

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 SF BAY REGION

Thursday; July 8, 2004

Port of Richmond, Harbormasters Office, 1340 Marina Way South, Richmond, CA

Rich Smith, Westar Marine Services, Acting Chair, called the public meeting to order at 9:30 and welcomed those in attendance. The following committee members or alternates were in attendance: **Len Cardoza**, Port of Oakland; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Margot Brown**, National Boating Federation; **Capt. Pete Bonebakker**, ConocoPhillips (alternate for **Capt. Doug Lathrop**); **Capt. John Karakoulakis** (alternate tanker operator representative), SeaRiver Maritime; **Capt. Robin Lindsay** (alternate for **Gary Fleegeer**), General Steamship Agencies; **Marina V. Secchitano**, Inlandboatmen's Union; **Fred Henning**, Baydelta Maritime; and **Capt. Robert Pinder**, San Francisco Bar Pilots; **Kathy Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Cmdr. Greg Phillips** (MSO) and **Cmdr. Pauline Cook** (VTS); U. S. Army Corps of Engineers' representative, **Margaret Chang**; OSPR representative **Al Storm**; State Lands Commission representative **Ken Leverich**; NOAA representative, **Cmdr. Steve Thompson**; **Capt. Lynn Korwatch**, Marine Exchange, and more than twenty-five people from the interested public.

The Secretariat confirmed the presence of a quorum.

A. Storm announced that, due to work commitments, Capt. Grant Stewart, HSC Chair, must resign as both chair and dry cargo representative. He had hoped to attend this as his last meeting, but was unable. OSPR will be seeking a replacement chair. In the meantime, **R. Smith** has agreed to serve as temporary chair for this meeting.

CORRECTIONS to minutes of previous meeting: The chair noted that **J. Lundstrom** has submitted a re-write of the Tug Escort Work Group report, stating that the substitute recorder had tried but missed points that should be included in the record. Rather than edit, she submits the following Tug Escort Work Group report. "**TUG ESCORT WORK GROUP, J. Lundstrom.** Reported on the status of SB 1480, a bill pending before the state legislature that would allow tug escorts for vessels carrying hazardous materials. The HSC opposed the bill because it was too broadly written and there was no criteria for the Administrator of OSPR to define in what quantity hazardous materials should be tug escorted. It was also noted the Tug Escort Work Group did not have the expertise to advise the legislature on the definition of 'hazardous materials'. The bill was amended on May 24, 2004 to specifically target only San Francisco Bay, omitting the other four harbors in the state. This bill would still give the SF HSC the option to advise the Administrator whether tug escorts should be required for this category of ship. The question now is: does the HSC want to continue opposing the bill or does it want to change its position? The bill is currently moving through the legislature and should be to the

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Appropriations Committee and the Assembly by the end of August. The legislation is going to be moving faster than HSC meetings are held. The bill still doesn't break down the quantities and definition of hazardous materials. OSPR does not see the amendment making any significant changes. The Committee Chair feels that we have done our due diligence and the rest should be left up to the Administrator. **M. Secchitano** recommends that the HSC not re-address its position because it remains the same. Another alternative would be to give the opinion to OSPR and let the maritime community know what the implications are as well as HSC's opposition. No formal vote was taken, but it was recommended that the Chair write a formal letter to OSPR stating that the HSC has not changed its position of opposition. The Chair will forward a brief letter to OSPR within the next few days." **J. Lundstrom** submits, by e-mail, the following rewrite of the first paragraph under **NEW BUSINESS**: "**J. Lundstrom** reported on a presentation made at the last BCDC meeting by the Bay Area Water Trail Association (BAWTA), which represents hand-powered beachable watercraft interests (i.e., kayakers, canoeists, surfers, rowers and outriggers). The Association presented a map of some 90 bay launching sites, most existing, but some proposed. **J. Lundstrom** noted concerns about not showing shipping lanes, security zones, etc., on the map. This group is making a large push to bring more people onto the bay. It was suggested that representatives of BAWTA be invited to meet with the HSC for information on rules, regulations and concerns."

