

**Minutes
HARBOR SAFETY COMMITTEE
of the San Francisco Bay Region**

**10:00 a.m., Wednesday, September 18, 1991
World Trade Club**

1. Chairman, Arthur Thomas, called meeting to order. The following committee members were in attendance: Roger Peters, Director of Maritime Affairs, Port of San Francisco; Dave Adams, Chief Wharfinger, Port of Oakland; James Faber, Operations Manager, Port of Richmond; Dwight Koops, Ocean Fleet Manager, Exxon Shipping Company; Morris Croce, Manager of Ports/Navigation, Chevron Shipping Company; John Gosling, General Manager/Engineering, Matson Navigation; Mary McMillan, President, Westar Maritime Corporation; James McCauley, Manager, Harbor Tug and Barge; Margo Brown, Executive Committee, National Boating Federation; Ann Notthoff, Resource Specialist, Natural Resources Defense; Gunnar Lundeberg, President, Sailors Union of the Pacific; Captain J. M. MacDonald, Captain of the Port, U. S. Coast Guard; CDR Thomas Dolan, commander, Vessel Traffic System, U. S. Coast Guard; Thomas Rose, Harbor Pilot, U. S. Navy; Jack Farless, Deputy District Engineer, Project Management, U. S. Army Corps of Engineers; Floyd Shelton, Executive Director, Port of Redwood City (alternate). In addition there were a number of attendees from the public who are registered on the sign-in sheet.

2. Chairman Thomas welcomed the committee members and all interested parties attending to the first meeting of the Harbor Safety Committee of the San Francisco Bay Region as Mandated by SBG2040 and introduced E. Schenk, President of the Marine Exchange, who delivered opening remarks.

3. E. Schenk described this meeting as historic. The Marine Exchange has been in existence for 140 years. The first committee formed under the auspices of the Marine Exchange was the Harbor Safety Committee. The members of the existing Marine Exchange Harbor Safety Committee and all other members of the Marine Exchange and those interested from the community were invited to join the state appointed members of the state sanctioned Harbor Safety Committee in attending and participating in scheduled meetings. E. Schenk referred to the probability that the Marine Exchange would become the Secretariat for this committee. E. Schenk introduced Terry Hunter, Executive Director of the Marine Exchange, and the person most likely to become the Executive Secretary of this newly formed committee. In closing, E. Schenk noted that the transition from previous structure to this committee would be of benefit to the maritime community and the people of the State of California.

4. Chairman Thomas introduced Ed Willis, Acting Assistant Deputy Administrator of the Office of Oil Spill Prevention and Response, California Department of Fish and Game (OSPR). In his address to the committee, E. Willis described the major and historical step that the formation of this committee is in preventing a disaster. This committee will make recommendations that will help the department create a matrix for prevention of and response to an oil spill. Reporting on a recent drill held in Oakland, E. Willis noted that the drill was well attended and participating players did an excellent job. Everyone learned from the joint effort in which 60,000 gallons of oil were spilled when a 900' container ship collided with an oil tanker under the San Francisco-Oakland Bridge. With quality input from members of this committee, the Department will be able to address both local and broad-based interests to the benefit of everyone.

5. The gubernatorial appointees were asked to come forward to take the fealty oath, with the exception of federal government personnel (U. S. Navy and U. S. Coast Guard). The oath was issued by E. Willis who then returned the floor to the Chair.

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6. The Chair welcomed the newly sworn in committee members, expressing that being a part of the course being embarked upon, the transition from the Marine Exchange Harbor Safety Committee (MXHSC) to this committee is a piece of a lasting and proud tradition. The MXHSC has made significant and noteworthy contributions to the safety and economic viability of this community. The MXHSC was responsible for initiating the first radio and VHF communication. It pioneered radar ashore and a primitive vessel traffic system. It created the first vessel movement tracking system and in a joint effort with the federal government and the Coast Guard was responsible for the current Vessel Traffic System and formulating traffic lanes. With the San Francisco Bar Pilots Port Safety Guidelines movement can now be planned to take into account tides, currents and weather as well as the specifications of each vessel. Because the economic viability of the maritime industry is so important to the entire Greater Bay Area it should be a concern of this committee.

7. The Chair recognized that despite disagreements, a consensus would be reached as to fulfill the mandates of the Oil Spill Prevention Act and outlined those mandates, i. e., elements to be considered by this committee in developing a harbor safety plan under the guidelines and constraints of the act:

- a. tug assist of tankers;
- b. review and evaluation of the adequacy of, and any changes needed in anchorage designations and sounding checks; communications systems; small vessel congestion in shipping channels; placement and effectiveness of navigational aids, channel design plans and the traffic and routings from port construction and dredging projects;
- c. procedures for routing vessels during emergencies that impact navigation;
- d. bridge management requirements;
- e. suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced;
- f. a recommendation as to whether establishing or expanding VTS systems within the harbors is desirable;
- g. a recommendation for funding VTS systems and other projects;

The deadline for this committee's submission of a harbor safety plan to the administrator is December 31, 1991. The deadline for evaluation of all pilotage areas in the state is January 1, 1992.

The members of this committee have an excellent opportunity, under the auspices and guidelines of the act, to make sure that the environment is ecologically secure while the economics remain viable.

8. The Chair made the following appointment announcements:

Vice Chairman, Ann Notthoff.

