

## MINUTES

### HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, July 12, 2001

Port of Oakland, Board Room, 530 Water Street, Oakland, CA

**Grant Stewart**, American Ship Management, Chair, called the public meeting to order at 09:05 a.m. 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; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Benicia Industries; **John Davey**, Port of San Francisco; **Brian Dorsch**, Chevron Shipping Company; **Todd Covini** (alternate for Stewart McRobbie), SeaRiver Maritime; **Don Watters**, CSX Lines; **Fred Henning** (alternate for Scott Merritt), BayDelta Maritime; **Patrick Morgan** (alternate for Michael Beatie), Vallejo Baylink Ferries; **Marina V. Secchitano**, International Longshore and Warehouse Union; **Margot Brown**, National Boating Federation; **Larry Teague**, San Francisco Bar Pilots; and **Joan Lundstrom**, Bay Conservation and Development Commission. U. S. Coast Guard representatives **Lt. Cdr. John Caplis**, MSO, and **Cdr. Dave Kranking**, VTS; U. S. Army Corps of Engineers representative, **David Dwinell**; NOAA representative, **Mike Gallagher**; OSPR representative, **Al Storm** and Marine Exchange/Clearinghouse representative, **Lynn Korwatch**. Also in attendance, more than thirty-five representatives of the interested public.

The following corrections were made to the minutes of the 6-13-01 meeting. **A. Storm**: P. 2, lines 5 and 8 and P. 3, line 6, OSR should be OSRO. **L. Teague**: P. 2, line 1, “. . . 3’4”deep” should read “3/4”deep”. **E. Dohm**: under New Business, delete second and third sentences; comments attributed to him are not accurate. MOTION by **J. Lundstrom**, seconded by **L. Teague**, “to approve the minutes of the 5-10-01 meeting as corrected.” Motion passed unanimously.

In opening remarks, the Chair announced that an outreach group sponsored by the Marine Transportation System (MTS) National Advisory Council meets at 2:00 today in this Board Room to discuss the creation of a California MTS Advisory Council. The goal is to develop a nationwide organization of local groups to address all the components of marine transportation, including security, trucking, etc.

**COAST GUARD COTP'S REPORT, J. Caplis.** A written report of port operations statistics for pollution response and investigations and significant port safety events for the period 6-1-01 to 6-30-01, is made a part of these minutes. (a) Two COTP orders were issued during the month, both related to anchors and/or anchoring systems. (b) The offshore anchorage discussed at the last meeting gets used approximately once every three days. The CG is reviewing and formulating the data and will get back to the HSC.

**CLEARINGHOUSE REPORT, L. Korwatch.** (1) A written report with statistics for the month of June, 2001 is made a part of these minutes. There were no calls to OSPR in June; year-to-date there have been three. (2) The MX didn't receive any calls in the past month regarding arriving tankers unfamiliar with SF tug escort requirements.

**OSPR REPORT, A. Storm.** (1) **A. Storm** swore in **Dave Adams**, alternate for **L. Cardoza**, Port of Oakland representative. (2) **A. Storm** has been seeking an environmental community representative for the HSC. The Center for Marine Conservation, now the Ocean Conservancy, has declined. A representative from the Marine Mammal Center has agreed to serve as alternate. (3) On 7-5-01 a hearing on the proposed changes to the tug escort regulations was held at the Bay Model. In all, only one comment was received and it was read at the hearing. **Joy Lavin Jones** will file the proposed rulemaking with OAL next week. They will have thirty days to approve and then, either the proposal goes to regulation or, if OAL raises any issues to be addressed, there will be a fifteen-day comment period on those issues. (4) In the minutes of the May meeting the issue of sea tow lanes being added to electronic charts was raised. **Bud Leland** was misquoted as saying that a VTS study was underway. In fact, the BC States Task Force is conducting an offshore vessel routing study, which is close to completion. **Rick Holly** will attend the August HSC meeting to give a brief overview.