M. Brown: (1) Page 1, paragraph 3; alternates were announced but were not sworn in. **A. Storm** noted that, under current statute, OSPR can't appoint alternates. Operating under the HSC by-laws, the Chair, in consultation with the primary member, selects the alternate. (2) Page 1, paragraph 6, the Chair can't make a motion. He asked for a motion to approve the minutes of the previous meeting as corrected. (3) Page 2, USCG Report; **Harvey Johnson, Jr.** is a Vice Admiral and, at the beginning of line 12 of that paragraph, delete ~~on~~. (4) Page 2, USCG Report, paragraph attributed to **Cmdr. Phillips**; line 11, 'vehicle' should be vessel; line 12, 'sunk' should be sank; and in last line of that paragraph, 'vehicles' should be vessels. (5) Page 4, Tug Escort Work Group Report, correct spelling is **J. Lundstrom**; and in that same paragraph, 'their' should be there; and on page 5, 'sites' should be cites. (6) Page 5, Ports Funding Work Group, third sentence should read 'The group continues to try to obtain funding from the federal government.' (7) Page 6, in the last paragraph, the Chair can't make a motion. He asked for motion to adjourn. Motion was made by **R. Pinder**.

N. Pagan: Page 5, Ferry Operators Work Group; should read 'Follow up on Corps of Engineers-Coast Guard inspection on April 29th . . .'

A. Storm: (1) Page 3, OSPR Report item #4, correct name is Assemblyman Wolk; the Lowenthal bill would place an ILWU, local 68 pilot on the LA HSC, delete ~~union worker~~; beginning two sentences down should read 'SB 1480 permissively allows committees to ~~make~~

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require a tug escort for vessels carrying hazardous cargoes. Operators of ~~escort vessels~~ escorted vessels carrying hazardous cargoes would fund the bill. (2) Eight members of the HSC were sworn in at the meeting: **L. Cardoza**, Port of Oakland; **R. Pinder**, pilots; **N. Pagan**, Port of Benicia; **G. Stewart**, dry cargo; **M. Brown**, recreational boaters; **F. Henning**, tug operators; **M. Secchitano**, labor; and **R. Smith**, barge operators.

M. Chang: The COE requests that the language in the COE Report be deleted and the full report be attached to the minutes.

P. Cook: (1) Page 1, paragraph with attendees, delete ~~Lcdr. Ross Sargent~~; Cmdr. Pauline Cook and **Lcdr. Greg Phillips** were in attendance. (2) Page 2, USCG Report, last line in the paragraph attributed to **P. Cook**, delete ~~April~~ and replace with September. (3) Page 3, item #2, should read 'Work in Middle Harbor last month has ~~decreased water level~~ reduced water depths. (4) Page 3, item #3, ~~BPS~~ should be VTS in two references. The answer to the question should read '~~From a committee standpoint we have a history of implementing that speed limit.~~ The committee has a history of working with the CG and VTS.

MOTION by **M. Brown**, seconded by **M. Secchitano** "to accept the minutes of the June 10, 2004 meeting as corrected." Motion passed unanimously.

In comments, the Chair noted that the Harbor Safety Plan is under review by the various work groups and they are urged to complete their work so any changes or corrections can come to the full HSC at the August or September meeting.

USCG REPORT. (1) **G. Phillips** reported Port Operations statistics for the month of June, 2004. That report is made a part of these minutes by attachment. (2) Three Maritime Safety/Security Information Bulletins were issued in June. MSIB 04-10 addresses requirements for vessels carrying liquefied hazardous gas (LHG) transiting SF Bay. In past practice, COTP orders were issued requiring that these vessels go straight to their port of call and depart in the same manner, without anchoring along the way. This requirement is now in regulation under RNA language. MSIB 4-11 addresses Coast Guard personnel identification procedures. Coast Guard personnel will always be in uniform and when challenged will provide identification, signing the visitor's logbook if required and will accept an escort if requested. They will never test or try to trick facility security personnel. The test will be whether guards ask for proper ID and observe that the CG personnel are in uniform. The CG has asked other federal agencies, Customs and Immigration, to use the same practice. CG vehicles have been broken into and uniforms and IDs have been stolen. Facility guards should always stop CG personnel and ask for ID to determine that they are who they say they are. (3) During repair efforts for the delta levee break, the CG assisted San Joaquin County in enforcing the safety zone. (4) This will be **G.**

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Phillips last HSC meeting. He introduced his replacement, **Cdr. Daniel Leblanc**. (5) Question: Has the sail boat that sank in the bay on July 4, 2004 been totally raised? **G. Phillips**: Yes. It was gone by noon the next day and the channel was cleared. There was one minor delay to a vessel leaving the bay and to a couple of arriving vessels.

