



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; June 12, 2003

Port of Oakland, Board Room, 530 Water Street, Oakland, 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; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Capt. Pete Bonebakker**, ConocoPhillips (alternate for **Capt. Doug Lathrop**); **Scott Merritt**, Foss Maritime Company; **Michael Beatie**, Golden Gate Bridge Highway and Transportation District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Steve McAdam**, Bay Conservation and Development Commission (alternate for **Joan Lundstrom**); and **Margot Brown**, National Boating Federation. Also present were U. S. Coast Guard representatives, **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, and **Cmdr. Steve Thompson**, NOAA. In addition, more than fifteen representatives of the interested public were present.

MOTION by **M. Brown**, seconded by **S. Merritt**, to "approve the minutes of the previous meeting as written." Motion passed without objection.

USCG REPORT, J. Caplis. (1) **J. Caplis** reported on port operations statistics for pollution response and investigations and significant port safety events for the period May 1, 2003 through May 31, 2003. A written report is made a part of these minutes. (2) Port Security Grants are being announced today. (3) Pillar Point harbor was closed this morning when a WWII-era torpedo was found. It will be taken three miles to sea and be destroyed. (3) **J. Caplis** read the Certificate of Merit Award that was presented posthumously to **David Clark** on 5-29-03, aboard the Larkspur ferry during a memorial service when his ashes were taken to sea. "The Commandant of the Coast Guard takes great pride in presenting the United States Coast Guard Certificate of Merit Award posthumously to David Clark as a memorial tribute to his sustained meritorious service to the United States Maritime Industry. Mr. Clark was a consummate professional and a friend to the Coast Guard. His twenty-five years of experience in the marine industry, including more than ten years in senior management positions brought exceptional expertise to the maritime industry. As the Deputy General Manager of the Golden Gate Bridge, Highway and Transportation District, he managed the District's Golden Gate Ferry Division, which safely carried 1.8 million passengers annually. As Vice-President of the Passenger Vessel Association, Mr. Clark took a strong leadership role in all aspects of passenger vessel transportation at the local, regional and national level. In the wake of several high-speed passenger vessel casualties in the late 1990's, he gave his unequivocal support to the Coast

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Guard's efforts to engage the industry nationally to identify and define current industry practices, as well as increase the operational safety of these high-speed vessels. Mr. Clark demonstrated boundless energy and enthusiasm for safety and accountability in the domestic high-speed small passenger industry. His consistent and valuable partnering with the Coast Guard at all levels is most heartily commended and in keeping with the highest traditions of the United States Coast Guard." **M. Beatie** thanked the CG for presenting the award to the family during the memorial service. (4) **J. Caplis** introduced **Lt. Ross Sargent**, Waterways Management/Port Safety Project Officer, who will probably become the next XO VTS. He will be replaced at MSO by **Lt. Doug Ebbers**. (5) MSO Command Center will move to Yerba Buena Island, effective July 1st. A flyer was distributed with new contact information. (6) **D. Kranking** reported on unusual incidents occurring May 7-8, involving containers at the Port of Oakland. Containers being off-loaded fell into the estuary. The reasons aren't known yet. COE vessels helped keep the containers corralled until they could be pulled out. CG thanks to the crews of those boats. **L. Cardoza** added that the COE survey vessel that helped with the containers did laudatory work. He also thanked the CG for their support during Port Fest. (7) In 2005, VTS will add eleven new positions, if the proposed budget is approved. No qualified watch standers are leaving this season. VTS is looking to add one civilian watch stander. This summer the entire administrative staff at VTS is changing over. (8) **J. Caplis** reported that the port security regulations will be out by the end of June. The new District Commander, **Cmdr. Pauline Cook**, will assume command of VTS in July. (9) Question: Regarding the propulsion failures reported; has the CG conducted root cause analysis to determine causes or trends? **J. Caplis**: Not at the port level; data is still being collected. Question: Is information about these casualties available to the public? **J. Caplis**: Yes, through the Freedom of Information Act.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of May 2003 is made a part of these minutes. There were no calls to OSPR during the month of May 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. There will be three vacancies on the SF HSC in the fall. In September, Ferry Operators representative **M. Beatie**'s term expires; in October, tanker representative **S. McRobbie**'s term expires; and in November, dry cargo representative **D. Watters**' term expires. OSPR will publicly announce the ferry operator's representative vacancy coming in September and accept applications between now and August 15, 2003. It is anticipated that the appointment will be made at the September 11, 2003 HSC meeting.



