

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

9:30 a.m., Thursday, July 14, 1994

Port of Oakland, 530 Water Street, Oakland, CA

1. The public meeting was called to order by Vice-Chair Ann Notthoff, Natural Resources Defense Council, at 9:40. The following committee members or alternates were in attendance: David Adams, Port of Oakland; James Faber, Port of Richmond; Alexander Krygsman, Port of Stockton; Roger Peters, Port of San Francisco; Joseph Gaidstick, Benicia Industries, Inc.; Margot Brown, National Boating Federation; Morris Croce, Chevron Shipping; Richard Smith (alternate for Dwight Koops), SeaRiver Maritime; Lynn Korwatch (alternate for John Gosling), Matson Navigation Company; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Robert Clinton (alternate for Tom Crowley, Jr.), Crowley Maritime; Mary McMillan, Westar Marine Services; Carl Bowler (alternate for Arthur Thomas), San Francisco Bar Pilots; and federal government representatives from the U. S. Coast Guard, Donald Montoro, J. P. Dolan and Steve Attaway; and Robert Mattson, U. S. Navy. Also in attendance Bud Leland and Marian Ashe, OSPR.
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. MINUTES OF PREVIOUS MEETING. M. McMillan noted a correction/addition to paragraph #8, "M. McMillan noted that, although Westar was not being investigated for short crewing, Fish and Game marshals visited Westar during the process of this investigation with suggestions for record keeping procedures that would make this type of investigation faster." M. Ashe noted a correction to paragraph #9(2); "On 6-10-94 a 45-day comment period began on the regulatory amendment to extend the current tug escort regulations through 12-96." MOTION by J. Lundstrom, seconded by A. Krygsman to adopt the minutes as corrected. Motion passed without objection.
4. COAST GUARD REPORT, D. Montoro, Captain of the Port. A copy of his report is made a part of these minutes. Also included is a report of vessel boardings for the month of June in connection with the USCG substandard vessel inspection program. D. Montoro asked the committee if this report contains the information the committee wants. The consensus of the membership was that it does. A. Notthoff asked about the ticketing program in effect in Long Beach for smaller spills. D. Montoro responded that a pilot program has been established in five ports. The program allows the investigator on the scene to issue citations for spills of less than 100 gallons. The penalty/fine is pre-determined and written on the form. This streamlined system has been well-received, but the date for national implementation has not been designated. D. Montoro will report further on this next meeting.
5. CLEARINGHOUSE REPORT, A. Steinbrugge. The report, with statistics for the month of June and the year-to-date is made a part of these minutes. One incident of potential late reporting

was reported to OSPR and the agent. It was noted that tank vessel traffic was down by 14 transits over the previous month and escorted moves for barges was down 38%.

6. OSPR REPORT, B. Leland. (1) The inconsistency noted in the Clearing House Report is under investigation. (2) On 6-14-94 the OSPR response to the 1993 Harbor Safety Plan Review was sent to the HSC Chair. It is a snapshot of the recommendations in the plan, outlining where the plan stands at this point in time and what OSPR needs to do for implementation. There may be areas where things have gone forward and progress has been made since the document was drafted, even though it has a publication date of 6-14-94. B. Leland requested that he be informed of any problems with this document. (3) On 7-14-94 the bunkering and lightering regulations go into effect. A. Notthoff suggested the timing of OSPR's review of the previous year's annual plan review should be scheduled so that it can be used in the HSC's review for the following year. T. Hunter noted that all committee members will receive copies of the OSPR document. Others will receive copies on request.

7. TUG ESCORT SUB-COMMITTEE, R. Peters. (1) The TAG held a workshop last week to update the community on the Glosten Report. The study has now been delayed one to two months past the initial completion date and is expected in late September. The issue causing this delay is a full scale testing program. The target date for full scale testing is 7-20-94. M. Croce, the TAG Chair, will invite key people to attend. (2) There has been a change in the basic approach, from the use of tugs to establish redundancy to the tanker itself maneuvering. The geographical restraints of this harbor have resulted in a change to a more focused look at zones and a "constraint by zones approach". (3) D. Montoro has received a request from his headquarters for his comments regarding tug escorting within his district by 7-30-94. He has asked the TES for input. A copy of the request was distributed to committee members and is made a part of these minutes. M. Croce noted that the Coast Guard has a different approach to escorts, defining performance criteria. This will affect the conclusions of the Glosten Study if a different concept needs to be introduced. The TES is awaiting direction from the Chair regarding an HSC response. D. Montoro noted that he is looking for any public and port comments on an informal basis so he can include that input in his comments on the proposed rule making, which will then go into a formal comment period. (4) A TES workshop will be held directly following this meeting to receive public comment on the Administrator's review and those issues raised in public hearings which are not addressed by the Glosten Study. The TES has draft recommendations regarding these issues which will be presented at the workshop.