**NOAA Report, M. Gallagher.** (1) A new edition of *Coast Pilot 7*, for the area around SF, will be printed in September and distributed in November. There are still ten or eleven days left to make changes or additions. (2) The survey team has been in the SF area for two months. They have completed the patch to the northeast of Alcatraz and an area off Islais Creek, Port of SF. In the area off Alcatraz a 48' sounding was taken in an area charted 49' and a 49' sounding taken in an area charted at 53'. There were no real surprises in Islais Creek. A 39' lump was found and the rest of the area was 41' to 42' deep. The crew moves to the Port of Oakland next and then to Richmond. A survey of the proposed Avon turning basin area has been discussed.

**COE REPORT, D. Dwinell.** (1) **D. Dwinell** introduced **Cynthia Nielsen** who replaces **Arjis Rakstins** and will serve as COE representative to the HSC. She comes to the SF area from COE headquarters after serving in Asia, Seattle and several other districts. (2) The written COE Report, as submitted to the HSC orally, is made a part of these minutes. (3) **L. Cardoza** added to comments regarding cuts in the COE budget and the effect on Oakland's -50' Project. On 7-24-01, the Port of Oakland and the COE will sign a cost sharing Project Cooperation Agreement that initiates construction on the 50' project. The first phase is widening of the turning basin from 1200' to 1500'. The COE has negotiated the first construction contract, which is for demolition. In the 2002 budget he sent to the House, the President designated \$2 million for the project. The House increased that to \$10 million and the Senate will show \$12 million. This amount is insufficient for wholesale dredging, but enough to widen the Inner Harbor Turning Basin.

**NAVIGATION WORK GROUP, L. Teague.** No report.

**UNDERWATER ROCKS WORK GROUP, L. Cardoza.** (1) The group, with representatives from the COE, State Lands, the Port of Oakland and the Marine Exchange, met on 7-9-01 to discuss the status of contracts required for the COE Feasibility Study. Attendees discussed the benefit/cost analysis of the Feasibility Study. Discussion led to the following approach: (a) Conduct a risk assessment study to focus on determining the probabilities of accidents occurring. By first determining the likelihood of a vessel striking the rocks, the size of resulting spill, and the location of the spill, the damages of such a spill can be determined more easily. (b) The Oil Spill Model will generate preliminary assessments of damages (as generated from spills of specific size, location and environmental conditions). (c) If additional information is needed (beyond the model results) on specific damage assessments, the model will be adjusted to include these. A non-structural alternative to lowering the rocks needs to be included in the alternative analysis. A possible scenario would be to shift all traffic to the south of Alcatraz. Based on comments from the HSC at the June meeting HSC meeting, the Statement of Project Purpose was revised to state: "The Purpose for the San Francisco Central Bay Rock Removal Project is to take actions to prevent groundings on the rock mounds in the Central San Francisco Bay near the existing deep-draft channels. The prevention of groundings would significantly reduce the risk of oil and fuel spills from occurring in the Central Bay. These actions would further serve to reduce the risk to navigational hazards and significant environmental and economic damages within all of San Francisco Bay." The Feasibility Study is generally on budget with a scheduled completion date of 6-20-03. The next work group meeting is scheduled for 8-6-01, 10:00-12:00; Room 819, COE Offices, 333 Market Street, SF. A separate meeting to address fisheries

issues is scheduled for 7-12-01. **L. Teague** noted that, while the language in the Statement of Project Purpose does reflect comments made at the last HSC meeting regarding the location of the rocks, i.e., the change from “in” the deep water channel to “near” the channel; the rocks are actually in the west bound traffic lane. **L. Teague** suggested the Statement be changed to state that the rocks are “in the Central Bay”.