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NOAA REPORT, S. Thompson. (1) Electronic charts (ENC) have been available as a free download as a provisional product for testing purposes. This week, or next, to be published in the *Federal Register*, they will be available for navigational use. The ENC provides the official database for electronic charting systems, can support collision and grounding avoidance needs of the mariner and accommodate a real-time tide and current display capability for large vessel navigation. They will also provide fully integrated vector base maps for use in geographic information systems that are used for coastal management and other purposes. The ENC will have all the latest *Local Notice to Mariners* information and other corrections to make them the most current product available. The NOAA website nauticalcharts.gov provides links and instructions to download the charts, along with freeware for display. Commercial software to run the ENC is also available. (2) A NOAA Navigational Response Team will be in the SF Bay Area in November and will be permanently based in the SF Bay Area beginning in 2004 to cover all of California. This small 'strike team' will have full surveying capability to respond to chart evaluation and verification needs. They are not intended to be used for large survey projects. Their primary purpose is for shoreline verification, wreck location, least depth verification and emergency chart correction issues. Any input should be forwarded to **S. Thompson**.

COE REPORT, D. Dwinell. (1) The text of the COE Report is made a part of these minutes by attachment. (2) In response questions from last meeting: The cost for the Avon Turning Basin study is \$550,000; with 75% to be paid by the federal government. The remaining \$138,000 must be paid by a local sponsor. The turning basin could be included in the J. F. Baldwin Ship Channel Project, but that would not change the cost-sharing requirement and liability issues of concern to the oil companies would remain. Contra Costa County is no longer seeking funding. (3) Question: Will there be additional dredging in Suisun Channel? **D. Dwinell:** Yes, it will be finished in late summer. Question: What is the target date for dredging Pinole Shoal Channel? **D. Dwinell:** In the next 30-45 days. Question: Does the \$2 million quoted for the Avon Basin Project include the cost of the study or just dredging? **D. Dwinell** will report at next meeting.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) There were no spills from terminals in May. (2) The next State Lands customer service meeting is scheduled for 6-18-03 at the Shell Clubhouse. (3) Security plan reviews have begun and will be conducted over the next couple of months with CG support.

NAVIGATION WORK GROUP REPORT, L. Teague. A draft of the proposed letter from the HSC to the three Contra Costa County oil company shareholders in support of the Avon Turning Basin Project was distributed for review. A possible vote will be agendaed for the next HSC meeting. The text of the draft letter, to be sent to Tesoro, Shore Terminals and Valero follows:

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“The Harbor Safety Committee’s charter and most important objective is the enhancement of safety in the waters of San Francisco Bay, its approaches and its estuaries. On behalf of the committee, I want to express our disappointment and concern about the apparent withdrawal of support by your organizations for the improvements needed for the Avon Turning Basin.

Vessels servicing your facilities must be turned before they can return to sea. Since the federal channel in your region is only 300 feet wide, any vessel greater than 300 feet in length must be turned outside the channel. Every ship, without exception, servicing your facilities is well over 300 feet; in fact, the majority are over double that in length. The only area large enough and safe enough to turn such vessels is the basin at Avon.

An oil tank vessel was turned outside the channel at Avon and went aground five years ago. Because of this, a coalition of the Corps of Engineers, Contra Costa County, the local Congressional representative, the San Francisco Bar Pilots, USCG Captain of the Port, and your organizations collectively worked together to procure funding from the federal government to dredge an appropriate turning basin at Avon, to remove shoals and reduce the probability of grounding and spilling oil. A cost sharing agreement had been reached with the help of Congressman Miller, wherein the federal government would pick up 75% of the cost and your organizations, the terminals for these oil tankers, would pay 25%. Now, much to our disappointment, you have withdrawn your support.

Exacerbating this situation is the fact that this adjacent area is still an active dump site for dredging spoils. Just last week, the Corps dredge YAQUINA was using this area to dump up to 50,000 cubic yards of material while performing maintenance dredging in the Suisun Bay Channel. This could have a significant impact on turning vessels.

During the Harbor Safety Committee meeting of May 8, 2003, it came to light that your organizations have apparently withdrawn your support, essentially stopping a needed safety enhancement. Since you had no representatives attending that meeting, the reasons for your withdrawal could not be ascertained.

On behalf of the Harbor Safety Committee, I express the committee’s disappointment and strongly urge you to reconsider your position so that the margin of navigation safety in these waters can be increased.”