P. Cook reported for VTS. (1) Statistics will now include percentage change, to give a better view of traffic numbers, comparing current month to prior month same year and current month to same month prior year. Public vessels: 518; up 40% from May; down 20% from June, 2003. Tankers: 307; down 15% from May; down 14% from June, 2003. Cargo vessels: 1006; down 8% from May; down 29% from June, 2003. Tug with tow: 2865; up 6% from May; up 13 % from June, 2003. Ferries: 8003; no change month-to-month; up 2% from June, 2003. Miscellaneous vessels: 289; up 18% from May; up 13% from June, 2003. Total vessels: 12,988; up 2% from May; no change compared with June, 2003. (2) VTS was scheduled to have AIS up and operational for September, but that has slipped to November. The delay is primarily due to security concerns regarding the network. Clarifying use of Transview, users can continue to use the program beyond September, however, the feed from VTS will be discontinued. The AIS feed will continue. VTS is working with the MX on a prototype transceiver for all ferries so that they can send text messages with transit information and security alarms in that manner rather than using the radios. (3) **P. Cook** attended the Navigation Work Group meeting regarding vessel speeds. **R. Pinder** will report under the work group reports.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) The final version of the June minutes will have all the usual attachments for CG, CH and COE reports. (2) A written report with statistics for the month of June, 2004, is made a part of these minutes. There were no calls to OSPR during the month of June regarding possible escort violations. There was one call from a pilot to report a vessel arriving without the necessary paperwork prepared for the escort. It was taken care of before the eight mile arc. This year, to date, there have been twelve calls to OSPR. In 2003, there were three calls to OSPR regarding possible escort violations. There were two calls in 2002; six calls in 2001 and five calls in 2000.

OSPR REPORT, A. Storm. **A. Storm** swore in Port of Richmond representative **T. Wilson**.

NOAA REPORT, S. Thompson. (1) There are no new charts and no new *Coast Pilot*. (2) The ninety day weather forecast is for a normal summer, slightly warmer with normal precipitation.

COE REPORT, M. Chang. The text of the COE Report is made a part of these minutes by attachment. (1) Question: Will Redwood City be dredged in 2004? **M. Chang**: Only the high spots. Question: When will the additional dredging that is needed be done? **M. Chang** will research and update at next HSC meeting. (2) **L. Cardoza** expressed concern regarding the late

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start to dredging Great Lakes and a possible delay to the Oakland 50' Project dredging. The contractor Great Lakes was contractually required to begin on time, as is the case in Oakland. It is critical to start Oakland federal channel maintenance August 1st because of environmental windows. **M. Chang** will check on this and report back. (3) **L. Cardoza**: As a clarification, Petaluma Flats is deleted from maintenance dredging for 2004, but has not been dropped as federal project.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) The Prevention First Symposium 2004 is scheduled for September 14-15. Brochures will be mailed out this week. (2) There were no terminal spills in June. There was one near miss when a section of manifold sprung a leak. Luckily, it was insulated and the facility operator shut down the operation immediately so no oil got into the water. This incident will lead to the entire piece being replaced due to corrosion. (3) An LNG (liquid natural gas) workshop will be held at State Lands' office July 22, 2004. The issue is state government agencies' process for permitting facilities. (4) State Lands inspectors going aboard ships have been asked to surrender their IDs. They won't do this. (5) The ballast water law went into effect the first of the year. Last month State Lands started issuing violations. Approximately twenty violations were issued in Northern California, mostly due to problems with paperwork. They were easily addressed and corrected. Ballast water exchanges are being handled properly, with only minor problems.

The Chair announced that the agenda item 'Small Personal Watercraft' will be postponed to a future meeting. **M. Brown**: San Francisco will be a more convenient venue for representative to get to. **M. Brown** will be a speaker before the ocean kayak group at the end of the month and will show the *Saving the Bay* video and lead a discussion on safe navigation. Hopefully, this group will assume responsibility for distribution of the video to rental sites. **J. Lundstrom** has suggested that the Bay Area Water Trails Association map prepared for BCDC use be distributed to all HSC members. **M. Brown** will try to get a meeting or ask a representative to bring them to an HSC meeting.

