

# 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 San Francisco Bay Region

Thursday, October 13th, 2005

Port of Richmond Harbormaster's Office, Richmond, California

**Joan Lundstrom**, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay Conservation and Development Commission (BCDC); called the meeting to order at 1005. **Capt. Lynn Korwatch**, Marine Exchange of the San Bay Region (Marine Exchange); confirmed a quorum was present.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Capt. Michael L. Beatie**, Ferry Operator; **Ted Blanckenburg**, AMNAV Maritime Services; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Gary Fleeger**, Matson Navigation; **Capt. Fred Henning**, Baydelta Maritime; **Michael McMillan**, Port of Oakland; **Richard Nagasaki**, ChevronTexaco Shipping Company; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Denise Turner**, Port of San Francisco; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Ken Leverich**, California State Lands Commission (State Lands); **Cmdr. Gordon Loebel**, USCG; **Lt. David Valdez**, USCG; Also present was **Rick Holly**, OSPR.

The meeting was open to the public.

### Approval of the Minutes

#### Corrections to the minutes of the meeting of September 8<sup>th</sup>, 2005:

Page two, first bullet of **Capt. Uberti's** response to questions should read: "The captain of the fishing vessel Cheryl-C was cited for...".

Page four, bottom of the page, the second sentence of **Len Cardoza's** comments should be amended to read: "*The -50 Foot Deepening Project at the Port of Oakland is fully funded through the end of the Fiscal Year 2005. The House of Representatives has \$48 million and the Senate has \$42 million for the -50 Foot Project in their respective versions of the energy and water appropriations bill for 2006.*"

The minutes were unanimously accepted, as corrected. There was no discussion.

### Comments by the Chair - Lundstrom

- Thanked **Rich Smith**, Vice-Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Westar Marine Services; for chairing the meeting of September 8<sup>th</sup>.

### Coast Guard Report

#### Cmdr. Loebel

- Fleet Week was largely successful. Anyone with feedback on the event should contact **Cmdr. Loebel** so that their comments can be included in the review process.
- A flow chart of the organization of Sector San Francisco was attached to the minutes.
- A dozen or so personnel from Sector San Francisco were sent to the Gulf to assist the response to hurricanes Katrina and Rita.
- The Homeland Security Council has adopted a National Strategy for Maritime Security which can be found on the web at: [http://www.dhs.gov/interweb/assetlibrary/HSPD13\\_MaritimeSecurityStrategy.pdf](http://www.dhs.gov/interweb/assetlibrary/HSPD13_MaritimeSecurityStrategy.pdf).

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- The first version of the USCG's HOMEPORT web portal has been rolled out. The goal is to enhance critical communication between the public, maritime community, and USCG. Those who wish to take full advantage of the features will have to go through the registration process. The website can be found at: <http://homeport.uscg.mil>.
- There is a proposal to extend temporary maritime security zones at six local refineries to March 31<sup>st</sup>, 2006. Comments are due by November 21<sup>st</sup>, 2005.
- The Port of Oakland was the only local recipient in the last round of Port Security Grants. The grant was worth approximately 2.8 million dollars.

**Lt. Valdez** read from the summary report of Sector San Francisco activity and USCG Vessel Traffic Service (VTS) transit statistics that are attached to this report.

## **Clearinghouse Report – Capt. Korwatch**

- A statistical report is attached to these minutes.
- Four incidents were referred to OSPR. Three incidents involved tugs and barges moving prior to check in, and one had to do with a vessel at the Pilot Station without proper paper work.
- The Marine Exchange had heard reports of another effort to regulate the movements of chemical tankers by requiring escorts.

**Lundstrom** reviewed the recent history of SB 403, sponsored by **State Senator Michael Machado**, D-Linden; which is described in past minutes of the HSC. She said she would get in touch with **Teri Shore**, Bluewater Network; an environmental group that has been active in previous efforts to regulate chemical tanker traffic. **Lundstrom** tasked **Capt. Henning** and the Tug Escort Work Group to keep an eye on this issue.

## **OSPR Report - Coyne**

- **Lisa Curtis** will serve as the interim administrator of OSPR until the governor appoints a successor.
- The backlog of possible violations is being worked down, with a goal to report at the November meeting.
- The first biennial Clean California Conference on Preparedness and Response covered a variety of topics and was a big success.
- Discussions are now taking place for a regional conference to at least include parties interested in the Pacific States/British Columbia Oil Spill Task Force.
- The events are modeled on the Clean Gulf Conferences.
- The request for OSPR to fund the NOAA Physical Oceanographic Real Time System (PORTS) became the subject of a budget change proposal to be cleared through the California State Department of Finance because the size of the request altered OSPR's budget in the middle of the fiscal year budget cycle.
- OSPR worked hard to push a strong proposal with great help from the HSC, and the PORTS Work Group of the HSC, led by Capt. Marc Bayer, which had secured support from the Western States Petroleum Association and the Bar Pilots.

