



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, October 10, 2002

Port of Oakland, 530 Water Street, Oakland, CA

Grant Stewart of American Ship Management, Chair, called the public meeting to order at 10:00 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; **Capt. John Karakoulakis** (alternate for Stuart McRobbie), SeaRiver Maritime; **Doug Lathrop**, ChevronTexaco; **Don Watters**, CSX Lines; **Scott Merritt**, Foss Maritime; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Joan Lundstrom**, Bay Conservation and Development Commission; and **Kathryn Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** and **Lt. Ross Sargent** (MSO); **Lt. Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers representatives, **Col. Mike McCormick** and **David Dwinell**; OSPR representative, **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Cmdr. Steve Thompson**, NOAA representative; and **Lynn Korwatch**, Marine Exchange and HSC Secretariat. In addition, more than twenty-five representatives of the interested public were present.

The Secretariat confirmed the presence of a quorum.

MOTION by **J. Lundstrom**, seconded by **M. Beatie**, to "approve the minutes as written."
Motion passed without objection.

In opening comments, the Chair welcomed **Capt. Jerry Swanson**, the new Captain of the Port (COTP), noting that the HSC is always available to provide support. **Capt. Eric Dohm** introduced **Col. Mike McCormick**, the new Commander/District Engineer of the COE.

USCG COTP'S REPORT. (1) **R. Sargent** reported on port operations statistics for pollution response and investigations and significant port safety events for the period September 1, 2002 through September 30, 2002. A written report is made a part of these minutes. (2) **D. Kranking** reported that the Change of Command Ceremony and send-off for **L. Hereth** held on 10-8-02 was a well-attended success. With his promotion to Rear Admiral, **L. Hereth** will assume the position of Coast Guard Director of Maritime Coastal Security in Washington, DC. (3) Recovery efforts in connection with the LUCHENBACH concluded at the end of September. The one-mile safety/security zone around the recovery site, which shut off the inbound western traffic lane, was eliminated last Monday. (4) During the port lockout the CG, working with the pilots, expanded and combined Anchorages 8 and 9 to accommodate waiting vessels. The CG is pursuing the formalization of the expanded anchorage through the rule-making process so that it will be available in an emergency situation. The maximum number of vessels in the expanded

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anchorage during the lockout period was fourteen. As movement resumes, it is expected that there will be eleven vessels there for the next week or so. (5) During Fleet Week, the CG will establish a temporary buoy north of the SF waterfront, south of Alcatraz, to mark the security zone for the air show and Fleet Week activities. It will be removed Sunday or Monday. (6) The 9-20-02 event to celebrate VTS's 30th anniversary and recognize its customers was successful.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of September 2002 is made a part of these minutes. There were no calls to OSPR during the month of September for escort violations, but two calls were made to report vessels arriving at the pilot station without escort paperwork. There have been two calls regarding escort violations to date in 2002; six calls in 2001 and five calls in 2000.

OSPR REPORT, A. Storm. (1) **A. Storm** swore in new tanker representative **Doug Lathrop**, ChevronTexaco, and his alternate **Pete Bonnebaker**, Phillips 66 Company. (2) OSPR is elated that the LUCHENBACH recovery effort has been completed. Wildlife casualties due to operational releases were very low, affecting only a few birds.

NOAA REPORT, S. Thompson. Nothing new to report.

COE REPORT, D. Dwinell. (1) The text of the COE Report is made a part of these minutes by attachment. (2) Discussion of a letter under consideration in the draft stage that would limit vessels transiting Bulls Head Channel to a maximum draft of 30'. Question: Can operators see a copy of the draft to understand the proposal before the letter is signed? **J. Swanson:** That would be premature. The letter was initiated prior to the change of command for the COTP and he hasn't had an opportunity to review it. (3) **M. McCormick** outlined his goals for the COE noting that he will continue the good working relationship with the pilots and CG. He will look to improve the operations and maintenance process for dredging projects, look at doing the prep work for dredging projects in the prior FY, and look to hire a project manager to handle all navigation projects. He also wants to look at environmental permissions to spend analysis time on non-routine activities. He is committed to making the routine projects exactly that and to doing a better job economically and for the environment. There will be a team effort to work out a way to address the build-outs encroaching on federal property.

STATE LANDS COMMISSION REPORT, K. Leverich. (1) September was an uneventful month, with no terminal spills reported. (2) State Lands finished the last security plan review under the emergency regulations program one-and-a-half weeks ago. (3) On 10-17-02, Martin Eskijian will provide a presentation on Marine Oil Terminals Engineering and Maintenance Standards in Long Beach.



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PROPOSED LNG OPERATIONS IN VALLEJO, Merv Stromberg. A feasibility study is underway; no proposal is on the table yet. The City of Vallejo is conducting a safety and health study. Bechtel/Shell, the proponent of the study, continues to look at feasibility issues, including dredging requirements for a 42' channel through Pinole Shoal. A beneficial re-use of the clean granule dredge material is being sought. On 10-23-02 at 7:00 p.m. there will be a community open house at the Naval Museum in Vallejo to discuss the issues.

NAVIGATION WORK GROUP REPORT, L. Teague. L. Teague deferred to E. Dohm who reported that survey information is getting better and better. The COE has completed a project to post survey data on their public website (www.spn.usace.army.mil/hydrosurvey). All information contained in the COE Report is also available on the COE website. D. Dwinell added that the site is still being developed and there is a place for users to submit comments and suggestions

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The Port of Oakland's 50' Project expansion of the Inner Harbor Turning Basin is going well and should be complete by early spring, providing greater safety. The federal channel maintenance project is going well. On-going COE contracts are continuing under a continuing resolution authority. (2) The report of the Underwater Rocks Workgroup is incorporated into these minutes by attachment. The work group's next meeting is scheduled for 10-29-02 at 9:00 at State Lands. Question: If LNG vessels begin coming into the bay, will that change the risk component used to evaluate the rock removal project? L. Cardoza: The studies have been based on current traffic; even the design vessel for the Oakland 50' project is not included in the current numbers.

FERRY OPERATORS WORK GROUP REPORT, M. Beatie. (1) The Bay Area Ferry Operators will meet next week and M. Beatie will report to the HSC on the activity of the association. (2) Jeff McCarthy's report on PORTS to the Commissioners of the Department of Boating and Waterways at their recent meeting was favorably received.