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L. Teague added that the pilots are disappointed to see the project die/failing. If the project were completed as proposed, the channel, basin and aids would be maintained by the COE. The pilots have continued meeting with the CG and oil terminal representatives. An MOU may come out of these meetings, but it would not lead to the establishment of a turning basin. The intention of the proposed MOU between the CG, pilots and terminal operators is to develop safe procedures for turning vessels in lieu of a turning basin. The terminal companies have offered to conduct quarterly surveys and provide private aids to navigation, but this is not the best solution, simply better than nothing. One drawback is that a private aid is not helpful if the area is not maintained and fills in.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The Port of Oakland is looking forward to COE surveys. Emergency dredging is anticipated next week. The port is also looking forward O&M projects for the Inner and Outer Channels. The port needs 42' to enjoy economic benefits and offset increased security costs. Question: What is the status of proposed aids to navigation? **L. Cardoza:** The port is working with the CG on aids to navigation markers for the Inner Harbor turning basin and Oakland #7. (2) The report of the Underwater Rocks Work Group is made a part of these minutes by attachment.

FERRY OPERATORS WORK GROUP REPORT, M. Beatie. (1) The new high-speed Vallejo ferry is under construction. Golden Gate Ferries re-built ferry "Mendocino" will be back in service before Christmas.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The project is proceeding on track. The next work group meeting will be held in late June.

HSC MEMBERSHIP REVIEW AND BY-LAWS WORK GROUP REPORT, G. Stewart. Participants, **A. Storm, S. McRobbie, D. Lathrop, M. Brown, T. Wilson, Ellen Faurot-Daniels, K. Leverich, J. Lundstrom** (Chair), **L. Teague, S. McAdam** and **M. Beatie** are thanked for the considerable amount of work and time that has gone into this project. The group met every Tuesday for six weeks to develop by-laws for the HSC to work under. The draft by-laws, a well-organized and very functional document that will stand the test of time, is in the final stages of editing and will be out for review in ten days to two weeks. The intention is to submit them for a vote at the July HSC meeting.

PLAN UPDATE WORK GROUP, S. Merritt. Based on the fact that the intention is to include new by-laws in the plan update, the vote on the plan will be postponed until the August HSC meeting. Input for the plan update should be received by the July HSC meeting.

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PORTS REPORT, A. Steinbrugge. **A. Steinbrugge** is working with the army for a new wind sensor at Port Chicago. A new side-looking meter for the Benicia Bridge is being ordered and will be installed when the remaining hurdles have been crossed. The high-tech meter is proceeding on a separate track. Work with NOAA on costs for a wind sensor at the Oakland Turning Basin is on-going and the results will be forwarded to **Dave Adams** at the port.

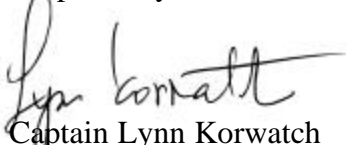
OLD BUSINESS. None.

NEW BUSINESS. (1) **T. Wilson** suggested that a vote to petition OSPR to formalize the ferry operators' representative position on the HSC be agendaed for the next meeting, if a vote is necessary. **A. Storm:** A vote is required. OSPR will move forward with the application process concurrently. The Chair noted that this position will be included in the by-laws, resulting in a duplication of efforts. **A. Storm** agreed that it is a duplicate effort, but a vote is required on the position at this time in order to proceed with the application process. (2) **P. Bonebakker** introduced **Robert Polo** of Conoco Phillips, who will be attending HSC meetings. (3) **Terry Joslin**, Blue Water Network, distributed a flyer with information on the CMA work shop that will be held June 25-26 to provide participants involved in the management of response to oil spills with information on current regulatory emphasis, challenges and problems with implementing an effective response. This course will be offered two times annually. For information or to register, contact BlueWater at 415-492-2882 or bwa@blue-h2o.com.

The next meeting of the HSC will be held on 7-10-03 at 10:00 at the Port of Richmond.

MOTION by **T. Wilson**, seconded by **S. Merritt**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1105.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

May 2003

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	12
• Marine Casualty: Allision/Collision (1) Grounding/Sinking (0) Fire (0)	01
• Marine Casualty (Mechanical): Propulsion (3) Steering (1)	04
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)	02
Military/Public Vessels	01
Commercial Fishing Vessels	00
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	07
Unknown Source (as of the end of the month)	10
▪ Spill Volume:	
Unconfirmed	10
No Spill, Potential Needing Action	00
Spills < 10 gallons	09
Spills 10 to 100 gallons	01
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

Significant Cases:

05 May– The M/V HORIZON EXPEDITION was ordered to remain seaward of the San Francisco “SF” buoy due to failing to properly notify the Captain of the Port via the Ship Arrival Notification process. All required information was subsequently received and the vessel was allowed to enter San Francisco Bay.

