurate material and references.	BCDC, USCG Bridge Section
X	Small Vessels	Review for dated and inaccurate material and references.	Army Corp / Cal Trans? PTP
XI	Vessel Traffic Service	Review for dated and inaccurate material and references.	VTS
XII	Tug Escort / assist for Tank Vessels	Review for dated and inaccurate material and references.	Tug Escort Work Group
XIII	Pilotage	Review for dated and inaccurate material and references.	Navigation Work Group
XIV	Underkeel Clearance and Reduced Visibility	Review for dated and inaccurate material and references.	Navigation Work Group
XV	Economic and Environmental Impacts	Review for dated and inaccurate material and references.	BCDC
XVI	Plan Enforcement	Review for dated and inaccurate material and references.	OSPR
XVII	Other: Substandard Vessel Examination Program	Review for dated and inaccurate material and references.	
XVIII	Human Factors & PTP	Information is best incorporated in the Work Group's annual reports as proposed.	Human Factors and PTP work group
XVIV	Work Group Yearly Reports	Update	* Ferry Operators * Navigation * Human Factors * Prevention Through People * Tug Escort * Underwater Rocks * Plan Update Committee

Section	Topic	Issue / Recommendation	Assignment
MAPS	Maps	Update	Secretariat
Appendix			
App. A	PORTS Instrumentation	Update	PORTS
App. B	Clearing house lists	Update 2001	Clearing House
App. C	Near Miss & Casualty Data	Update	USCG VTS
App. D	Certified Tugs	Update	Clearing House
App. E	Escorted Movements	Update	Clearing House
App. F	Escort Regulations	No Recommendation	
App. G	Underwater Rocks	Deletion. Under proposed structure revisions would be included in the annual work group and agency reports.	Underwater Rocks
App. H	Vehicular Bridge Inventory	Update	USCG Bridge Section
App. I	VTS Manual	Delete. Can reference website in VTS report	VTS
App. J	Pollution Stats	Update	USCG