HUMAN FACTORS WORK GROUP, D. Watters. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, A. Storm. The group is meeting on a regular basis every three weeks to work on the script for the Bay Area video. The State Department of Fish and Game videographer have shot 45 minutes thanks to help from a CG helicopter. When the script is completed, additional shots will be identified.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. The group will meet 10-12-02 at 10:00 at State Lands. This may be the final discussion of tug escorts for vessels carrying dangerous cargo. The group will look at the Marine Exchange's numbers, CG analysis of



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lessons learned in connection with the GAZ DIAMOND incident and at IMO's definition of chemical tankers.

PORTS FUNDING WORKGROUP, S. Merritt. Copies of the draft white paper with an executive summary are available. Comments should be forwarded to **S. Merritt** or **A. Steinbrugge**. The next step is to get support from the work groups to make peer-to-peer contacts, looking to funding participation from users and the public. PORTS data was instrumental in facilitating the arrival of the Port of Oakland's cranes and the transits of two vessels under the SP Railroad Bridge with 2' underkeel clearance and 2' air draft. Additional benefits include predicting oil spill trajectory and enhancing safe navigation. Each user group's input and help will be useful in a letter writing campaign, visiting public entities and developing the mechanics for a fee structure. In 1995 NOAA installed the system as a two-year demo project. On-going operational funding has come from OSPR (85%) and Boating and Waterways (15%) grants. Question: What is the cost to maintain the system? **S. Merritt**: \$175,000 per year. The breakdown is available and will be presented to potential funding sources on a person-to-person basis. The draft white paper will be attached to these minutes and will also be on the HSC website.

PORTS REPORT, A. Steinbrugge. Due to limited funding, maintenance operations have been minimal. The Oakland wind sensor tower is up and working, thanks to help from the Port of Oakland. The Richmond current meter, which was sideways and had to be righted, is operational again with support from NOAA. NOAA is working to put in the experimental side looking meter on the Benicia Bridge during the first two weeks of November. The Oakland current meter with a broken cable has been located, but there is no funding to pull up the old platform and deploy new one. Salinity sensors are being refurbished on NOAA's account, but there is no money to maintain them long-term if they are re-installed.

OLD BUSINESS. (1) The Chair asked for suggestions for an SF Harbor Safety Committee Appreciation and Recognition Program. Hearing none, the committee will continue with letters as appropriate. (2) **A. Steinbrugge**: The secretariat is moving to e-mail notices as much as possible, phasing out regular mail to those with e-mail by the first of the year. Everything that goes out is available on the HSC website.

NEW BUSINESS. (1) **L. Cardoza** suggested the COE be invited to make a presentation at the next HSC meeting on its debris collection mission; the challenges, personnel training and the need to upgrade equipment. **M. McCormick** indicated that he could make a presentation with visuals and have a debris boat available for a hands-on demonstration. If the location is available, the presentation will be made to the HSC at the Bay Model in Sausalito at the December HSC meeting. (2) **M. Reasoner** announced that CMA's homecoming celebration is

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the coming weekend. (3) **L. Korwatch** announced that the MTS group meets the third Thursday of each month. The next meeting will be held at the Port of San Francisco. The group will approve by-laws and council members. The reorganized Propeller Club will meet directly after that at the World Trade Club, with speaker Dr. Eisenhart, President of CMA. (4) **Richard Mattox** reported that he has been named Environmental Director for Blue and Gold Fleet. He has been asked to develop an environmental awareness program and is looking for slides from various groups. Blue and Gold is revitalizing its “return to work disaster plan” and **R. Mattox** is looking for assistance and input.

The next meeting of the HSC will be held at 1000 hours at the Port of San Francisco on November 14, 2002 at 10:00.

MOTION by **L. Teague**, seconded by **M. Reasoner**, 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
For 1 to 30 September 2002**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	3
• Propulsion Casualties:	0
• Steering Casualties:	0
• Collisions/Allisions:	0
• Groundings	1

POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	30
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	1
Military/Public Vessels	0
Commercial Fishing Vessels	3
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	15
Unknown Source (as of the end of the month)	11
▪ Spill Volume:	
Unconfirmed	12
No Spill, Potential Needing Action	1
Spills < 10 gallons	15
Spills 10 to 100 gallons	1
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	1

Significant Cases:

1 – 30 Sep: S/S JACOB LUCKENBACH Oil recovery operations concluded.

09 Sep: M/V TZAREVETZ (MT) was issued a COTP Order/SOLAS Intervention for failing a fire drill three times. The vessel's crew and officers failed basic firefighting competencies. The vessel was ordered to remain at the C & H facility in Crockett, CA until the crew passed its fire drill in the presence of a classification society surveyor and an MSO representative. The vessel's crew passed the fire drill on September 12, 2002. COTP Order was rescinded.

21 Sep: Fishing Vessel FOUR C's ran hard aground in Humboldt Bay due to vessel's master apparently being intoxicated. 4,000 gallons of diesel was aboard and 400 gallons were removed in order to tow the vessel off the beach on 24 Sep. 1,200 gallons total were spilled; responsible party hired contractor for clean-up. Investigation pending.

23 Sep: M/V HANJIN MALTA (KS) arrived in port 24 Sep with 5 Chinese stowaways on board. MSO LA/LB discovered the stowaways and reported it to MSO SF Bay on 23 Sep as the vessel's NPOC was Oakland. MSO SF Bay issued a COTP Order directing the vessel's owner to hire armed security guards while the vessel was in port. COTP Order was rescinded on 25Sep when vessel departed

29 Sep: T/V GAZ DIAMOND (PN) was issued a COTP Order to go directly to berth to offload dangerous cargo. COTP Order rescinded on 01 Oct upon transfer of cargo.