**FERRY OPERATIONS WORK GROUP, N. Pagan.** (1) The group held their first meeting on 6-27-01 to discuss wake damage. Earlier that same day the ferry operators met and solved the problem among themselves. The work group is concerned with signage or getting information to the rest of the marine community regarding possible damage due to excess wakes and is looking for input on how to educate boaters. **M. Sechitanno** added that the CG was happy that the operators worked it out among themselves. Perhaps the educational program can be taken on by the Prevention Through People Work Group. **M. Brown** agreed that it is important to get the information to boaters other than commercial traffic. The Prevention Through People Work Group will look at the issue at their next meeting scheduled for 7-24-01. **N. Papan** will attend. **M. Sechitanno** suggested that the ferry operators can make others aware of their operating schedules, especially when and where they are boarding passengers. This issue was discussed at the Water Transit Authority and that group will do studies as new boats are added to the ferry system. (2) **N. Pagan** noted that the name of the work group was changed from the Water Transit Work Group to the Ferry Operations Work Group to avoid confusion with the Water Transit Authority.

**HUMAN FACTORS WORK GROUP, D. Watters.** The final version of the brochure *Safe Transit Program, Guide for Preventing Engine and Steering Failures* was distributed. **D. Watters** noted that **S. Merritt** finished the project before turning the work group chair over to him. The group is looking for help in distributing the brochure to ships entering the bay. Question: Can the MX distribute it to their members? **L. Korwatch:** Yes, that will cover a lot of the agencies, but not all. Some members have asked to receive it electronically and that works well. **B. Dorsch:** If the HSC relies on operators to duplicate and distribute the brochure to vessels, it won't happen. **M. Brown:** **Chris Williams**, MSO, had a database of 1200 for the Prevention through People survey sent out last year. Discussion of whether the brochure would be more effective if in color. It was agreed that the brochure would be better received and carry more weight if it came from the CG. **J. Caplis:** MSO is internally limited to black and white copies. An upgraded version would require going to GPO for funding. **A. Storm:** There may be money in the contract between OSPR and the MX to publish the brochure. **M. Sechitanno:** Can this go in the *Coast Pilot*? **M. Gallagher** will review the material

and see. **J. Caplis** and **M. Gallagher** will report back on the *Coast Pilot* and publication of the brochure at the next meeting. The Chair thanked the work group for their efforts.

**PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown.** The next meeting is scheduled for 7-24-01. Question from the Chair: What is the status of the grant to fund publication of the Channel 16 brochure? **M. Brown:** Per **Lt. Cdr. Williams**, it is still in the project stage, to be produced by Boating and Waterways. The project was slowed down by summer vacations.

**TUG ESCORT WORK GROUP, J. Lundstrom.** (1) Anyone interested in work group meetings should give **J. Lundstrom** their e-mail address to be included in a poll for possible meeting dates. The next meeting will be sometime in early September. (2) For the group's agenda, **J. Lundstrom** would like to revisit the HSC's recommendation to the Administrator in 1998 that OSPR sponsor legislation to require tug escorts for vessels carrying chemical cargoes in quantities large enough to pose a risk, if the HSC would like to pursue this. In addition, since the regulations have been on the books a number of years, now would be a good time to look at what is working and what may need to be opened up for improvement. The SF HSC should work with the LA/LB HSC to continue the goal of consistency in regulations for users transiting the state's ports. **A. Storm:** Regarding the proposal to sponsor legislation for chemical tankers, OSPR has no regulatory or statutory authority for tankers other than those carrying oil. OSPR did approach Fish and Game for new legislation, which was denied at the time of the original HSC recommendation. With a new Governor and a new Administrator, the answer could be different now. **A. Storm** suggested the HSC send another letter with the request accompanied by a document on the justifications for bringing a new group of tankers under OSPR's authority.