06 May– San Francisco shipping found 2 stowaways aboard The Vessel JA ALLADIN DREAM II. The COTP issued an order requiring the vessel to submit a Security Control Plan outlining measures to be taken to ensure positive control of the stowaways onboard the vessel. Sea Marshals provided security while the ship was in port. INS was contacted and INS agents were dispatched to the vessel to question the stowaways and determine what actions needed to be taken.

06 May– Coast Guard Sea Marshals determined that several crewmembers on the M/T NEW STAR, bound for Stockton, were not in possession of valid visas. The vessel was required by a COTP order requiring the vessel to 1) provide a Security Control Plan outlining measures to be taken to ensure crewmembers without valid visas would remain on the vessel, and 2) account for all crewmembers prior to departing.

08 May– Received report from CG Group SF that 4 shipping containers had fallen from the M/V HANJIN SINGAPORE into the Oakland Estuary in the vicinity of berth 58. Group notified the ACOE, and the ACOE vessel WILDCAT secured the containers. The tug ENTERPRISE pulled the containers to onto the dock. MSO personnel were dispatched and determined that there was no resulting pollution or damage to the vessel and verified that the containers were empty. Two of the four containers needed minor repairs. The mishap was determined to be an industrial accident and the cause was to be further investigated.

10 May– The vessel BAY CELEBRATIONS collided with the vessel LUNACY (a Boston Whaler moored at Jack London Square) due to a loss of steering. A Station SF boat was dispatched to investigate. Marine Inspectors from the MSO conducted an inspection of the vessel's steering equipment and cleared vessel Bay Celebration to be towed to dry dock.

16 May – The Coast Guard was notified that the M/T TRADER had suffered main engine problems leading to the shutdown of the number 7 unit while in transit to San Francisco Bay. The vessel was ordered to enter San Francisco Bay only during daylight hours, proceed directly to berth with tugs having sufficient bollard pull to maneuver the vessel in the event of a complete loss of propulsion, and remain at berth until repairs were completed.

23 May– Coast Guard Inspectors boarded the Cyprus flagged T/V POLYS in response to being notified that the vessel was listing abnormally while offloading cargo at the Chevron Richmond Long Wharf terminal. An investigation into the cause of the abnormal list revealed the following potential causes: failure to comply with the ship's loading and stability manual, lack of oversight by ship's officers during cargo operations, failure to follow written procedures, and failure of the ship to identify a Person in Charge. The vessel was detained under SOLAS-74 until the discrepancies were resolved.

29 May– The MSO was notified by Customs that an able seaman had departed the T/V SPRING VIRGO at the Port of Richmond, in violation of his detention to the ship ordered by Customs. The crewman did not have a U.S. entrance visa. MSO verified that the vessel had adequate crew remaining onboard to satisfy the requirements of the vessel's safe manning certificate and the vessel was permitted to sail without restriction.

29 May– The master of the vessel MANOA notified the MSO that the vessel had a control air leak in a valve that controls the direction of the ship (ahead, stop, or astern). The vessel had tug assistance standing by, and a manual system was available to bypass the valve in case of failure. The pilot advised MSO that he was confident that the vessel could proceed safely and the vessel was permitted to enter port as scheduled. Repairs were made prior to departure.

30 May – The MSO received notification that the passenger vessel PRISENDAM had lost one bow thruster and one main engine enroute to San Francisco Bay. The vessel was directed to have two tugs escort the vessel to berth, and to remain at berth until repairs were made to the satisfaction of the classification society.

San Francisco Bay Clearinghouse Report For May 2003

San Francisco Bay Region Totals

			<u>2002</u>
Tanker arrivals to San Francisco Bay	69		75
Tank ship movements & escorted barge movements	331		338
Tank ship movements	207	62.54%	237
Escorted tank ship movements	93	28.10%	114
Unescorted tank ship movements	114	34.44%	123
Tank barge movements	124	37.46%	101
Escorted tank barge movements	66	19.94%	50
Unescorted tank barge movements	58	17.52%	51
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	216		316		0		158		690	
Unescorted movements	109	50.46%	168	53.16%	0	0.00%	77	48.73%	354	51.30%
Tank ships	74	34.26%	110	34.81%	0	0.00%	51	32.28%	235	34.06%
Tank barges	35	16.20%	58	18.35%	0	0.00%	26	16.46%	119	17.25%
Escorted movements	107	49.54%	148	46.84%	0	0.00%	81	51.27%	336	48.70%
Tank ships	62	28.70%	89	28.16%	0	0.00%	48	30.38%	199	28.84%
Tank barges	45	20.83%	59	18.67%	0	0.00%	33	20.89%	137	19.86%