San Francisco Bay Clearinghouse Report For September 2002

San Francisco Bay Region Totals

			2001
Tanker arrivals to San Francisco Bay	72		73
Tank ship movements & escorted barge movements	295		314
Tank ship movements	214	72.54%	226
Escorted tank ship movements	93	31.53%	107
Unescorted tank ship movements	121	41.02%	119
Tank barge movements	81	27.46%	88
Escorted tank barge movements	50	16.95%	51
Unescorted tank barge movements	31	10.51%	37
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	186		284		0		138		608	
Unescorted movements	93	50.00%	148	52.11%	0	0.00%	67	48.55%	308	50.66%
Tank ships	74	39.78%	119	41.90%	0	0.00%	46	33.33%	239	39.31%
Tank barges	19	10.22%	29	10.21%	0	0.00%	21	15.22%	69	11.35%
Escorted movements	93	50.00%	136	47.89%	0	0.00%	71	51.45%	300	49.34%
Tank ships	63	33.87%	86	30.28%	0	0.00%	48	34.78%	197	32.40%
Tank barges	30	16.13%	50	17.61%	0	0.00%	23	16.67%	103	16.94%

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 2002

San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	585		710
Tank ship movements & escorted barge movements	2,427		3,501
Tank ship movements	1,635	67.37%	2,376
Escorted tank ship movements	834	34.36%	1,110
Unescorted tank ship movements	801	33.00%	1,266
Tank barge movements	792	32.63%	1,125
Escorted tank barge movements	437	18.01%	609
Unescorted tank barge movements	355	14.63%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		6

<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	1,576		2,387		0		1,262		5,225	
Unescorted movements	727	46.13%	1,151	48.22%	0	0.00%	593	46.99%	2,471	47.29%
Tank ships	541	34.33%	839	35.15%	0	0.00%	388	30.74%	1,768	33.84%
Tank barges	186	11.80%	312	13.07%	0	0.00%	205	16.24%	703	13.45%
Escorted movements	849	53.87%	1,236	51.78%	0	0.00%	669	53.01%	2,754	52.71%
Tank ships	579	36.74%	842	35.27%	0	0.00%	417	33.04%	1,838	35.18%
Tank barges	270	17.13%	394	16.51%	0	0.00%	252	19.97%	916	17.53%

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**

October 10, 2002

1. CORPS 2002 O&M DREDGING PROGRAM

- a. **Main Ship Channel** – Project completed for this year
- b. **Richmond Outer and Southampton** – Project completed for this year
- c. **Richmond Inner** – Corps has awarded contract to Dutra - The start of dredging has been delayed by the contractor. The Corps is working to resolve this problem. All material will go to the ocean.
- d. **Oakland (Inner & Outer)** – Corps awarded contract to Dutra and dredging is underway (approximately 35% complete)
- e. **Suisun Bay Channel** - Essayons completed project at the end of June, with material disposed at SF-16. Corps held meeting with the pilots to discuss concerns about depths in some portions of this project. Project is complete for FY 2002. However, the Corps' dredge *Yaquina* dredged potential problem areas from October 1st to 8th this year (i.e. FY 2003).
- f. **San Rafael** – This is a congressional addition to the Corps budget – In-Bay/Winter Island Disposal. When the sediment testing was performed elevated levels of Chlordane and DDT were found. The DMMO agencies have agreed to let the Corps take Composites 1 & 2 to Winter Island and the other composites in bay (i.e. Alcatraz). The Corps has awarded the contract and dredging should start shortly. Project should be completed by the end of December.
- g. **Petaluma** – This is a congressional addition to the Corps budget – Upland Disposal. The issues on the disposal site have been resolved. There was a problem with the bids and the Corps has been resolving this issue. The contract was awarded on October 8, 2002 and the dredging should start shortly. This project is expected to be completed by the end of November.
- h. **Larkspur** – In-Bay Disposal at Alcatraz. This is a late start because of environmental window in one location of the channel. Corps has awarded the contract to EAI International and dredging is under way. EAI International has subcontracted to Manson to perform a portion of the dredging so there are two

dredges working on this project. Project is scheduled to be completed by late October.

i. Redwood City – Project was completed June 30, 2002. However, shoaling has occurred in a project reach that was accepted as complete in December 2001. A 28.5 ft. channel depth operation limit has been placed by the Bar Pilots. The Corps is coordinating with the Bar Pilots to address the shoaled channel area.

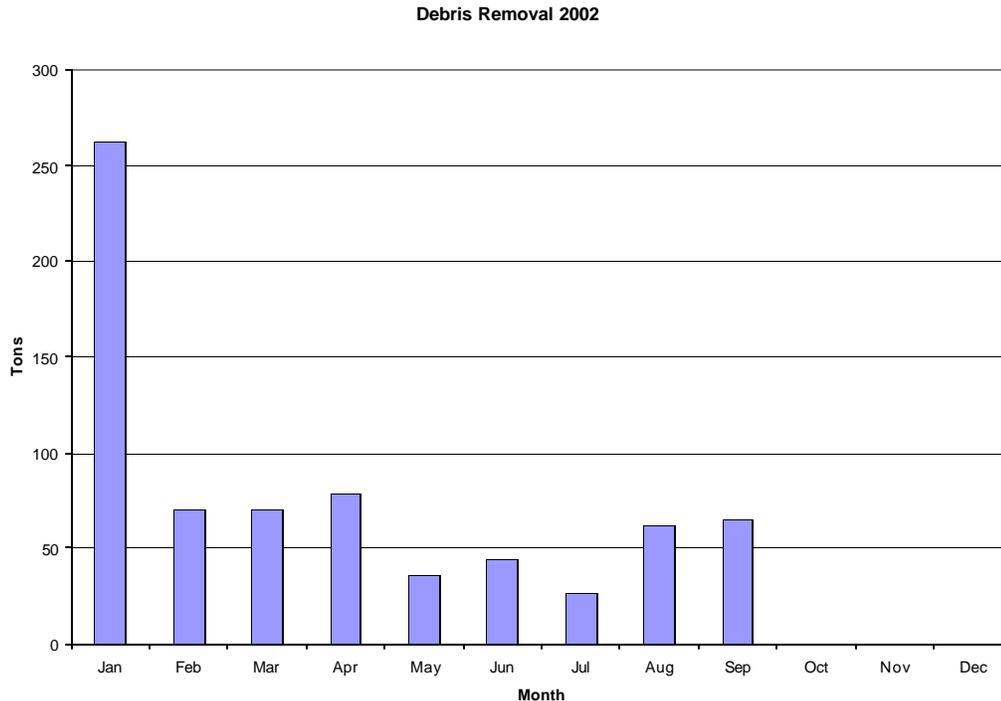
2. CORPS 2003 O&M DREDGING PROGRAM

The Corps is waiting for the 2003 budget to be passed and signed so we can determine what we can do on this years dredging program. However, Colonel McCormick has initiated an O & M Dredging Process Improvement Team to improve the District's performance on O & M Dredging.

a. The Corps' dredge *Yaquina* has completed dredging Bulls Head and Point Edith which were the areas of concern. This material was again disposed of at SF-16.

3. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for September 2002 was approximately 65 tons. This is up from the 62 tons for August. The Raccoon was out of service for one week during this period for crew training. Debris is increasing in October.



4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** – Status unchanged - Corps is waiting to see how much money will be in next year's budget.

Construction is underway. Corps has awarded the second construction contract to Dutra and the contractor has started work. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for 2002. This project is going well. The Contractor is on schedule and with in budget for the contract that is underway.

b. **S.F. Rock Removal Feasibility Study** -

The Corps has completed Risk Model that gives the probability of an accident occurring. We are working on the Cost Benefit (BC) ratio that is scheduled to be presented to Corps Headquarters in mid October. At present the Risk Model shows the risk to be small. It is difficult to capture the catastrophic nature of an accident if it should happen based on the way the BC is required to be calculated. The District is working with headquarters to see if there is another way of looking at the data.

c. **Avon Turning Basin** –

The only change is that the Coast Guard has under discussion a proposal to limit vessels with a draft greater than 30 feet from transition beyond Bulls Head channel or East Bulls Head Channel. No decision has been made on this proposal.

The Corps expects to sign a Pre-construction Engineering Design (PED) cost sharing agreement with Contra Costa County on this project. However, we understand that Contra Costa County has given up on the oil companies and will work to form an assessment district to obtain the funds. Forming an assessment district may take some time. Funding will allow this project to start moving forward.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 75/25 cost sharing agreement to Contra Costa County, for their consideration.

5. EMERGENCY DREDGING

None in FY 2002

6. CORPS' BUDGET

Most FY 2002 projects are underway or complete and we are now waiting to see what funds will be in the FY 2003 budget. We will know the actual numbers when the FY 2003 budget is passed and signed.

7. OTHER WORK

Status Unchanged – Study is ongoing.

The San Francisco District is looking at a feasibility study to deepen the JFB Ship Channel to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. 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 the Phase 1 study on salinity and economics. This study is expected to take approximately 10 months. Department of Water Resources is performing the study and the Corps has already provided some of the funds.

Status Unchanged

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking at deepening the channel from 30 feet to 35 feet. Corps has developed a Project Management Plan (PMP). We were scheduled to sign a concurrence on PMP in September, but that did not happen. It is being rescheduled. We will be doing a Limited Reevaluation Report (LRR) that focuses on economics and updating the environmental documentation. We have initiated this project. The studies should take approximately 18 months.

Memorandum

Date: October 10, 2002

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on September 12, 2002 at the California State Lands Commission offices, Hercules, CA. The purpose of the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), San Francisco Bay Marine Exchange, and Port of Oakland.

Status of Contracts. The Corps of Engineers provided the following progress reports on status of studies required for the FS.

- Risk Assessment Model. The consultant submitted the Draft Report to the Corps of Engineers on 28 August 2002. The report states that the predicted frequency of a tanker grounding at one of the submerged rocks located northwest of Alcatraz Island (Harding, Shag, and Arch) was once every 655 years. The report further states that the predicted frequency of a tanker grounding at Blossom Rock, southeast of Alcatraz Island, was once every 673 years. The amount of oil outflow is dependent on the size of the vessel and the speed at which it strikes the rock, ranging up to 8 million gallons. The meeting attendees voiced questions and concerns about the assumptions used for the model. The Corps of Engineers will request that the consultant attend the next Work Group meeting (October 29th) to present and defend the report's findings.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. As previously reported, the Contract Option was exercised to include stochastic runs (based on random variables) and Economic Impact Analysis for a 2nd spill site at Blossom Rock. The executive summary for the voluminous report will be published on the CoE web site. 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
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.

- San Francisco District, Corps of Engineers web site. www.spn.usace.army.mil/ Click on publications/studies for reports referenced above.

Benefit to Cost Ratio. The results of the Risk Assessment Model, discussed above, are being incorporated with the spill damages. This will result 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 \$12.480 million of *savings* by avoiding a spill at Harding Rock, the most northwesterly of 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. Project benefits resulting from the lowering of the three northwestern rocks (Harding, Shag, and Arch) are estimated at \$2.210 million. Project costs are estimated at \$221 million, providing a benefit/cost ratio of 0.01 to lower all three of the northwesterly rocks. This is significantly below the 1:1 ratio generally used as the minimum for Corps of Engineers civil works projects.

F-3 Conference. A read-ahead package is being prepared to document the findings cited above and will be forwarded to Headquarters, U.S. Army Corps of Engineers (HQUSACE) prior to scheduling a teleconference F-3 meeting (tentatively scheduled for October, 2002). The policy issue to be asked of 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 policy that the Corps of Engineers must operate under in Civil Works projects. As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. Detailed information is required on the proposed construction methods in order to evaluate the potential environmental impacts of each alternative. The COE is preparing a report that includes detailed information on construction costs and methodologies for rock removal.

Project Alternatives. As previously reported, The CoE prepared a listing of preliminary alternatives, as part of the plan formulation process for the F-3 Conference. They include Structural Measures (Rock Lowering Alternatives and Channel/Lane Rerouting Alternatives) and Non-Structural Alternatives (Enhanced Tug Escort, Clean-up Response, and Aids to Navigation). The plan formulation process also includes 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.

Project Schedule. Delays in developing a listing of project alternatives, risk assessment, construction costs, mitigation, and baseline environmental conditions (including fisheries resources) have impacted the FS schedule. The revised scheduled completion date for the study is of 5/8/04.

