

# Harbor Safety Committee

of the San Francisco Bay Region

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

## Harbor Safety Committee of the San Francisco Bay Region

Thursday, May 10<sup>th</sup>, 2007

Port of San Francisco, Pier 1, The Embarcadero, San Francisco, California

**Rich Smith**, Vice Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; called the meeting to order at 1000. **Capt. Lynn Korwatch**, 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 Refining Company; **John Berge**, Pacific Merchant Shipping Association, (PMSA); **Capt. Pete Bonebakker** (M), ConocoPhillips; **Sue Cauthen** (M), San Francisco Tomorrow; **Len Cardoza**, Port of Oakland (M); **Ron Chamberlain** (M), Port of Benicia; **John M. Davey** (M), Port of San Francisco; Capt. Fred Henning (M), Baydelta Maritime; **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Cmdr. Gordon Loebl** (A), U.S. Coast Guard (USCG); **Pat Murphy** (M), Blue & Gold Fleet; **Richard Nagasaki** (A), Chevron Texaco; **William Needham**, National Boating Federation (A); **Capt. Peter Peers** (M), National Cargo Bureau; **Capt. Robert Pinder** (M), San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis** (A), BCDC; **Keith Stahnke** (A), San Francisco Bay Area Water Transit Authority, (WTA); **Gerry Wheaton** (M), National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Robert Chesney**, California State Lands Commission (State Lands); **Michael Coyne**, California Office of Spill Prevention and Response, (OSPR); **Lt. Jason Flennoy**, USCG; **Sean Kelley**, USCG Vessel Traffic Service (VTS); **Sgt. Lopez**, San Francisco Police Department; (SFPD).

The meeting is always open to the public.

### Approval of the Minutes

The correct spelling of the last name of the chair person of the Humboldt Bay HSC is Hull.

On page three, COE Report, The third sentence of the first bullet should read: "The COE has an additional fifteen million dollars."

A motion was made, and seconded, to accept the minutes as amended. The motion passed without discussion or dissent.

### Comments by the Chair – Smith

- The agenda was light, and the Port of San Francisco needed the room cleared by 1130. **Smith** urged all to proceed with those facts in mind.

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## Coast Guard Report – Cmdr. Loebel

**Kelley** read from reports that are attached to these minutes.

- **Lt. Flennoy** and **Sgt. Lopez** talked about security preparations for the Major League Baseball (MLB) All-Star Game that will be held at AT&T Park July 10<sup>th</sup>, 2007. SFPD is the lead agency; USCG is working on waterside security during the event. They are cooperating with MLB, other agencies, and studying security at previous games.
- McCovey Cove will be open to boaters and the paddle sports community. It is expected that part of the operation will require a lot of people to provide security, but also safe and orderly access to what is expected to be a very popular location. They are reaching out to the recreational community to educate them about the procedures that will be in place at McCovey Cove.
- **Cmdr. Loebel** said that the award of Port Security Grants had been announced that morning, and it looked like the Bay Area did well in the recent round.
- The sunken tug, *Respect*, was not considered a hazard to navigation. USCG is working with the COE and the owner to remove the vessel.
- There was nothing to report about Transportation Worker Identity Cards.

## Clearinghouse Report – Capt. Korwatch

- There were no possible incidents to report from the previous month. In 2007 to date, there were seven incidents reported, compared to nine in all of 2006, sixteen in all of 2005, and twenty-four in all of 2004.

**Korwatch** read from a report attached to the minutes.

## OSPR Report – Coyne

- **Capt. Gary Toledo**, the usual liaison to the HSC, was attending training.
- There were many qualified applications for the June openings on the HSC. All openings are expected to be filled.
- The marine Safety Unit is in the final review stage for a report on all vessel casualties in California during 2006. That will go out to the HSC's when it is complete.
- OSPR has notified operators about escort tugs failing to notify the Clearing House.

## NOAA Report – Wheaton

- The crew of NOAA survey vessel *NRT6* has been meeting with the Bar Pilots and USCG to discuss areas of concern about charts. One topic of conversation has been the large number of designated anchorages that no longer seem to be in use. If new things like ferry routes are to go into the charts it would be good to get

# Harbor Safety Committee

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rid of things that no longer exist in order to reduce chart clutter. **Smith** asked the Navigation work group to follow up on the issue.