TUG ESCORT WORK GROUP REPORT. The Chair announced that the Tug Escort Work Group letter to OSPR regarding the committee's position on SB 1480 was sent. **John Berge**, Pacific Maritime Shipping Association, reported that initially the association hadn't taken a position on the bill, hoping that the language would be narrowed in scope. Since that hasn't happened, the PMSA Board of Directors has given approval to oppose the legislation. PMSA sent a letter of opposition to the bill's author, Senator Byron Sher, and a PMSA representative met with legislative counsel to discuss PMSA's position. OSPR has indicated its appreciation for industry's action.

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NAVIGATION WORK GROUP REPORT, R. Pinder. (1) The work group met June 22, 2004 to address Waterkeeper's May 7, 2004 letter to OSPR regarding vessel speed on SF Bay. A Waterkeeper representative attended the meeting, along with representatives from OSPR, the State Board of Pilot Commissioners, CG MSO, VTS and the pilots. The pilots take this letter very seriously. An e-mail was sent to all pilots regarding speed regulation, the involved pilots were notified and a copy of the letter was sent to the State Board of Pilot Commissioners. At the meeting, attendees discussed the relationship between environmental factors in the area of the bay between the GG Bridge, Raccoon Strait, Angel Island, Alcatraz and the city front. These factors include tides, currents, extreme upwelling and wind, vessel speed through the water, limitations on engine orders and vessel capabilities to navigate safely at certain speeds, as well as related safety considerations. The group discussed the observations and calculations reported in the Waterkeeper's letter, including reasons why the data did not necessarily support a conclusion that the vessels violated applicable speed restrictions. Additional data will be needed to determine if there is a problem with commercial vessel traffic speed and, if so, the extent of the problem. The work group will meet again at the Pilot Commission Office, Pier 9 #102, San Francisco, directly after the Commission's regular meeting on July 22, 2004. The work group meeting will begin at approximately 10:30. The purpose of the meeting is to discuss the feasibility and parameters for a more concentrated monitoring of vessels speeds to be conducted by VTS over a one-week period. **P. Cook** added that VTS is taking speed issues seriously. VTS equipment doesn't allow for precise data because of radar and tracking limitations. If VTS observes excess speed, the pilot is contacted to ask if there are unseen factors that require additional speed. Regulations allow for a waiver of speed limit restrictions if there is a safety related reason. The general gist is to keep speed under 15 kts. while in the RNA. (2) **R. Pinder** reported that ships are asking pilots for ID at the top of the pilot ladder and are searching their bags' contents there on the deck in the wind. This seems an unnecessary delay in the pilot getting to the vessel's bridge. **Capt. Peter McIsaac**, President, San Francisco Bar Pilots, reported that was in contact with the COTP ten days ago to develop policy that can be distributed to all shippers. The concern is that security is intruding on safety.

FERRY OPERATORS WORK GROUP, N. Pagan. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. (1) The PTP Work Group has merged with the PORTS Funding Work Group. The group received a good deal of information from **Scott Merritt** on disk from the Funding Work Group and it was distributed to PTP Work Group regulars. When the group meets next they will start with a well informed base to work on the requested brochure. The next work group meeting is scheduled for July 13, 2004 at 13:00 at the new State Lands office, Hercules. (2) The *Collinsville* brochure has been the most popular publication developed by the work group. 7,000 to 7,500 copies were published and they are nearly gone. The group is requesting a reprint and funding has been made available

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through **Rob Hughes** of OSPR. (3) The *Rule9/5* brochure is being well accepted. It was suggested that the brochure be available on the MX/HSC website. **A. Steinbrugge** responded that the MX is collecting all the brochures in pdf format for the MX website. Question: Are there any copyright issues? **M. Brown**: No. All the brochures were publicly funded. They aren't copyrighted and there is no limit on printing or distribution.

PORTS REPORT, A. Steinbrugge. (1) The new Benicia current sensor for the Tesoro dock is based on a model in use in Chesapeake Bay. The design is expected in a week and will then be forwarded to Tesoro for approval. The unit is off-the-shelf, but each generation is improved upon and customized for the specific installation. The project is moving along pretty much on schedule. (2) Regarding PORTS funding, **L. Korwatch** reported on an event hosted by NOAA on June 30, 2004 to celebrate the 150th anniversary of the oldest continually operating tide gauge in the Western Hemisphere, located in SF. Speakers at the event, which was held at the Argonaut Hotel, home of SF's new maritime museum, included **P. McIsaac** and the director of NOAA. There was significant mention of PORTS and the event brought about awareness of both the environmental and economic importance of PORTS. NOAA is still working towards federal funding for maintenance of PORTS nationally. Funding has been approved, but not appropriated. \$35,000 has been made available by Boating and Waterways to fund maintenance through the end of the year. Question: How are installations of PORTS in new ports funded? **S. Thompson**: NOAA pays for installation and local funding is then necessary to maintain the systems. In Alaska, the state pays to maintain PORTS.