The Fish and Game Department has appointed Terry Hunter to the position of Executive Secretary.

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Three subcommittees were appointed, with members selected from the state appointed committee members. Members of the MXHSC and interested parties from the general public are invited to contact the subcommittee chairs and add their names to the committee rosters so that varied input can be appropriately considered. Full input is important to a successful effort by this committee. Each of the three subcommittees will be responsible to the chair for reporting on its activities and making recommendations as a result of its work. These committees are:

Tug Escorts: CMDR Tom Dolan (Chair), Roger Peters and Margo Brown.

Harbor Safety Plan: Ann Notthoff (Chair), Jim McAuley and Dwight Koops.

Dredging (not specifically mandated by the act, but an issue that has attracted the attention of politicians, industry, the media and the general population): Mary McMillan (Chair), Tom Rose and Gunnar Lundberg.

These committees are asked to present their findings and recommendations as soon as possible. Additional subcommittee appointments will be forthcoming. The Chair believes in delegation and all state appointed committee members can expect to be on one, and most probably several, committees.

9. The Chair introduced Roger Dunston of the Department of Fish and Game who has been assigned the role of overseeing this committee for the Department.

10. The next meeting of this committee will be held October 10, 1991, at 1000, in the Board Room of the Port of San Francisco, Room 3100 of the Ferry Building, San Francisco. Reports from the three subcommittees will be expected at that meeting. There will be an administrative meeting of the state appointed members of the committee at the office of the San Francisco Bar Pilots, Pier 9, shortly after the adjournment of this meeting. With these announcements made, the Chair opened the floor for questions or comments.

11. Bruce Block, Yacht Racing Association, asked about the fate of the MXHSC subcommittees. The Chair responded that those committees that have not finished their work should and will continue until they have performed the assigned tasks and will be expected to report at the next meeting of this committee. The work of the VTS Committee has been completed. The Tidal Currents Committee is still at work.

12. Captain McDonald, U. S. Coast Guard, asked about federal input to this committee. There are currently two pieces of legislation which are directly related to the work of this committee: the Keene-Lempert Act which mandated the formation of this committee and OPA 90 (federal). Both acts have similar provisions, with Harbor Safety Committees and Port Advisory Committees being mandated separately. Since these committees have common goals, they can use the same people. The Coast Guard will participate fully with this committee, with the provision that P. Dolan's appointment to a subcommittee of this group must be approved by federal authorities. The federal and state governments must work together, with the safety of the environment taking precedence.

13. A. Notthoff suggested that these separately mandated committees not waste time "recreating the wheel" and duplicating efforts. She asked Captain McDonald what the OPA 90 timetable is, to the end that the efforts of both groups dovetail. Captain McDonald responded that recent guidelines set up committees with preliminary direction on who and where. The efforts of the two groups "won't dovetail exactly". OPA 90 mandates including Monterey Bay. OPA 90 provides no specific deadlines, but does include fifty or more mandates,

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including the disassembly of the current response system and the assembly of a new system; the strike teams are being formed now. E. Willis stated that his Department is working towards a close working relationship with federal groups, with the goal of protecting the coastline. Currently he is working on a Memorandum of Understanding between the Office of Oil Spill Prevention and the Coast Guard to the end of eliminating duplication of efforts and defining a working relationship. A. Thomas noted that the Department of Fish and Game is mandated to work with state, federal and also the Pacific Compact (Washington, Oregon, Alaska) on this effort.

14. Bill Capasso, Capasso's Marine Marketing, asked whether the Governor has appointed a Director for the Office of Oil Spill Prevention. Industry is concerned with the costs and questions whether the deadline is realistic. E. Willis responded that the office now has a full management staff and it is prepared to function as required. He is aware of concerns with deadlines and there may be some adjustments. B. Capasso stated that industry's concerns are for information now, as this is the time of the year when budgets are being created and a 30% increase in operating costs or a market loss must be planned for. Roger Dunstan, Department of Fish and Game, said that implementing the harbor safety plan will involve due process and will drag out the process, even if the plan is developed by December, 1991. It is acknowledged by both B. Capasso and R. Dunstan that there can be a plan without implementation.

15. Jack Farless stated that he is intrigued by the concept of a dredging plan, since it is by necessity a very long term project. The Chair responded that the Dredging Subcommittee is going to report in a form that can be included in the full committee's recommendation for a harbor safety plan.

16. Leo Brien, PMSA, reported that industry is opposed to the Pacific Compact and wants federal direction. E. Willis responded that the Department is required to coordinate with Washington, Oregon, Alaska and British Columbia as well. L. Brien noted that if laws vary from state to state it will be impossible for the shipping industry to meet all the rules. The Chair amended its opinion and agreed that the act does not refer to the Pacific Compact by name.

17. Sandy Jones, American President Companies, asked how minutes will be distributed.

Terry Hunter responded that a data base will be created to include the names and addresses of all who attend the meetings of this committee along with those who call in to request copies of minutes. The Marine Exchange will be responsible for announcing meetings and keeping minutes and distributing them in a timely manner.

18. It was moved by Mary McMillan and seconded by Ann Notthoff that the meeting be adjourned. The motion passed and the Chair adjourned the meeting.

Respectfully submitted,

Terry Hunter

Terry Hunter

Executive Secretary