### Army Corp of Engineers (COE) Report – Lawrence

**Lawrence** read from a report that will be attached to these minutes.

**Capt. Amso** asked when Pinole Shoals would be dredged to thirty-five feet. **Lawrence** said that it would be dredged after the main ship channel was finished, perhaps by mid-June.

### State Lands Commission Report – Chesney

- There were two hundred forty-six transfers in the previous month, of which one hundred fourteen were monitored. There was close to nine million barrels of oil transferred in April, and twenty-nine million for 2007.
- There was one minor spill of less than a barrel in the Carquinez Strait. The source was a corroded pipe line.

### Water Transit Authority (WTA) Technical Advisory Committee Report – Cardoza

- There was nothing to report.

### Plan Work Group – Capt. Korwatch

- New materials or updates were due by May 14th.

### Tug Escort Work Group – Capt. Henning

- They have been discussing minor changes in crew regulations. They would next meet on June 8<sup>th</sup>, 2007.

### Navigation Work Group – Capt. Pinder

- The California Air Resources Board will be making a presentation in early June.
- The Union Pacific Railroad bridge workgroup had been planning to wind down after eight years when two new wind related events happened in the past month. **Capt. Pinder** requested NOAA's input on the best place to put an anemometer. **Wheaton** said they would survey the area.

### Ferry Operations Work Group – Davey

- There was limited attendance at the last meeting due to the freeway fire. The workgroup has decided that its first priority will be maneuvering protocols at the Ferry Building, and that routes to other Bay Area

# Harbor Safety Committee

## of the San Francisco Bay Region

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ports will be their second priority.

### Prevention Though People Work Group – Needham

- The update of the *Where the Heck is Collinsville* brochure was nearly complete.

**Cardoza** said there would be another meeting on objects falling from container ship at the Port of Oakland on May 29<sup>th</sup>.

### Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Amso.

- There was nothing to report.

### PORTS Report – Korwatch

- All the installed systems are running well.
- The changes to the phone system still awaits final completion by the phone company.

### Public Comment

**Capt. Peter McIsaac**, Bar Pilots, said that the Union Pacific Bridge will not open when the winds exceed thirty-five knots. He said that there was no designated anchorage for vessels on the down bound route. Since those vessels are not generally loaded with cargo as safe place to anchor in high winds was of concern to them. **Capt. McIsaac** thanked the USCG and **Capt. Bonebakker** for their rapid response after a pilot was hurt on a boarding ladder. He said that five pilots had died in boarding accidents in the U.S. in the past eighteen months.

**Christian Jones**, APL, expressed concern about safety during an anti-war protest scheduled for May 19<sup>th</sup>.

**Terry Jocelynn**, California Maritime Academy, said that brochures about their emergency preparedness workshops were available on the pickup table.

### Old Business

There was no old business.

### New Business

**Capt. Korwatch** said that the Navigation Safety Advisory Council had made fifty-eight recommendations to pending changes in the Code of Federal Regulations that cover inland waterways. She said that the USCG is starting to examine what the best mix of new navigational technology should be in the future. A related

# Harbor Safety Committee

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discussion is whether aids to navigation should mark where to go, or where not to go. **Capt. Korwatch** thought these items might be of interest to the HSC.

## **Next Meeting**

Smith said that the next meeting would convene at 1000, June 14<sup>th</sup>, 2007 at the Port of Oakland 7<sup>th</sup> Floor Conference Center, 530 Water Street, Oakland, California.