Meetings. The next Underwater Rocks Work Group meeting is tentatively scheduled **October 29, 2002, 0900hr - 1200hr (CSLC Offices, Hercules, CA).**



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET ST.
SAN FRANCISCO, CALIFORNIA 94105-2197

August 23, 2002

Programs and Project Management

Captain J. Grant Stewart
Harbor Safety Committee of the San Francisco Bay Region
c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1380

Dear Captain Stewart:

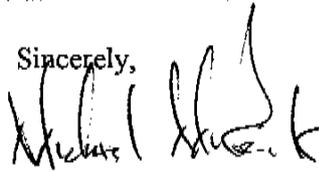
This is in response to your letter, dated July 15, 2002, regarding fiscal year 2002 San Francisco Bay Dredging. The U.S. Army Corps of Engineers, San Francisco District (Corps) considers shoaling within any of the Federally maintained channels very seriously. Earlier this spring the San Francisco District's representative to the Harbor Safety Committee provided very optimistic projected construction contract award dates, which unfortunately did not materialize. The San Francisco District is making every effort to ensure that all dredging schedules include the most current information. Since the July 2002 Harbor Safety Committee meeting, I am pleased to note that the Oakland Inner and Outer channel maintenance dredging contract was awarded on 1 August 2002 and the notice to proceed (NTP) was issued on 14 August 2002.

Currently the Oakland Inner and Outer Harbor Federal Channels have an environmental work window, which begins on 1 August and ends in December. This work window was first implemented by the resource agencies in the spring of 2001. To dredge the Federal Channels earlier than this work window allows, the Corps would have to enter into annual consultation with three agencies, the National Marine Fisheries Service, the California State Department of Fish and Game, and the U.S. Fish and Wildlife Service. Our office is evaluating the feasibility of conducting annual consultation with the resource agencies and we will keep you informed of our evaluation.

As you know the Oakland Inner and Outer harbor channels are dredged annually. The Corps is committed to surveying the Inner and Outer Harbor Federal Channels at least once per year following the normal peak storm season (February / March). Based on this survey the Federal channels are dredged to authorized depth plus one foot of over-depth. However, since shoaling is a continuous process, if shoaling warrants a declared emergency, the Corps will work with the San Francisco Bar Pilots to dredge those areas

of concern. Also, in order to avoid the need for emergency dredging the Corps annually reviews the feasibility for advance maintenance dredging. If you would like to discuss this further, please do not hesitate to call me at 415-977-8500.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael McCormick". The signature is written in a cursive style with a large, prominent initial "M".

Michael McCormick
Lieutenant Colonel, Corps of Engineers
District Engineer

CF:

Senator Dianne Feinstein

Senator Barbara Boxer

Representative Barbara Lee

Representative Ellen Tauscher

CESPN-PM, C. Nielsen

CESPN-ET, A. Rakstins

Al Storm, OSPR

Harbor Safety Plans

Humboldt Bay Harbor Safety Committee

Harbor Safety Plan of the Humboldt Bay Area Recommendations

I. GEOGRAPHICAL BOUNDARIES

No recommendations.

II. HARBOR CONDITIONS

No recommendations.

III. HARBOR DEPTH AND CHANNEL DESIGN

No recommendations.

IV. PLANS TO CHANGE OR IMPROVE CHANNEL DESIGN

1. Shoaling due to adverse weather conditions. Recommend monitor and maintenance of depth of Entrance Channel and North Bay Channel by ACOE.
2. Soundings conducted presently conducted between April and October. Recommend ACOE conduct soundings in April (post-storm season conditions) for traffic safety.
3. Recommend ACOE conduct sounding from December to March from the Bar to Beacon No. 11.
4. Recommend each public facility and private dock conduct annual soundings to ensure depth sufficient for intended use.
5. Recommend all sounding information be provided to bar pilots, Humboldt Bay Harbor District, and shipping agents.
6. Recommend that a new tidal survey of Humboldt Bay be funded and conducted by NOS.
7. Recommend the repair and replacement of damaged navigational aids be given top priority by the USCG.

Harbor Safety Plan of the Humboldt Bay Area Recommendations (con't)

V. AIDS TO NAVIGATION

1. Recommend placement of a red light on Entrance Buoy #2.
2. Recommend screen Humboldt Bay Entrance Light so it is only visible from sea (i.e. parallel to the spit).
3. Entrance Range
 - recommend move front range to Beacon #2
 - recommend move rear range to front range
 - recommend remove existing rear range
 - recommend increase vertical separation of the entrance range
4. Recommend move Light #18 to Del Norte Street Pier.
5. Recommend install RACON on Sea Buoy.
6. Recommend continue maintenance program for repair and replacement of damaged navigational aids in Humboldt Bay.

VI. VESSEL ROUTING AND TRAFFIC PATTERNS

1. Recommend vessel routing procedure stay as is.
2. Recommend State publicize Boating Safety Programs and availability.
3. Recommend review of vessel traffic patterns within Humboldt Bay be made by HSC within 30 days of implementation of plan.

VII. VESSEL ANCHORAGE

1. Recommend all vessels calling at marine terminals have sufficient mooring ropes or wires of proper strength.
2. Recommend each terminal provide mooring facilities which can be used by ships for safe mooring.
3. It is the responsibility of the owner/operator to ensure that bollards and hooks on the docks and mooring dolphins to which the ship attaches are of sufficient strength for all expected conditions.

Harbor Safety Plan of the Humboldt Bay Area Recommendations (con't)

VIII. VESSEL TRAFFIC SERVICE

1. Recommend annual review by HSC.

IX. TUG ESCORTS

1. Recommend annual review by HSC.
2. Recommend assist tugs
 - a. All laden petroleum barges escorted in and out of Humboldt Bay. All chlorine barges escorted according to COTPNOTE 1-98.
 - b. All tankers have a qualified pilot and escort tug. Additional tugs standing by and ready to provide assistance.
 - c. Any vessel equipped with a working bow or stern thruster may substitute this equipment for the services of one tugboat, provided that such substitution does not reduce the total number of tugs below one.
3. Tugs and barges transporting oil, oil derivative products, or certain dangerous cargoes as described in 33CFR160.203 shall comply with the following rules and regulations.
 - a. COTPNOTE 1-90
 - b. 46 CFR 15.812
4. Performance, effectiveness, capabilities of tugs and the above regulations shall be reviewed by the HSC.