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	348		709
Tank ship movements & escorted barge movements	1,728		3,015
Tank ship movements	1,063	61.52%	1,981
Escorted tank ship movements	532	30.79%	996
Unescorted tank ship movements	531	30.73%	985
Tank barge movements	665	38.48%	1,034
Escorted tank barge movements	343	19.85%	564
Unescorted tank barge movements	322	18.63%	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	1,067		1,619		1		880		3,567	
Unescorted movements	500	46.86%	801	49.47%	1	100.00%	418	47.50%	1,720	48.22%
Tank ships	341	31.96%	515	31.81%	0	0.00%	238	27.05%	1,094	30.67%
Tank barges	159	14.90%	286	17.67%	1	100.00%	180	20.45%	626	17.55%
Escorted movements	567	53.14%	818	50.53%	0	0.00%	462	52.50%	1,847	51.78%
Tank ships	354	33.18%	505	31.19%	0	0.00%	245	27.84%	1,104	30.95%
Tank barges	213	19.96%	313	19.33%	0	0.00%	217	24.66%	743	20.83%

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**

June 12, 2003

1. CORPS 2003 O&M DREDGING PROGRAM

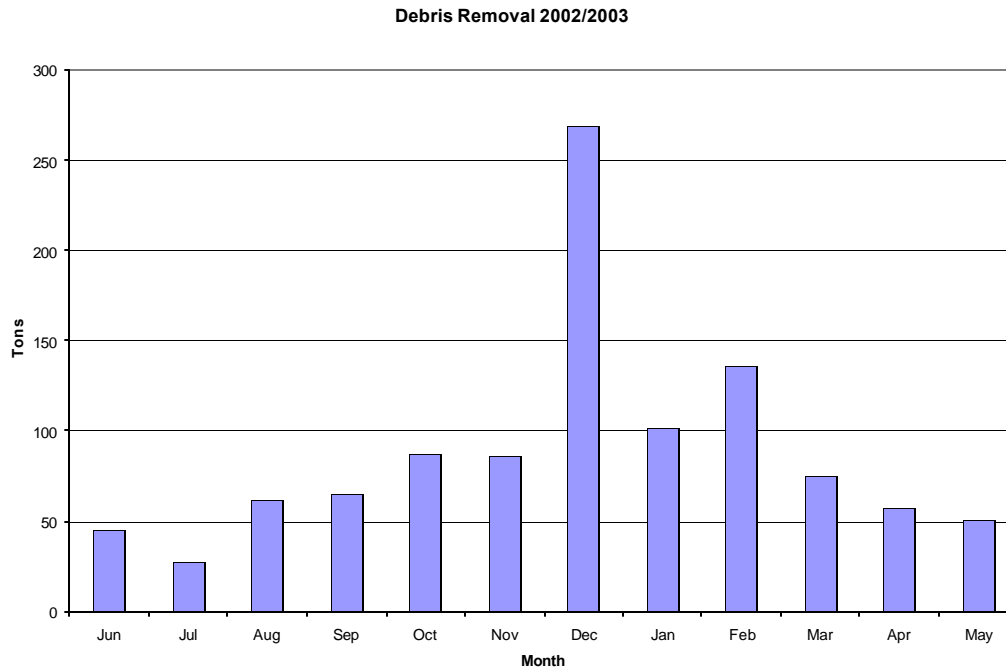
- a. ***Main Ship Channel*** – Expect to start dredging in early June 2003. Government dredge *Essayons* is scheduled to perform the work. The *Essayons* arrived on June 10, 2003 and has started work. The agencies have given the Corps a Tier I decision for exclusion from testing for this project for this year.
- b. ***Richmond Outer and Southamton 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*** – Dredging is under way with the material going to the Ocean Disposal Site. This is a continuation of the FY 2002 contract.
- 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 testing for this project is will underway and we should have the test results in the next couple of weeks. Work is scheduled to start early August. The Corps is presently performing emergency dredging on some portions of the Oakland channel.
- 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. The solicitation went out on June 3, 2003 and the bid opening is scheduled for July 3, 2003. The government dredge “Yaquina” has finished dredging Bullshead Reach and the high spots of Point Edith. The Corps is performing the post dredge survey in these areas. This material was not scheduled to go to Sherman Island because it was not include in the Central Valley Regional Water Quality Control Board’s Waste Discharge.
- 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 complete.
- 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 was performed by the “Yaquina” . 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. The Corps has completed the testing and the test results have been provided to the agencies for review at the DMMO meeting on June 18, 2003.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for May 2003 was 51 tons. This is down from the 57.25 tons collected in the month of April.



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 July. The dredging contract will follow later in August..