**Coyne** responded to questions.

- OSPR is doing what it can to get the budget change proposal to the Department of Finance as soon as possible.
- OSPR understands the precarious situation of PORTS and is doing all it can to convey that urgency to the Department of Finance.

**Lundstrom** asked OSPR to keep her informed about the progress of the budget change proposal. She said that the HSC can mobilize detailed and widespread support for the proposal to the Department of Finance if OSPR requests it. **Capt. Bayer** thanked **Wheaton**, and **Rebecca Smyth**, NOAA; for their support in preparing the work group report to OSPR. **Lundstrom** said that the goal of the process is to achieve permanent funding for PORTS. She said that if PORTS fails here it would be the first in the country to fail.

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## **NOAA Report - Wheaton**

- Charts 18640, 18660, and 1865 have been updated.
- NOAA is now working with USCG to ensure correct Global Positioning System (GPS) coordinates for local docks under the new local naming system.
- NOAA is working on the new ferry routing system and will soon have material ready for review.

## **COE Report -- Dwinell**

**Dwinell** read from a written report that is attached to these minutes. *(Not attached presently. It will be attached when available.)*

**Dwinell** was unable to give specific answers to questions about recent projects and surveys in Pinole Shoals or when the answers might be available. **Lundstrom** asked for appropriate contact names and phone numbers by the November meeting.

## **State Lands Commission Report - Leverich**

- Statistical summary: There were 285 transfers, of which, 48% were monitored. Twelve million barrels were loaded and twenty-two million barrels were discharged. There were no spills during the period.
- State Lands was aware of one security incident at the Selby terminal involving a kayaker, which USCG had responded to.

**Lundstrom** asked that a report on the incident be made available to the HSC so that it could be passed on to the Bay Water Trails Association and the Prevention Through People Work Group of the HSC. She said that it was very important for normal dock personnel to be aware of reporting and action procedures followed by facility security personnel and the USCG so that no reports could fall between cracks created by changing shifts or different levels of responsibility.

## **Water Transit Authority (WTA), Technical Advisory Committee Report – McMillan**

- The committee has not met but is prepared to meet as needed
- The committee is waiting to evaluate proposals for new vessel construction, which are due by the end of October.

## **Tug Escort Workgroup – Capt. Henning**

- The group had not met.
- The group will continue to monitor proposed legislation and regulation.

## **Navigation Workgroup – Capt. Pinder**

- The group had not met.

**Lundstrom** asked about the impact of the deep-draft dredging project for the Port of Oakland. **Capt. Pinder** said that it would be easier to respond to actual situations than attempt to predict them.

**Capt. Pinder** raised the issue of the increasing number of single-swimmer events to Alcatraz cutting across traffic lanes. **Capt. Beattie** raised the issue of the increasing number of swim events along the city front – including the Ferry Building – and to and from Alcatraz across deep-draft traffic lanes and proposed ferry routes. After a brief discussion, **Lundstrom** asked VTS to prepare a report for the November HSC meeting that would describe the numbers and times of the swim events as well as the permitting process for such events required by VTS or Sector San Francisco. **Lundstrom** asked **Capt. Pinder** and **Capt. Beattie** to take their concerns to USCG and report back to the HSC.

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## **Ferry Operations Workgroup – Turner**

- There was no report

**Capt. Beattie** said that members of the work group were perplexed that they had not been invited to meetings of the ad hoc work group on ferry routing and communications protocols. **Cauthen** said that there needed to be more exchange of information about meetings. **Lundstrom** said that all workgroup meetings are open to everyone.

**Wheaton** said that it looked promising for the inclusion of routes and exclusion zones into future charts and *The Coast Pilot*. He said that the key requirement for NOAA was that all interested parties be on board with the decision in order to limit the risk of lawsuits against NOAA. **Wheaton** will continue to work on the project. **Lundstrom** said that the HSC would review his report after it had come up through the Ferry Operations Work Group. She said that the HSC can give NOAA the assurances it needs.

**Cauthen** asked for the agendas of future ad hoc work group meetings to be emailed. Lundstrom said that the chair of each group is encouraged to keep in touch with interested parties. **Lundstrom** suggested that the various groups could have sign up sheets for email notifications. **Lundstrom** also encouraged interested parties to call the chairs of the groups they are interested in.