X. COMMUNICATIONS

1. USCG shall announce daily on 22A that 13 is for bridge to bridge comms, and that 77 is for pilot to tug comms.
2. The following types of vessels are subject to security calls:
 - a. Tugs with barges
 - b. Self propelled vessels over 200 feet in length.
3. Security calls shall be made on 13 and 16 when:
 - a. Inbound vessel reaches the Sea Buoy.
 - b. Vessel is about to move from dock to dock.
 - c. Vessel is leaving dock for sea.

XI. CASUALTY DATA

No recommendations.

Harbor Safety Plan of the Humboldt Bay Area Recommendations (con't)

XII. MOTOR VEHICLE BRIDGES

No recommendations.

XIII. MONITORING AND ENFORCEMENT

1. The local enforcement officer of OSPR will monitor and enforce the Harbor and Navigation code, and the Harbor Safety Plan.

XIV. FUNDING AND COMPETITION

1. The HSC recommends that SB2040 be amended to provide funding for all the recommendations put forth in this Plan as established in Article 6, Section 8670.40(e).

Harbor Safety Committee of the San Francisco Bay Region

San Francisco, San Pablo and Suisan Bays Harbor Safety Plan recommendations yet to be implemented.

I. GEOGRAPHIC BOUNDARIES

No recommendations.

II. GENERAL WEATHER, TIDES AND CURRENTS

1. HSC supports efforts to increase funding to NOAA. Seeks continued federal and state funding for PORTS.

III. AIDS TO NAVIGATION

No recommendations.

IV. ANCHORAGES

No recommendations.

V. HARBOR DEPTHS, CHANNEL DESIGN, AND DREDGING

1. Recommends immediate surveys by the ACOE for ACOE maintained deep-water navigation channels and by NOAA for all other channels used by deep draft vessels or oil barge traffic that have not been formally surveyed within the last five years. Of highest priority are those areas where known shoaling has taken place.

2. Recommends that NOAA update its charts in a timely fashion to reflect survey information from NOAA, ACOE, and independent sources. NOAA should devise a system to quickly alert VTS, masters and pilots.

3. Recommend establishment of a new two-way TSS north of Alcatraz to allow safer navigation of deeply laden tankers. Harding, Arch, and Shag Rocks should be reduced to a minimum depth of 55 feet.

4. The HSC requests the ACOE refine the initial cost estimates for the removal of Harding, Arch, Shag, and Blossom Rocks, an Unnamed Rock and Alcatraz Shoal; re-examine East Alcatraz Shoal; evaluate the 40 foot shoal south of the Bay Bridge; and survey the position of two charted wrecks near Blossom Rock and the Bay Bridge.

5. The HSC supports a State appropriation to match federal funds for lowering the rocks off Alcatraz Island.

San Francisco, San Pablo and Suisan Bays Harbor Safety Plan recommendations (con't)

6. Recommend eliminate the dogleg at buoy "C" of the San Rafael main ship channel in order to maintain proper two-way traffic separation. The TSS should be re-routed eastward after the dredging of the western side of Anchorage 5. This recommendation should be the subject of a complete environmental analysis and examination of alternatives before implementation.

VI. CONTINGENCY ROUTING

1. The high degree of cooperation and consultation between pilot organizations, the USCG, port authorities and appropriate agencies and contractors should continue from the project planning stage through the construction stage of projects that may impact safe navigation in the Bay. Planning should include an evaluation of various alternatives to ensure harbor safety.

2. Recommend OSPR request from CalTrans, railroads, and various counties owning bridges advance notice of work that would temporarily or permanently reduce bridge clearances. Advance notices should be provided as far in advance as possible through LNTMs to assure that vessels are alerted to these hazards.

VII. VESSEL TRAFFIC PATTERNS

1. Recommend the USCG and VTS devise a more consistent system of reporting accidents and near accidents, standardized with other areas. The annual reports should together be analyzed on an annual basis by the USCG and a report made to OSPR with recommendations on the effectiveness of navigational safety measures. The HSC adopted a definition of a reportable "near miss" situation to standardize reporting along the California Coast.

VIII. COMMUNICATION

No recommendations.

IX. BRIDGES

1. Recommend OSPR should request CalTrans and other bridge operators such as the Golden Gate Bridge and Southern Pacific RR to install energy-absorbing fendering, instead of wooden or plastic fendering, on all area bridge s when replacing damaged fenders and for all new construction.

San Francisco, San Pablo and Suisan Bays Harbor Safety Plan recommendations (con't)

X. SMALL VESSELS

1. Recommend HSC rep meet with SF Boardsailing Association to promote safer navigation in the Bay.

2. Recommend place additional emphasis on recreational boater education and law enforcement on the waterways as follows:

- a. OSPR coordinate with Boating and Waterways 1994 Outreach Program.
- b. Identify educational target areas such as marinas, boat ramps, rental establishments.
- c. CG's Sea Partners Program should be utilized to disseminate boater safety materials.
- d. Kayakers should be approached in the same manner as boardsailors.
- e. The public school system should be encouraged to include Boater Education in the curriculum.
- f. Consideration should be given to providing funds dedicated specifically for increased law enforcement on the waterways.

XI. VESSEL TRAFFIC SERVICE

No recommendations.

XII. TUG ESCORT.ASSIST FOR TANK VESSELS

No recommendations.

XIII. PILOTAGE

1. Recommend amend the California Harbor and Navigation Code to require that shipping company employees eligible to pilot vessels in the Bay area must hold a Master's license with pilotage endorsement and have made at least 20 trips as a pilot trainee or observer on vessels over the routes to be piloted within a one-year period.

2. Recommend amend Coast Guard regulations for pilotage to adjust the limit from 10,000 GT for tank barges carrying oil or other petroleum products as cargo to 5,000 GT.

XIV. UNDERKEEL CLEARANCE AND REDUCED VISIBILITY

1. The HSC recommended guidelines for underkeel clearances of tank vessels carrying oil or petroleum products as cargo.

**San Francisco, San Pablo and Suisan Bays Harbor Safety Plan recommendations
(con't)**

XV. ECONOMIC AND ENVIRONMENTAL IMPACTS

No recommendations.