8. PLAN SUB-COMMITTEE, J. Lundstrom. A draft of the annual review was distributed to the full committee with a full set of appendices. A formal vote will be taken on each recommendation at the next HSC meeting on 8-11-94 in time to meet the 9-1-94 deadline for submission to OSPR. A summary of these recommendations is found on page 2. All corrections or comments should be directed to J. Lundstrom. She thanked the committee chairs and all who worked to complete this review. A. Notthoff noted that the OSPR response/review of the previous

year's annual review could be incorporated at this time. J. Lundstrom responded that she had been working closely with B. Leland and, except for the most recent implementations, OSPR's input has been included.

9. REPORTABLE EVENTS SUB-COMMITTEE, M. Croce. The sub-committee met on 7-11-94. Present were D. Montoro, P. Dolan, S. Attaway, J. Lundstrom, C. Bowler, P. Moloney and M. Croce. A report has been drafted to the HSC Chair. (1) The term "near accident" has been replaced with "reportable event" to align the name of the sub-committee with the intent of the program, which is to collect data that will lead to improving safety on the bay. (2) The objective is to identify and collect statistical data on events out of the ordinary and analyze this information in order to implement better safety measures. (3) VTS' definition of near miss was used, "a marine situation wherein the possibility of a marine accident is unnecessarily increased." (4) The sub-committee discussed the type of data to go into the program and agreed that the data base should be as broad as possible. (5) The Coast Guard CasRisk program should retain management of the program, including the collection, maintenance and analysis of data, and the preparation of an annual report to the HSC. (6) The base of the data should be broadened to include input from vessel masters who bring in their own ships, marine terminals and bridge operators as well as the pilots. (7) Raw data should be reviewed by representatives of MSO, VTS, San Francisco Bar Pilots, State Pilot Commission and the HSC (with seafaring background). This group to meet monthly or quarterly to review events and determine which are applicable to the program. The initial analysis is expected to be completed prior to the next review of the Harbor Safety Plan for inclusion therein. J. Lundstrom noted that VTS does not log that many reportable events; the information is most likely to lead to changing navigational aids and/or improving communication. M. Croce added that the purpose is not to point blame, but to look at events and learn from them. R. Smith asked if the system would be voluntary or the result of a COTP order. M. Croce responded that reporting/participation in addition to CasRisk/VTS data would be voluntary. D. Montoro offered to review how the CasRisk system works and will report on how the annual review will be structured at the next HSC meeting. The Chair, A. Thomas, will appoint the HSC representative to the sub-committee.

10. PORTS SUB-COMMITTEE, C. Bowler. A workshop was held last week to more clearly develop recommendations that will go to NOAA for use in designing PORTS for San Francisco. Until the system is designed the actual costs cannot be quoted. C. Bowler has taken the information gathered at the workshop and put it on charts to be forwarded to Dr. Wilmott of NOAA. In mid-August, Dr. Wilmott will visit San Francisco to answer questions. After the system is installed, the State of California will have to assume control and maintenance of the system and establish user fees. R. Peters asked if the sub-committee is recommending specific sites for installation of equipment. C. Bowler replied that the sub-committee is recommending areas where information should real time or now cast to include currents, tide, water level, wind and visibility data. B. Leland noted that initial information was for a cost to the federal government of 4.2 million dollars for installation and an annual cost when the state assumes control and maintenance of \$350,000 to

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\$500,000. C. Bowler added that it is premature to assign cost until the requirements of the system can be identified and a cost analysis performed. The cost of the equipment has gone down in the two years the project has been in the developing stages. D. Adams asked if the state will maintain the system or ensure that others pay. B. Leland responded that OSPR is still looking at options including user based funding. T. Hunter noted that the user base would be broader than the shipping industry and could include recreational boaters and fishermen.

11. **UNFINISHED BUSINESS:** (A) J. Lundstrom noted that this will be P. Dolan's last meeting before his transfer to Hawaii. She referred to the considerable amount done by Cmdr. Dolan and his staff at VTS, noting the active role VTS has taken to improve the system and work with users, including reciprocal watch stands and joint radar simulation training with the San Francisco Bar Pilots. She expressed to Cmdr. Dolan the community's gratitude for his efforts. Cmdr. Dolan introduced his replacement, Cmdr. Dennis Hobeck. (2) R. Smith reported that a Coast Guard guideline regarding the anchoring distance in anchorage 9 would increase the distance from 750 yards to 1000 yards. P. Dolan noted that this is included in the 1994 Harbor Safety Plan review. (3) J. Faber inquired as to the status of OSPR's hold harmless indemnity for committee members. B. Leland responded that it is on the Deputy Administrator's desk.

12. **NEW BUSINESS:** None.

13. The next meeting will be held 8-11-94 at 10:00 at the Port of San Francisco.

14. Meeting adjourned at 11:00.

Respectfully submitted,

T. Hunter