## **Adjournment**

**Smith** adjourned the meeting adjourned at 1108.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

<b>USCG SECTOR SAN FRANCISCO</b>	
<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>	
<b>April-07</b>	
<b>PORT SAFETY CATEGORIES</b>	
	<b>TOTAL</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	<b>0</b>
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
<b>2. Total Number of COTP Orders for the period:</b>	<b>5</b>
Navigation Safety (3), Port Safety & Security (2), ANOA (0)	
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allison (0), Collision (0), Fire (0),	<b>2</b>
Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (0), Other (0)	
<b>4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation</b>	<b>2</b>
Radar (2), Steering (0), Gyro (0), Echo sounder (0), AIS (0), AIS-835 (0)	
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay</b>	<b>0</b>
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	<b>0</b>
<b>7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05</b>	<b>0</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>9</b>
<b>MARINE POLLUTION RESPONSE</b>	
	<b>TOTAL</b>
<b>Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>	<b>31</b>
<b>* Source Identification (Discharges and potential Discharges):</b>	
<b>TOTAL VESSELS</b>	<b>9</b>
Commercial Vessels	<b>4</b>
Public Vessels (Military)	<b>1</b>
Commercial Fishing Vessels	<b>1</b>
Recreational Vessels	<b>3</b>
<b>TOTAL FACILITIES</b>	<b>9</b>
Regulated Waterfront Facilities	<b>2</b>
Other Land Sources	<b>7</b>
<b>UNKNOWN/UNCONFIRMED</b>	<b>13</b>
<b>*Spill Information</b>	
Pollution Cases Requiring Clean-up	<b>7</b>
Federally Funded Cases	<b>0</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>18</b>
2. Spills 10 - 100 gallons	<b>4</b>
3. Spills 100 - 1000 gallons	<b>0</b>
4. Spills > 1000 gallons	<b>0</b>
5. Spills - Unknown	<b>9</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes:</b>	<b>112</b>
1. Estimated spill amount from Commercial Vessels:	<b>3</b>
2. Estimated spill amount from Public Vessels:	<b>1</b>
3. Estimated spill amount from Commercial Fishing Vessels:	<b>&lt;1</b>
4. Estimated spill amount from Recreational Vessels:	<b>41</b>
5. Estimated spill amount from Regulated Waterfront Facilities:	<b>20</b>
6. Estimated spill amount from Other Land Sources:	<b>21</b>
7. Estimated spill amount from Unknown sources:	<b>26</b>
<b>Penalty Action:</b>	
Civil Penalty Cases for Period	<b>0</b>
Notice of Violations (TKs)	<b>1</b>
Letters of Warning	<b>5</b>

<b>** SIGNIFICANT PORT SAFETY &amp; SECURITY (PSS) CASES **</b>	
<b>* A. MARINE CASUALTIES - PROPULSION / STEERING</b>	
<b>Marine Casualty - Limited Propulsion, ATB GULF RELIANCE (09 APR):</b> The vessel's starboard engine overheated. A COTP order was issued requiring a two tug escort and the vessel proceeded on one engine to Anchorage 8 without further incident. The COTP order also required proper repairs to be made prior to its departure from San Francisco Bay. Repairs were made and the COTP order was rescinded on 10 Apr.	
<b>Marine Casualty - Limited Propulsion, M/V E.R. AMSTERDAM (28 Apr):</b> Vessel experienced an engine casualty while mooring at Oakland Berth 22. The vessel dropped both anchors and tugs were ordered to assist. The vessel was able to get the engines re-started, recovered its anchors and continued mooring to Berth 22 without further incident. A COTP order was issued requiring it to remain at berth until proper repairs could be made. Repairs were made and the COTP order was rescinded on 28 Apr.	
<b>* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS</b>	
<b>Marine Casualty - Detention - M/V MAERSK TOBA (05 APR):</b> Vessel was detained during a USCG Port State Control inspection after failing to execute a proper fire drill. A COTP order was issued requiring the deficiency to be corrected prior to departure from the Port of San Francisco. The deficiency was corrected and the COTP order was rescinded on 6 Apr.	
<b>Marine Casualty - Detention - M/V AMMON ACE (10 APR):</b> Vessel detained during a USCG Port State Control inspection after failing to execute a proper fire drill along with other discrepancies including inability to launch the starboard life boat and a shortage of emergency rations. A COTP order was issued requiring the deficiencies to be corrected prior to departure from the Port of Stockton. The deficiencies were corrected and the COTP order was rescinded on 12 Apr.	
<b>Marine Casualty - Grounding - M/V SPAR LYRA (11 APR):</b> Vessel broke partially free of its moorings at the Tesoro Facility in Pittsburg. The stern and spring lines came off the dock and the headlines slackened allowing the vessel to swing into and block the channel. This also resulted in the vessel's stern grounding on the green side. No injuries were reported, however Station Rio Vista arrived on scene and reported that a bollard and a 15 foot section of the pier ripped off and some pilings were destroyed. CG VTS issued a BNM and closed the channel to vessel traffic. The tugs Orion and Delta Linda arrived to assist. A bar pilot was dispatched and the vessel was eventually re-moored. The channel was obstructed for approximately 5.5 hrs. COTP order was issued requiring the vessel to have an under water hull survey, a Classification Society inspection and due to the damage of the pier, a tug of sufficient horsepower and bollard to pull alongside at all times until the vessel's departure. The COTP Order was rescinded following the receipt of a satisfactory report from the Classification Society.	
<b>* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES</b>	
<b>Navigation Safety - M/V STAR DOVER (02 APR):</b> Vessel's 10cm radar was malfunctioning during its transit from sea to the Port of Stockton. An LOD was issued requiring at least two nautical miles visibility while transiting and that repairs to be verified by a Class Society technician prior to departure. Repairs were made and verified and the The LOD was rescinded on 05 Apr.	
<b>Navigation Safety - M/V DIRCH MAERSK (21 APR):</b> Vessel's 3cm radar was reported inoperable during a transit from sea to Oakland. An LOD was issued requiring at least two nautical miles visibility while transiting and that repairs to be verified by a Class Society technician prior to departure. Repairs were made and verified and the The LOD was rescinded on 22 Apr.	
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:</b>	
<b>None.</b>	
<b>SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES</b>	
<b>None.</b>	