XVI. PLAN ENFORCEMENT

No recommendations.

XVII. OTHER: SUBSTANDARD VESSEL EXAMINATION PROGRAM

No recommendations.

Port Hueneme Harbor Safety Committee

Port Hueneme Harbor Safety Plan Recommendations (draft)

I. GEOGRAPHICAL BOUNDARIES

No recommendations.

II. GENERAL WEATHER & TIDAL CONDITIONS

No recommendations.

III. AIDS TO NAVIGATION & NAUTICAL CHARTING

1. Recommend that OSPR request the USCG examine the feasibility of installing current velocity measuring and transmission equipment on Port Hueneme Channel Lighted Buoy 2.

2. Recommend that the HSC review the adequacy of the current Aids to Navigation system.

3. Recommend that the HSC consult with the USCG and other interested parties prior to the annual review regarding future plans for modifications to the Aids to Navigation system.

4. Recommend that OSPR request NOAA to prepare a 1:10000 scale insert of Port Hueneme for inclusion on NOAA Charts 18720 and 18725.

IV. HARBOR DESCRIPTION & CONDITIONS

1. Recommend that OSPR request the ACOE institute six month intervals for surveying water depths at the harbor entrance.

2. Recommend that the HSC conduct an evaluation of the surveying process and procedure during the July plan review.

V. ANCHORAGES & ANCHORAGE ADMINISTRATION

1. Recommend that no designated anchorage area with definite boundaries be established within Port Hueneme or its approaches.

2. Recommend that the HSC notify local commercial fishermen of any actions taken by the committee regarding changes to recommended vessel anchorage locations.

3. Recommend that the HSC continue to conduct an evaluation of the necessity for a designated anchorage.

Port Hueneme Harbor Safety Plan Recommendations (draft) (con't)

VI. COMMUNICATIONS

No recommendations.

VII. ASSESSMENT OF SMALL VESSEL SAFETY CONCERNS

1. Recommend that the Administrator in conjunction with the Department of Boats and Waterways and the USCG notify small boat operators of the hazards associated with maneuvering in close proximity to large ships.

2. Recommend that the HSC annually prepare a one page flyer emphasizing the danger of operating in close quarters to large vessels for distribution to all vessels operating from local marinas.

3. Recommend that the HSC and USCG contact local boater educational groups and be asked to include in their educational programs information concerning the caution needed around the entrance to the port.

4. Recommend that local fishermen's organizations be asked to include words of caution to local commercial fishermen in future newsletters or correspondence.

VIII. VESSEL TRAFFIC MANAGEMENT

1. Recommend that the present provisions for vessel traffic control be continued.

2. Recommend that the Oxnard Harbor District review its enforcement tools and investigate if any changes should be made to the Tariff to make compliance with the present system more timely and enforceable, and that any substantive changes be reported to the HSC prior to the annual plan review.

3. Recommend that the HSC annually prepare a one page flyer emphasizing the danger of operating in close quarters to large vessels for distribution to all vessels operating from local marinas.

IX. TUG ASSISTANCE/ESCORTS FOR TANK VESSELS

1. Recommend the HSC conduct an evaluation of the procedures addressing tug assistance and tug escorts for tank vessels during the annual plan review.

X. ECONOMIC IMPACT OF THE PLAN

1. Recommend the HSC conduct an evaluation of the plan's economic impact during the annual plan review.

Port Hueneme Harbor Safety Plan Recommendations (draft) (con't)

XI. PLAN ENFORCEMENT

1. Recommend that OSPR request the USCG to initiate federal rule making for plan recommendations within their purview.

2. Recommend that OSPR petition other federal agencies or Congress, as appropriate, to initiate rule making/legislations for plan recommendations within their purview.

3. Recommend that OSPR request the USCG to modify its existing violation and spill reporting data systems so that it can be queried by specific port area.

4. Recommend that OSPR ensure the report to the Legislature required by SB2040 evaluating the adequacy of vessel inspection programs conducted by the USCG and other federal, state, or local agency be completed in a timely manner.

5. Recommend that the HSC request enforcement bodies and other appropriate organizations to collect and forward to the committee any comments or suggestions from harbor users concerning their experiences with existing safety and enforcement mechanisms.

6. Recommend that a reporting and record keeping system for “near accidents” be initiated by any future VTS system that may be established in the area.

7. Recommend that the USCG and OSPR review all appropriate regulations and previous enforcement actions and that this information be provided to the Committee for use during the annual plan review.

8. Recommend that the HSC determine if additional enforcement capabilities are needed during the annual plan review.

Los Angeles/Long Beach Harbor Safety Committee

Los Angeles-Long Beach Harbor Safety Plan Recommendations

I. GEOGRAPHICAL BOUNDARIES

No recommendation.

II. GENERAL WEATHER, TIDES, CURRENTS, AND MONITORING TECHNOLOGY

No recommendation.

III. AIDS TO NAVIGATION

1. POLB Pilots recommend placing lighted ranges to mark the centerline of the LB Back Channel for inbound and outbound vessels.

IV. ANCHORAGES

No recommendation.

V. HARBOR DEPTHS, CHANNEL DESIGN AND DREDGING

No recommendation.

VI. CONTINGENCY ROUTING

No recommendation.

VII. HISTORY OF ACCIDENTS AND “NEAR MISSES”

No recommendation.

VIII. COMMUNICATION

No recommendation.

IX. BRIDGES

No recommendation.

Los Angeles-Long Beach Harbor Safety Plan Recommendations (con't)

X. SMALL VESSELS

1. Recommend the OSPR Administrator investigate and sponsor regulations to require testing and licensing of commercial fishing and recreational small boat operators. In the interim, the HSC suggests starting a mandatory educational program for all commercial, fishing, and recreational boaters as quickly as possible. OSPR could require proof that the boater completed any number of recognized courses before issuing a CF number or allowing operation, including rental, of any boat with a CF number.

2. Prepare an educational video of yacht traffic problems that the CG Aux, USPS, SCYA, clubs and individuals can use to educate the boating public.

XI. VESSEL TRAFFIC SERVICE

No recommendation.