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. Corps is presently working on the final report providing a summary of the work accomplished to date.

c. Avon Turning Basin

The Corps has stopped work on this project and plans no further actions based on the lack of funding required from the sponsor. The sponsor has not been able to secure the funding required because of liability issues.

Questions from May 8, 2003 HSC meeting

1. **What is the cost of the total study and what will the sponsor have to pay.** The total cost of the study is approximately \$550,000 and the Federal Government pays 75% and the sponsor pays 25%. This means that the sponsor would pay approximately \$138,000.
2. **Can the Avon Turning Basin be included in the John F. Baldwin Ship and Stockton Deep Water Ship Channel project if it is not done now?** Yes, but the same problem will exist, the sponsor will have to provide their share of the funding and the liability issue will still remain.
3. **What is the status of the sponsor funding for this project?** The sponsor will no longer try to provide funding for this project.

4. EMERGENCY DREDGING

Oakland Inner Harbor – The emergency dredging of Oakland is underway. Do to shoaling of approximately 2 ½ feet in the last 2 ½ months, the Corps is performing emergency dredging on the Oakland Inner Harbor. The volume will be approximately 60,000 cubic yards. The shoaled area will be dredged to –41 feet MLLW plus 1 foot of allowable over depth. The dredged material is being disposed of in bay at the Alcatraz Disposal Site (SF-11). This episode of emergency dredging is almost complete.

5. CORPS' BUDGET

Corps has received the FY 2003 budget for O & M Dredging. It appears that we will have sufficient funds for our O & M projects this year by being able to use the government dredges for some of the projects.

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. We are starting the peer review of the salinity model and finishing up the economic analysis. So far the studies indicate that the salinity issue may not be a problem for this project.

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). We are continuing to work on this project. We are focusing on the economics to make sure that the deepening to 35 feet is justified.

Memorandum

Date: June 12, 2003

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group 2002 Annual Report

The Purpose for the San Francisco Central Bay Rock Removal Project is to take actions to prevent groundings on the rock mounds in Central San Francisco Bay near the existing deep-draft channels. The prevention of groundings could significantly reduce the risk of oil and fuel spills from occurring in the Central Bay. These actions would further serve to improve navigational safety and reduce significant environmental and economic damages within all of San Francisco Bay.

Summary: It is unlikely that the Corps of Engineers will proceed with a project to prevent groundings on the rock mounds in Central San Francisco Bay near the existing deep-draft channels, due to the extremely low benefit to cost ratio as discussed below. Therefore, the Rocks Work Group will work with the California State Lands Commission and Harbor Safety Committee to bring the current work nearing completion to a logical (useful) point and prepare Feasibility Study document (Reference Report) stating the conclusions noted above. The Work Group will also evaluate alternate means of Federal and non-Federal funding to pursue the project

1. 2002: The Underwater Rocks Work Group accomplished the following goals and objectives during calendar year 2002:

a. Technical Studies. The Underwater Rocks Work Group Worked closely with the Corps of Engineers to complete the following key technical studies in support of the Federally authorized Feasibility Study to investigate the lowering of rocks identified as hazards to navigation in the Central San Francisco Bay, and posted them on the San Francisco District, Corps of Engineers Website, www.spn.usace.army.mil/ (Click on publications/studies for reports referenced below).

- Risk Model. The CoE completed the Risk Assessment Model for the proposed project in October 2002. The report states that the predicted frequency of a tanker grounding at one of the submerged rocks (controlling depths of 33-36 feet MLLW) located northwest of Alcatraz Island (Harding, Shag, and Arch) is once every 658 years. The predicted frequency of a tanker grounding at Blossom Rock, southeast of Alcatraz Island, is once every 654 years. The predicted frequency of a non-tanker (primarily a containership) grounding at one of the northwest rocks is once every 161 years. The predicted frequency of a non-tanker grounding at Blossom Rock is once every 1603 years. The significantly lower frequency for non-tanker groundings at Blossom Rock is due to the lower depth of the submerged hazard (40 feet). The amount of oil outflow is dependent on the size and type of the vessel and the speed at which it strikes the rock, ranging up to 8 million gallons. The Risk Model Report computed the probability of failure of a well-maintained vessel. The Rock Group stated that a number of vessels calling at San Francisco Bay's ports and terminals have experienced operational and equipment failures. The CoE will investigate if this observation will impact risk analysis.