**Jeff McCarthy** gave a presentation on the Automated Information System (AIS) with a real-time display of what was taking place in the bay. AIS transponders are on 22 vessels that transit the bay with high frequency, including four on pilot boats. The information they provide is displayed with data from VTS radar targets. (An arrow represents VTS radar data and a pentagon AIS equipment-generated data). AIS is best described as a mirror in the sky that reflects traffic on the bay. IMO and the CG are currently developing rulemaking to require AIS equipment on vessels. It will take a five to six year phase-in period for all vessels in the bay to carry the equipment. A user can click on a vessel in the display and get information on the vessel's specifics and projected movement. PORTS data can be integrated into the display. The display can include vessel names, soundings, traffic lanes and buoys. All of which can be shown or taken out to decrease clutter on the screen. There is currently limited funding from OSPR to keep the system operating next year. Added funding may come from Hazardous

Materials Response, the ferryboat industry and others. **J. Caplis:** The intent of the software is to eventually have a two-way patch between the AIS and VTS. VTS can now import AIS information into the VTS display, but is waiting to run tests to be sure they will be able to clear it off their screen when needed. Question: What is the cost to install AIS equipment on a vessel? **J. Caplis:** It currently costs approximately \$15,000. But when new carriage requirements come into play, effective January, 2002, manufacturers will tool up and the cost will come down.

**PORTS WORK GROUP, L. Korwatch.** The Richmond sensor failed as a result of a break in the cabling. It is being repaired today. Silting has caused the Benicia current meter to tilt. It is working but the readings are not usable. Funding from the state to keep PORTS operating are shaky at best. There was \$75,000 left from the 2000-2001 fiscal year; which is about half of what is needed for 2001-2002. Boating and Waterways has approved use of that surplus to keep the system up and running. With these limited financial resources, the MX/CH is looking for guidance on what users want the money spent on. For example, it would cost \$5,000 to upright the Benicia meter. **L. Teague:** It would be good to see the Benicia meter up and running all the time because that is an area that experiences silting and strong currents, which is also the reason for the problems keeping the sensor operative. **L. Korwatch:** After the bridge retrofit is completed, NOAA is putting a side-mounted sensor on the bridge sometime in September/October as a test unit. At that time, the sensor in place now will need to be operative to compare data with the side-mounted sensor. During the winter and spring the run-off causes a fast current and the data from the meter is very important. Is it necessary to repair the Benicia current sensor now? **L. Teague:** As much as the pilots would like to have it, the sensor is difficult to keep up and working and it doesn't seem worth dedicating a lot of the budget to it now. **B. Dorsch:** The MTS may be the appropriate forum to address the need for the state to look at legislation to meet the funding requirement for PORTS. **L. Korwatch:** It is frustrating for the MX to see PORTS at risk after all the work to put it in place. Question: What about Boating and Waterways? **L. Korwatch** responded that she has a meeting with them at the end of the month. **M. Gallagher** added that he could get data from the sensors and develop information on how it correlates to the published tide tables to demonstrate the need for PORTS. **M. Brown** noted that the HSC discussed seeking funding from the State of California several years ago because so many users rely on PORTS information. Funding should come from the state, rather than one specific state agency. Question: How can the legislative process be initiated? **L. Korwatch:** The MX has tried to put maintaining PORTS forward as an on-going budget item. Initially, the system was funded as a study. There hasn't been a legislator willing to step up and sponsor this effort. A document needs to be developed describing the system and the users and explaining why the state should pay. In LALB the port pays

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for the maintenance of PORTS. **M. Sechitanno**: This is a bad year to seek funding, with the energy crisis. Having worked with Lowenthal, he may be interested. But for this year, we have to go where the money is, for instance, Boating and Waterways. HSC member Mik Beatie is a Commissioner with Boating and Waterways and may be able to help.

**OLD BUSINESS.** None.

**NEW BUSINESS:** **A. Storm** reported that the new Administrator of OSPR has been aboard since 7-2-01 and will attend the next HSC meeting.

The next HSC meeting is scheduled for Thursday, 8-9-01 at 10:00 at the Port of San Francisco.

MOTION to adjourn by **T. Wilson**, seconded by **M. Brown**. Motion passed unanimously. Meeting adjourned at 1130.

Respectfully submitted,

Captain Lynn Korwatch  
Executive Secretary