PUBLIC COMMENT. None.

OLD BUSINESS. (1) **A. Storm** reported that Clean Coastal Waters in Southern California has combined with Marine Spill Response Corporation. A few companies formerly with CCW have signed with MSRC after the merge. All companies that were with CCW must sign with MSRC or some other oil spill response organization. (2) Question: Do all alternates get the same correspondence HSC members get? **A. Steinbrugge**: Yes. Any problems should be noted to the MX.

NEW BUSINESS. (1) **L. Korwatch**: A public meeting of the Area Maritime Security Committee is scheduled for July 13, 2004 at the Port of Oakland at 10:00. (2) MOTION by **M. Secchitano**, seconded by **L. Cardoza**, that "the HSC send a letter to **Senator Dianne Feinstein** encouraging her support of proper funding for dredging at the Port of Redwood City. The Chair noted that the committee cannot vote on anything that is not on the agenda. This will be on the agenda for the August HSC meeting. The Port of Redwood City will be contacted and asked to send a representative to that meeting. (3) **A. Storm** advised that OSPR will be contacting HSC members seeking a new Chair.

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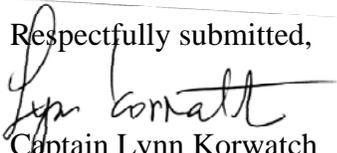
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The next meeting of the HSC will be held on Thursday, August 12, 2004 at 10:00 in the Port of San Francisco Conference Room.

MOTION by **M. Secchitano**, seconded by **M. Brown**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 11:05.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG Marine Safety Office San Francisco Bay

Port Operations Statistics

June 2004

<u>PORT SAFETY:</u>	<u>TOTAL</u>
• Total Number of SOLAS Detentions:	01
• Total Number of COTP Orders:	07
• Marine Casualty: Allision/Collision (0 Grounding/Sinking (0) Fire (1)	01
• Marine Casualty (Mechanical): Propulsion (3) Steering (0)	03
• Cargo (anhydrous ammonia)	02
• LOU-ANOA Violation	01
• Letters of Deviation: Radar (3) Steering (0) Gyro (0) Echosounder (0)	03
• Personnel (Crew) Casualty (1)	01
• Crew/Immigration Issues	01
• SIV (Coast Guard Special Interest Vessels), (1 - Russian)	01
• Waterways Issues: Hazard to Navigation (Middle River Levee Break continuation)	01
• Established Limited Access Areas (Safety Zones-2, Security Zones-1)	03
Safety zone for Ex-US Navy Vessel and Middle River Levee Break extension	
Security zone for CG Island Change of Command Ceremonies	
• Deadship Tows (2 ex-US Naval vessels)	02
• Anchorage Waivers (Oakland Outer Hbr/BART Tube seismic study)	01
• MSIB's	02
04-10 (LHG Vessel Requirements for SF Bay Transits)	
04-11 (CG Personnel Identification Procedures)	
• Bridge Failure/Casualty/Repair (UPRR scheduled maintenance)	01
• Facility Issues	01
• Port Drills/Exercises	00
• General PS Cases (not covered above)	11
Total Port Safety cases open for period:	19
Long Term Projects Opened this month:	01

<u>CONTAINER INSPECTIONS</u>	<u>TOTAL</u>
Total Container Inspections for the month (goal = 168/mo)	261
Total Number of Container Violations	30
Total Number of Violations	30
• Number of Shipments put on hold	04
• Number of Containers taken out of service	04
MASFOS (Multi Agency Strike Force Ops). Agencies included: CHP, Customs.	00
MOTCO Operations involving EHS/break-bulk explosives	00
EHS (Class 1.1/1.2 Explosive Handling Supervision Ops)	05

<u>FACILITIES DEPARTMENT</u>	<u>TOTAL</u>
Total number of daily Harbor Patrols:	283
Total number of critical Infrastructure visited:	101
Total number of 105 Facility Spot-checks:	55
MTSA outreach efforts completed (Total MTSA regulated facilities 64/vessels 111):	97