# San Francisco Bay Clearinghouse Report For April 2007

## San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	58		71
Tank ship movements & escorted barge movements	338		352
Tank ship movements	191	56.51%	205
Escorted tank ship movements	101	29.88%	99
Unescorted tank ship movements	90	26.63%	106
Tank barge movements	147	43.49%	147
Escorted tank barge movements	70	20.71%	72
Unescorted tank barge movements	77	22.78%	75
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<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	206		259		0		169		634	
Unescorted movements	97	47.09%	158	61.00%	0	0.00%	75	44.38%	330	52.05%
Tank ships	62	30.10%	90	34.75%	0	0.00%	36	21.30%	188	29.65%
Tank barges	35	16.99%	68	26.25%	0	0.00%	39	23.08%	142	22.40%
Escorted movements	109	52.91%	101	39.00%	0	0.00%	94	55.62%	304	47.95%
Tank ships	59	28.64%	35	13.51%	0	0.00%	51	30.18%	145	22.87%
Tank barges	50	24.27%	66	25.48%	0	0.00%	43	25.44%	159	25.08%

### 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 2007

## San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	245		788
Tank ship movements & escorted barge movements	1,278		3,917
Tank ship movements	705	55.16%	2,373
Escorted tank ship movements	375	29.34%	1,234
Unescorted tank ship movements	330	25.82%	1,139
Tank barge movements	573	44.84%	1,544
Escorted tank barge movements	308	24.10%	813
Unescorted tank barge movements	265	20.74%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	7		12

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	830		1,325		0		760		2,915	
Unescorted movements	393	47.35%	641	48.38%	0	0.00%	342	45.00%	1,376	47.20%
Tank ships	249	30.00%	382	28.83%	0	0.00%	158	20.79%	789	27.07%
Tank barges	144	17.35%	259	19.55%	0	0.00%	184	24.21%	587	20.14%
Escorted movements	437	52.65%	684	51.62%	0	0.00%	418	55.00%	1,539	52.80%
Tank ships	250	30.12%	360	27.17%	0	0.00%	199	26.18%	809	27.75%
Tank barges	187	22.53%	324	24.45%	0	0.00%	219	28.82%	730	25.04%