XII. TUG ESCORT/ASSIST FOR TANK VESSELS

No recommendation.

XIII. PILOTAGE

No recommendation.

XIV. UNDERKEEL CLEARANCE AND REDUCED VISIBILITY

No recommendation.

XV. ECONOMIC AND ENVIRONMENTAL IMPACTS

No recommendation.

XVI. PLAN ENFORCEMENT

1. HSC encourages the local maritime community and agencies that monitor regulatory compliance to notify the HSC of marine safety and environmental concerns by telephone, in writing, or at the regular monthly meetings.

XVII. OTHER: OFFSHORE MARINE OIL TERMINALS

No recommendation.

San Diego Harbor Safety Committee

San Diego Harbor Safety Plan recommendations

I. GEOGRAPHIC BOUNDARIES

No recommendation.

II. HARBOR CONDITIONS

No recommendation.

III. AIDS TO NAVIGATION AND NAVIGATIONAL HAZARDS

1. Recommend additional dredging of the navigational channel be accomplished to provide an 800 foot wide channel from see to Buoy R”20.”

2. Recommend the intensity of the lights be increased on the navigational range lights.

3. Recommend continue clearing hazards in the area west of the channel near the 24th Street Marine Terminal turning basin to allow for tug maneuvering.

IV. ANCHORAGES AND ANCHORAGE MANAGEMENT

No recommendation.

V. COMMUNICATIONS

1. Recommend educate marine VHF radio users about the authorized use for the various radio channels (highlighting channels recreational boaters are not allowed to use), and proper radio power settings to limit transmission carry-over (interference).

2. Recommend encourage submission of communication violation reports by the Harbor Police, USCG, and Bay Pilots identifying violators to the FCC.

VI. VESSEL TRAFFIC PATTERNS

1. Recommend provide an educational program to successfully improve navigation safety in the Bay that has the following objectives: 1) increase awareness of navigational rules, safe operation, and limitations of large vessels; 2) improve qualification standards of recreational boaters; and 3) targeted enforcement.

San Diego Harbor Safety Plan recommendations (con't)

2. Recommend post signs in marinas, boat launching ramps and frequently used boating areas that warn of the danger of boating near large vessels and remind recreation boaters of the importance of Rule 9. (Recommendation implemented. Monitoring of signs required as some are subject to weathering.)

3. Recommend that OSPR urge the California DMV to continue to include Safe Boating flyers with each boat registration, reminding vessel owners of rules of the road and safe boating practices.

4. Recommend publicize the availability and list of insurance agencies who offer discounts on insurance rates to those boaters who graduate from USCG Auxiliary or USPS Safe Boating classes.

5. Recommend request the *San Diego Log* to feature “Do You Know...” pointers column on proper boating rules and environmental tips regarding safe boating in San Diego Bay.

6. Recommend convene a meeting as part of “Safe Boating Week” with OSPR, USCG, Pilots, yacht club racing committees, and recreational boaters to evaluate anticipated race courses for the season, potential impacts on large vessel traffic, and to discuss ways to avoid conflict in the channel.

7. Recommend maintain and update a list of agency speakers and topics to be updated each year during the annual plan review. List to include agencies, phone numbers, and suggested topics upon which the group is prepared to speak. Make list available to public groups, marinas, yacht clubs, and other boating groups to raise issues and educate about the potential problems in the Bay.

8. Recommend request DMV to require non-professional licenses, similar to automobile driver’s licenses, for all boat operators.

9. Recommend OSPR require rental agencies on the Bay to require all renters to read and initial (indicate understanding of) Rules of the Road, Rule 9, speed limits, wake rules, and boating under the influence regulations prior to execution of the rental agreement.

VII. TUG ASSIST/ESCORT

No recommendations

San Diego Harbor Safety Plan recommendations (con't)

VIII. VESSEL TRAFFIC SERVICE

10. The HSC strongly recommends that a system to facilitate an exchange of information regarding vessel movement be established in San Diego Harbor. This recommendation is being fulfilled.

IX. BRIDGE MANAGEMENT REQUIREMENTS

No recommendations.

X. COMPETITIVE ASPECTS

No recommendations.

XI. PROJECT FUNDING

1. Recommend there are several possible sources of funding for VTS and other Harbor Safety Programs. These include: San Diego Unified Port District, USN, USCG, shipping owners/operators, OSPR, and a user surcharge.

XII. ENFORCEMENT

1. Recommend explore options for requiring safe boating classes and/or Bay cleanup for those that are caught violating the law or otherwise endangering the safety on the Bay.

2. Recommend USCG ensure all races are properly permitted and monitored.

3. Recommend Harbor Police and USCG be on patrol during peak periods of traffic.

XIII. HARBOR SAFETY COMMITTEE RECOMMENDATIONS & ACCOMPLISHMENTS

1. Recommend that OSPR consider covering San Diego (Harbor) under State Pilotage Regulations. Until such oversight is in effect, the HSC makes the following recommendations:

a. Recommend pilotage rates should be sufficient to cover the costs associated with the operating expenses incurred in operating an efficient, safe, and responsive piloting organization to secure the safety of the Port of San Diego.

b. Recommend the San Diego Board of Port Commissioners consider raising tariff rates to raise pilot compensation levels adequate to ensure a safe operating system.

San Diego Harbor Safety Plan recommendations (con't)

c. Recommend the rules and regulations promulgated in the Port Tariff should reflect the premise that the Port of San Diego should recognize an organization as having exclusive authority, to the extent not provided otherwise by federal law, to pilot vessels from the high seas to and within San Diego Bay and returning to sea.

d. Recommend that the pilot office be relocated to the vicinity of Ballast Point or as near to the southern end of Shelter Island as possible.

e. Recommend the recognized pilot organization should write a formal pilot training program.

f. Recommend that a review and analysis be undertaken to the extent possible for the naval pilotage system as it relates to oil tanker and other vessel traffic through San Diego Bay and the area covered by the HSC.

g. Recommend the HSC support the USCG rule making process which would mandate federal pilotage in San Diego Harbor. The HSC recommends OSPR support this process to the extent possible.

XIV. IMPLEMENTATION

XV. APPLICABLE REGULATIONS AND GUIDELINES

XVI. MISCELLANEOUS