POLLUTION RESPONSE:**MSO**

Total oil pollution incidents within San Francisco Bay for the month:	24
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	03
Military/Public Vessels	00
Commercial Fishing vessels	07
Other Commercial Vessels	01
Non-Commercial Vessels (e.g. pleasure craft)	05
Unknown Source (as of the end of the month)	08
▪ Spill Information and Volume:	
Unconfirmed	11
No Spill, Potential Needing Action	00
Cases Requiring Clean-up	10
Federally Funded Cleanup Cases (OSLTF-2/CERCLA-2)	04
Hazardous Material Releases	00
1. Spills < 10 gallons	11
2. Spills 10 to 100 gallons	02
3. Spills 100 to 1000 gallons	00
4. Spills > 1000 gallons	00
▪ Penalty Action: Civil Penalty Action	00
Marine Violations:	01
Notice of Violation (TK):	00
Letter of Warning:	08
No Penalty Action:	15

Significant MER Cases:

1. Completion of the May removal project of 35,000 gals of oily wastes from a barge in the Alameda Estuary. There was no discharge recorded into the navigable waterway and Federal Funds were opened for \$74,000 for the OSLTF and \$7,000 for CERCLA. Vessel remains partially submerged and awaits ACOE and CG District 11(oan) final disposition actions.
2. Fishing Vessel: 18Jun04, MER opened OSLTF (\$7,000) and CERCLA for the removal of 180 gals of diesel and 150 lbs of household chemicals aboard sunken vessel in Richardson Bay.
3. Fishing Vessel: 03Jun04, MER opened OSLTF and CERCLA for the removal of fuel and household chemicals aboard abandoned vessel. Group San Francisco coordinated vessel removal from Coyote Point Marina.

Significant PSS Cases:

1. **Ex-USS Navy Vessel** 'deadship' tow & safety zone (June 17-24) and security zone (NVPZ) for operations scheduled from June 17th to June 24th, and continued throughout the month of July.
2. **Middle River Levee Break:** Safety Zone extended June 12th for an additional 30 days. The safety zone remains necessary to assist with the repair of a 400' section of the Middle River Levee.
3. **UPRR Bridge:** Coordination between MSO, VTS and Bar Pilots for scheduled UPRR Bridge Repairs during the week of June 21-25, 2004.

Significant PSS Actions or Exercises:

1. June 28, 2004 - MSIB 04-010: The Coast Guard designated the waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, and San Joaquin River as a Regulated Navigation Area (RNA) for the purpose of prohibiting vessels carrying Liquefied Hazardous Gas (LHG) from

anchoring or temporarily stopping in the designated waters. The Coast Guard now codifies existing policy requiring LHG vessels to proceed directly to their intended offload facility. For the purpose of this RNA, Liquefied Hazardous Gas is defined as a liquid containing one or more of the products listed in Table 127.005 of 33 CFR 127.005 that is carried in bulk on board a tank vessel as a liquefied gas product. A copy of the final rule that established 33 CFR 165.1185 can be found under the “Rules and Regulations” section of the Federal Register (Volume 69, number 103) dated May 27, 2004. In addition, LHG vessels will be allowed to anchor on a case-by-case basis with permission of the Captain of the Port, or his designated representative.

San Francisco Bay Clearinghouse Report For June 2004

San Francisco Bay Region Totals

		2003
Tanker arrivals to San Francisco Bay	62	66
Tank ship movements & escorted barge movements	276	347
Tank ship movements	175	63.41% 204
Escorted tank ship movements	86	31.16% 102
Unescorted tank ship movements	89	32.25% 102
Tank barge movements	101	36.59% 143
Escorted tank barge movements	59	21.38% 85
Unescorted tank barge movements	42	15.22% 58
Percentages above are percent of total tank ship movements & escorted barge movements for each item.		
Escorts reported to OSPR	0	1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	187		262		0		141		590	
Unescorted movements	81	43.32%	124	47.33%	0	0.00%	67	47.52%	272	46.10%
Tank ships	64	34.22%	88	33.59%	0	0.00%	45	31.91%	197	33.39%
Tank barges	17	9.09%	36	13.74%	0	0.00%	22	15.60%	75	12.71%
Escorted movements	106	56.68%	138	52.67%	0	0.00%	74	52.48%	318	53.90%
Tank ships	62	33.16%	82	31.30%	0	0.00%	39	27.66%	183	31.02%
Tank barges	44	23.53%	56	21.37%	0	0.00%	35	24.82%	135	22.88%