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

**May 10, 2007**

**1. CORPS 2007 O&M DREDGING PROGRAM**

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

- a. **Main Ship Channel** – The Essayons will begin dredging the Main Ship Channel on or about May 25. The work should be completed during the first week of June. The material is to be taken to the Ocean Beach Demonstration Project site or SF-8.
- b. **Richmond Outer Harbor and Southampton Shoal** – Nothing to report.
- c. **Richmond Inner Harbor** – Reaches 1, 3 and 4 were dredged by years end. Reach 2 was in the process of being dredged through December 2006. Dredging stopped on December 31, 2006. Disposal was at SF-DODS and bad weather limited the amount of trips to that site. The entire channel is being surveyed now and the data will be made available as soon as possible – possibly by the end of next week. However, there are no promises. Surveys were posted on February 6, 2007. The Corps is working on resuming the dredging as soon as the wildlife agencies will allow work to continue. Dredging began on April 10, 2007, to the authorized depth (-38 feet plus 1 foot paid overdepth). The channel is expected to be dredged by mid- June. The material is being disposed at SFDODS, the Deep Ocean Disposal Site. **No change.**
- d. **Oakland O & M Dredging** – The Inner Harbors were dredged until December 31. Surveys were conducted as the dredging proceeded so they have been completed and posted. **Maintenance dredging of the Oakland Inner Harbor will be done with the next cycle of the deepening project, which will follow the deepening of the Outer Channel.**
- e. **Suisun Bay Channel** – Annual maintenance is planned for this year's work window, from August to November. Dredging will be to a design depth of -35 plus one foot of paid overdepth. The project will include New York Slough. **No change.**
- f. **Pinole Shoal** – Same as Suisun Channel, above. The Corps plans to use the Essayons in June to dredge the Pinole Shoal. If the HSC has an interest in touring the vessel let me know and I will pass along the word. Who in the HSC would be a point of contact? The Corps is looking into a way to justify doing advanced maintenance to -37 feet MLLW (plus overdepth dredging) at Pinole. Such a project can be authorized under the current maintenance funds. To propose a deepening project would require obtaining



### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

#### Oakland 50-ft Deepening Project

Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for later in 2007 (December). **No change.**

### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

### 5. OTHER WORK

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available.

**b. Sacramento River Deep Water Ship Channel Deepening**

No funding was received, however, the project is in the Corps 2008 budget

### 6. HYDROGRAPHIC SURVEY UPDATE

#### Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – **Surveys completed in January and February 2007 have been posted.**

Suisun Bay Channel – Surveys completed in August, September (New York Slough), and November 2006 have been posted.

Suisun Bay Channel Bullshead – March 8, 2006

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

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

Oakland Inner and Outer Harbor – **Surveys completed in February 2007 have been posted.**

Southampton Shoal and Richmond Long Wharf – **Surveys completed in February and March 2007 have been posted.**

Oakland Outer Harbor 06&11 October 2006; and Oakland Inner Harbor 09, 15-17 November 2006.

Richmond Inner and Outer Harbors: Surveys conducted in October and November 2006 and January 2007 were posted February 6.



**CALIFORNIA STATE LANDS COMMISSION**

**HARBOR SAFETY COMMITTEE MONTHLY REPORT**

**VESSEL TRANSFERS**

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
April 1 - 30, 2006	285	121	42.46
April 1 - 30, 2007	246	114	46.34

**CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
April 1 - 30, 2006	8,885,000	1,112,000	20,231,825	14,017,830	34,249,655
April 1 - 30, 2007	8,825,000	0	8,361,263	20,037,700	28,398,963

**OIL SPILL TOTAL**

	Terminal	Vessel	Facility	Total	Gallons Spilled
April 1 - 30, 2006	0	0	0	0	0
April 1 - 30, 2007	1	0	0	1	42

\*\*\* 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.

\*\*\* Report Comparison for the month of April

Generated by: MRA 5/22/2007  
CSLC NCFO

## Memorandum

**Date:** May 10, 2007

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Water Transit Authority Technical Advisory Committee Report

### Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at [duan@watertransit.org](mailto:duan@watertransit.org).

**2. The next SF Bay Area Water Transit Authority Community Advisory Committee meeting is scheduled 10:00 a.m., Wednesday, April 18, 2007 and will be held at the Port Commission Room, 2nd Floor of the San Francisco Ferry Building in San Francisco. Please RSVP if possible.**

**3. There is no TAC meeting scheduled in the near future. Karen Shelver, WTA, reports that “there hasn't really been anything necessitating a full meeting”. She will inform us if WTA is going to plan one anytime soon.**

### Background.

The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is “To develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries”.

The enabling legislation for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). The roles of the TAC include the following:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.