- **Oil Spill Model.** The CoE completed the Oil Spill Model in June 2002. There is no resolution, however, between total estimates of damage to the region; and damages which are attributable toward the determination of the National Economic Development (NED) plan (to justify Federal participation). The cost of mitigation was not discussed in the Oil Spill Model. This can greatly affect the total project cost. Estimates for required mitigation will be prepared, based on the recommended plan, if the project goes forward. Trajectories and economic impacts were simulated from a spill at Shag Rock (representative of Shag, Harding, and Arch Rocks). A spill at Blossom Rock, however, will theoretically result in a significantly different trajectory (more towards the south bay and less towards the north and west). A listing of the contributing reports follows:

1. Preliminary Report, Oil Spill Type & Volume Analysis (all rocks), Feb 2002
2. Draft Final Report, Bio-Economic Oil Spill Modeling - Shag and Blossom Rocks July 2002
3. Final Report, Bio-Economic Oil Spill Modeling - Shag Rock, May 2002
4. Final Report, Response Cost Modeling - Shag Rock, May 2002
5. Final Report, Socioeconomic Cost Modeling - Shag Rock, May 2002
6. Final Report, Socioeconomic Cost Modeling - Blossom Rock, July 2002
7. Draft Report, Response Cost Modeling - Blossom Rock, July 2002

b. Project Alternatives. The Work Group reviewed a listing of preliminary project alternatives, as part of the plan formulation process for the F-3 Conference (described below). These include structural measures (rock lowering alternatives and channel/lane rerouting) and non-structural alternatives (enhanced tug escort measures, clean-up response, and aids to navigation). The plan formulation process also included a discussion of construction techniques and disposal of rock rubble; environmental comparisons; and the no action (without project) alternative necessary to complete the NEPA/CEQA process.

c. Benefit to Cost Ratio. The results of the Risk Assessment Model, discussed above, were incorporated with the theoretical spill damages. This resulted in the probability of an accident, and the cost of cleanup / remediation, over the 50 year design life of the project (project benefits). Project benefits are currently estimated at \$12.48 million of *savings* by avoiding a spill at the three northwestern rocks (Harding, Shag, and Arch). Project costs include the construction cost estimates to lower the rocks, together with mitigation of environmental impacts. Construction costs for the lowering of Harding rock are currently estimated at \$32 million. This results in a benefit/cost ratio of .39 for Harding Rock alone. Construction costs to lower all three of the northwesterly rocks are estimated at \$221 million, providing a benefit/cost ratio of 0.056. This is significantly below the 1:1 ratio generally used as the minimum for Federal participation in Corps of Engineers civil works projects. The Corps of Engineers project team and Work Group reviewed all input into the benefit to cost ratio. Preliminary analysis indicated that costs of construction might be understated due to the particular challenges of working in Central San Francisco Bay (high sediment loads, significant depths, adverse currents, ocean swells, high winds). Preliminary analysis also indicated that the benefits might be understated (savings of costs associated with cleanup). Refined/adjusted costs/benefits, however will not likely change the low benefit to cost ratio to a significant degree.

d. F-3 Conference. The F-3 Conference is the first conference with the CoE leadership above District level. It is also referred to as the Feasibility Scoping Meeting. The conference focuses

on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis. The policy issue asked of Headquarters, United States Army Corps of Engineers (HQUSACE) is how to accrue the benefits from avoiding the catastrophic environmental damages, which would result from a spill in the Bay. This information, in turn, will establish if the project is consistent with the National Economic Development Plan (NED) policy that the Corps of Engineers must operate under in civil works projects. The evaluated structural alternative involves lowering the 3 northern rocks (Harding, Shag and Arch). Noting the apparently inadequate benefit-to-cost ratio described above, the central policy question to be addressed at the F-3 Conference is as follows: *Can the study consider the feasibility of the structural alternative under the Federal objective for National Ecosystem Restoration (NER) since the lowering of the rocks would reduce the risk of a catastrophic loss of species and habitat from an oil spill created by grounding on one of the three rocks.* If the structural alternative goes forward as a NER project, the Work Group strongly recommends early consultation with Federal / State resource / regulatory agencies. The Work Group collaborated with the Corps of Engineers to prepare and disseminate documentation in advance of a teleconference that was held in January 2003.

e. EIS/R. The Work Group participated in the review and prepared comments on the 50% Administrative Draft EIS/R associated with the Project's Feasibility Study. The Work Group assisted the CoE with the development of a list of alternatives to prevent groundings on the rock mounds in Central San Francisco Bay near the existing deep-draft channels. The alternatives reflect three general categories, in addition to the no project alternative:

- Rock reduction. Reduce (lower) all or some combination of the identified submerged hazards to navigation (Harding, Shag, Arch, Blossom Rocks and the unnamed shoal west of Alcatraz Island). The rock reduction alternative will also include discussion and analysis of alternative methods for removal and disposal.
- Re-align / construct new channels. Dredge to widen and deepen existing San Francisco Bay Traffic lanes
- Operational Restrictions. Incorporate the work by the Harbor Safety Committee to continue to refine tug escort regulations and/or other operational restrictions (vessel speed, piloting, two way traffic, etc.).