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 2004

San Francisco Bay Region Totals

			<u>2003</u>
Tanker arrivals to San Francisco Bay	394		686
Tank ship movements & escorted barge movements	1,747		3,481
Tank ship movements	1,001	57.30%	2,077
Escorted tank ship movements	491	28.11%	1,026
Unescorted tank ship movements	510	29.19%	1,051
Tank barge movements	746	42.70%	1,404
Escorted tank barge movements	395	22.61%	757
Unescorted tank barge movements	351	20.09%	647
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	12		2

<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	1,157		1,693		0		874		3,724	
Unescorted movements	535	46.24%	859	50.74%	0	0.00%	408	46.68%	1,802	48.39%
Tank ships	344	29.73%	505	29.83%	0	0.00%	217	24.83%	1,066	28.63%
Tank barges	191	16.51%	354	20.91%	0	0.00%	191	21.85%	736	19.76%
Escorted movements	622	53.76%	834	49.26%	0	0.00%	466	53.32%	1,922	51.61%
Tank ships	340	29.39%	467	27.58%	0	0.00%	220	25.17%	1,027	27.58%
Tank barges	282	24.37%	367	21.68%	0	0.00%	246	28.15%	895	24.03%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

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

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

July 8, 2004

1. CORPS 2004 O&M DREDGING PROGRAM

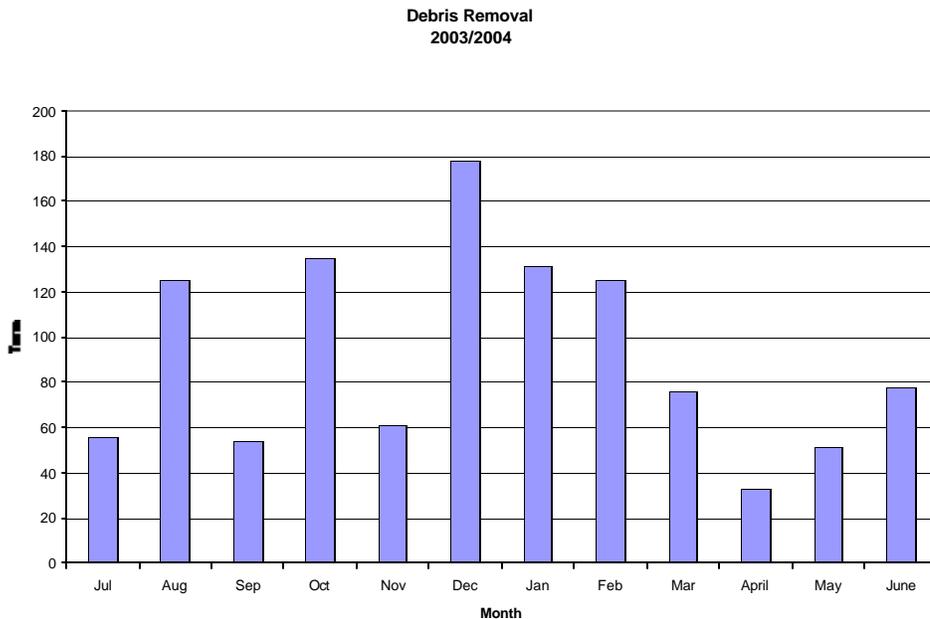
The Corps has the 2004 funds. We are execute this years dredging projects .

- a. **Main Ship Channel** – Dredging is complete. Post dredge survey has been completed and is undergoing the QA/QC check. Work was performed by the Government Dredge *Essayons* and the material went to SF-8.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging is complete. Post dredge survey has been completed and is undergoing the QA/QC check Government dredge *Essayons* performed the dredging. Material went to the Alcatraz Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – The contract is in place with Great Lakes Dredging. Material is scheduled to go to the Deep Ocean Disposal Site (SF-DODS). The testing of the material is complete and the material is suitable for ocean disposal. The Corps issued the notice to proceed on April 15, 2004. The contactor is in the process of mobilizing the equipment and dredging is now scheduled to start on July 20, 2004.
- d. **Oakland Outer and Inner Harbor** – The contract is in place with Great Lakes Dredging. We are in the process of evaluating how the late start on Richmond will affect the state date of Oakland. Material is scheduled to go to SF-DODS. We are performing. confirmatory chemistry testing this year.
- e. **Suisun Bay Channel** – Expect to start dredging July 6, 2004. Material is scheduled to SF-16 because of the high cost of disposal at Winter Island and the tight Corps budget this year. The pre-dredge survey is complete and the results have been posted on the Corps web site.
- f. **Petaluma Across the Flats** – Congressional addition to the budget. This project has been deleted from this year dredging program because the condition survey determined that there was not sufficient material to justify dredging this year. The survey only showed minimal shoaling along the toes and that the channel is considered adequate for navigation.

- g. **Pinole Shoals** – Dredging is complete. The Government Dredge “Essayons” performed the dredging the high spots and the material went to SF-10. Post dredge survey has been completed and is undergoing the QA/QC check.
- h. **Redwood City** – This years limited dredging of the high spots is complete. Post dredge survey has been completed and is undergoing the QA/QC check. There is a 27.5 foot shoal in one area that may have slumped in after the dredging. Work was performed by the Government dredge “Essayons”. Congressional addition to the budget. This will help to keep the channel open until we can get the full funding for the full project. Only enough funding to start planning for FY 05. Project is in the FY 05 Divisional capability budget briefing.
- i. **Islais Creek** – Performing a condition survey. The survey is complete. The data has been worked up and is waiting to be QA/QC.

2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for June 2004 was 77.5 tons. This is up from the 51 tons collected in the month of May.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. Oakland 50-ft –

Construction is continuing on the storm water treatment unit in Middle Harbor and the contain area in Middle Harbor. The Storm Water Treatment unit is scheduled to be completed by the end of July. Dredging with the disposal of material at Montezuma Wetlands Restoration site has started. The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. The Corps plans to award 2 new contracts in the next several months. There will be one dredging contract. It will combine the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. The second contract will be a marine construction contract for the last phase on the Inner Harbor Turning Basin. One issue with these contracts is that the Corps does not have Federal funds to support them. The Port of Oakland, the project sponsor, would fund these contracts. Therefore, we are consulting with Corps Headquarters if this is appropriate. The FY 2004 budget contains 20 million for the Oakland 50 foot project less saving and slippage. Saving and slippage for this year is 25 %. This is higher than in the past years. We continue to make good progress with the funds we have and estimate that we have dredged between 400,000 and 500,000 cubic yards of sediment.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has not been any emergency dredging in FY 2004 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, we have been performing advanced maintenance in the Suisun Channel at Bull's Head Reach.

5. OTHER WORK

San Francisco Bay to Stockton – Status Unchanged

Project continues to move forward

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 has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. We have approximately \$550,000 less saving and slippage for FY 2004. Funding is tight this year and no additional funds are expected for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. Corps has awarded contracts for a hydrographic survey and a salinity study.

Sacramento River Deep Water Ship Channel Deepening

Status unchanged – Project work is continuing.

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 are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model. We are waiting for funding for sediment testing and for evaluating the disposal sites. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. Funding has been reprogrammed and is \$500,000 for this project for FY 2004. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We are evaluating how to best expend the funds for this project. We have developed a sampling and analysis plan (SAP) for sediment testing and are in the process of submitting it to the Central Valley Regional Water Quality Control Board. We are preparing to do mapping of this project next year.

Harbor Safety Committee

of the San Francisco Bay Region

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

June 15, 2004

Mr. Carlton Moore
Administrator
Office of Spill Prevention and Response (OSPR)
Department of Fish and Game
P.O. Box 944209
1700 K Street
Sacramento, CA 95814

Re: SB 1480

Dear Mr. Moore,

At the June 10, 2004 meeting of the San Francisco Bay Region Harbor Safety Committee the full membership discussed California Senate Bill No. 1480. SB 1480 legislation would allow regulations governing tug escort for vessels carrying hazardous materials in San Francisco Bay.

It was the consensus of the Harbor Safety Committee that the previous recommendation to you opposing this bill remains unchanged due to the ambiguous, and potentially overly broad definition being used in the bill to define hazardous materials.

Yours truly,



Captain J. Grant Stewart
Chairman

CC: The Honorable Byron Sher
CC: All SF HSC Members
CC: Mr. Al Storm, OSPR SF HSC Representative