The Work Group and CoE also discussed methodology of reducing the rocks (boring/tunneling/blasting and/or abrasion). Alternatives for the disposal/re-use of the excavated rock rubble will also be an important consideration. There may be impacts to general navigation associated with the extensive anchoring systems required for work (detailed geotechnical investigation; boring/blasting; excavation of rubble). The project alternatives will be evaluated on the basis of efficiency, effectiveness, cost, and acceptability. If the project continues, the selected alternative may involve some combination of the above (rock removal/operational restrictions/channel re-alignment)

f. Tug Escorts. The Work Group also evaluated the benefits and limitations of increasing tug escort requirements in the Bay in order to prevent groundings on the rock mounds in Central San Francisco Bay. There was general consensus between the Tug Escort Work Group, Underwater Rocks Work Group, and CoE that continued tug escort will be necessary even if all the rocks were to be lowered. Tugs stationed at Alcatraz may not be able to reach an out-of-control vessel in time to avoid a collision. It may be advisable to separate tanker traffic from container traffic when determining the cost of and need for additional tug support.

g. Dispersants. Roy Mathur, California State Lands Commission, gave a presentation to the Rocks Work Group about the advances in the Oil Spill Response Plans within the Bay. The increased use of dispersants over the next 10 years was addressed in the economic model for the Feasibility Study, raising uncertainty about actual benefits and impacts.

h. Draft Coordinating Act Report (CAR). The Work Group reviewed the draft CAR prepared by the U.S. Fish and Wildlife Service (FWS) for the project. Potential issues include, but are not limited to, blasting impacts; required mitigation as a result of loss of sub-tidal rocky habitat; effect on recreational fisheries; statistically based risk analysis (probability of an oil spill event and resulting damage); and potential changes in hydrology as a result of changes in bathymetry.

i. Office of Spill Prevention and Response (OSPR). Chris Klumpp, OSPR, gave a presentation on oil spill response planning and exercises in San Francisco Bay to the Work Group. The presentation included Area Contingency Plans (ACP), Site Information Spill Response Strategy (SISRS), Oil Spill Response Organizations (OSROs), response drills, Sensitive Site Exercise Program, and response resources in the San Francisco Bay. Response resources in the San Francisco Bay include oil booms, skimmers, vessels, human resources, storage (shoreside and waterborne), vehicles, communication equipment, portable pumps, command posts, and generators. The Work Group also discussed possible technological advances in the use of dispersants.

j. Construction Methods. St Louis District, Corps of Engineers, provided expertise to help develop cost estimates for removing (lowering) the rocks, based on similar projects. These included, but are not limited to, explosive measures protected by “bubble curtains”. The study also included other measures including rock dredges and chemical expansion.

2. 2003. The Underwater Rocks Work Group identified the following goals and objectives for calendar year 2003:

a. Conduct the F-3 Conference (Feasibility Scoping Meeting). The conference, conducted January 2003, focused on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

b. Terminate the Corps of Engineers’ Feasibility Study since it is unlikely that the Corps of Engineers will proceed with a project to prevent groundings on the rock mounds in Central San Francisco Bay near the existing deep-draft channels, due to the extremely low benefit to cost ratio as discussed above. Complete ongoing work to a logical (useful) point. Prepare a 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.

c. Work with the California State Lands Commission and Harbor Safety Committee to address the following questions / concerns:

1. Evaluate alternate means of Federal funding to pursue project.
2. Evaluate alternate means of non-Federal funding to pursue project.

2003 Qualified Individual Workshop

Hosted jointly by

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June 25-26, 2003

California Maritime Academy, Vallejo, CA.

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Key Presentation Topics	
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➤ Improved Readiness Training for the Commercial Vessel Operator – BMS and Spill Simulation	
➤ Regulatory and Legal Responsibilities of Response	
➤ Field Safety – Hazard Identification, Control, and Coordination	
➤ Law Enforcement and Port Security integration with NIIMS Incident Command System	
➤ The Planning “P” – a Key Path to Effective Response Management	
➤ Understanding Spill Modeling and how to use effectively	
➤ Operational Response Strategies – Contractors, Strategies and Equipment	
➤ DEMONSTRATION RESPONSE EQUIPMENT, STRATEGIES, AND TACTICS	

Next Class Scheduled for October 2003 – contact us for details.