## **Prevention Through People Work Group - Lundstrom**

- The San Francisco Bay Water Trail Act has been signed into law. This will mean increased interest in paddle sports on the Bay and an increased need for safety information and education. The concerns of the HSC naturally touch on shipping lanes, ferry lanes, and security zones, among other issues.
- BCDC must approve each of the proposed launch sites. A NOAA Fellow will assist BCDC on the project for two years.
- The planning process is just beginning and BCDC will actively seek input.

## **Physical Oceanographic Real Time System (PORTS) Workgroup – Capt. Korwatch**

- There was nothing to report.

## **Public Comment**

**Capt. Esam Amso. Valero**; brought up the case of a recent grounding of a vessel loading pet coke at Benicia. The mean lower low water (MLLW) depth at the time was twenty-eight feet. He asked what the actual dredged MLLW depth is supposed to be. **Chamberlain** said that it should be thirty-nine feet.

**Capt. Stuart A. Quan**, a pilot for Chevron Shipping, complimented VTS for their level of service. He said that recently, Chevron pilots and masters had noticed difficult levels of radio traffic on days with low visibility.

## **Old Business**

There was none.

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## **New Business**

**Capt. Bayer** said that the California Air Resources Board is considering regulations to require ships to turn off their engines while at the dock. He suggested that the HSC look into the issue because there are places in the Bay where heavy currents require ships to have their engines on for safety reasons. **Lundstrom** asked **Capt. Pinder** to call a meeting of the Navigation Work Group to examine the issue.

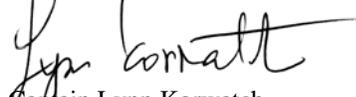
## **Next Meeting**

**Lundstrom** said the next meeting of the HSC would be at 1000, November 11<sup>th</sup>, at the Port of San Francisco.

## **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent. The meeting adjourned at 1138.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**September-05**

### PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period: SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	0
2. Total Number of COTP Orders for the period: Navigation Safety (4), Port Safety & Security (1), ANOA (1), Other (1)	7
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (0), Fire (1), Grounding (0), sinking (1), Steering (0), Propulsion (3), Personnel (1)	6
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation Radar (1), Steering (0), Gyro (0), Echo sounder (0), AIS (3), AIS-835 (0)	4
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	0
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs): 05-20, 05-21, 05-22, 05-23	4
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>27</b>

### MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	19
* Source Identification (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	1
Facilities (includes all non-vessel discharges)	2
Military/Public Vessels	0
Commercial Fishing Vessels	1
Other Commercial Vessels	2
Non-Commercial Vessels (e.g. recreational vessels)	8
Unknown Source (as of end of the period)	5
Storm Drain Runoff / Vehicle (vehicle accident)	0
*Spill Information	
Unconfirmed	0
No Spill	1
Pollution Cases Requiring Clean-up	7
Federally Funded Clean-up Cases (OSLTF-(1) / CERCLA-0)	1
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	5
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):	224 gals.
1. Estimated spill amount from deep draft vessels:	7 gals
2. Estimated spill amount from commercial vessels:	105
2. Estimated spill amount from recreational vessels:	32 gals
3. Estimated spill amount from facilities / shore side point discharge:	0
3. Estimated spill amount from unknown sources:	80 gals
PENALTY ACTION:	
Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	4

## \*\* SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES \*\*

### \* A. MARINE CASUALTIES - PROPULSION / STEERING

**1. Marine Casualty - Loss of Propulsion, P/V Mare Island (17Sep05):** While transiting from Vallejo Ferry terminal to San Francisco Ferry terminal, #1 engine shut down and clutched out. Ferry Vessel continued on to San Francisco Ferry terminal, on one engine, and disembarked passengers. Vessel returned to Vallejo with no passengers and secured for further investigation. CG2692 received and repairs to the #1 engine were completed. Case closed.

**2. Marine Casualty - Loss of Propulsion, M/V Meridian Navigator (21Sep05):** United Kingdom flagged vessel lost propulsion while mooring at C&H Sugar in Crockett. Two tugs were on scene to hold vessel until it regained propulsion. Vessel regained propulsion after 20 minutes and moored safely. COTP order SF-05-054 was issued requiring a completed CG-2692 "Report of Marine Casualty". Repairs were completed, Class Society verified repairs, the COTP order was lifted. Case closed.

**3. Marine Casualty - Loss of Propulsion, M/V Heraklia (26Sep05):** Inbound Greek flagged vessel lost propulsion after conducting port entry tests. Using emergency restart procedures, vessel was able to restart engines. COTP Order 05-055 was issued requiring a Class Society surveyor to determine cause and verify repairs. Repairs were verified, COTP Order was rescinded.

### \* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

**1. Marine Casualty - Sinking, F/V Liberty (16Sep05):** Fishing vessel sunk west of the Golden Gate Bridge. Two persons on board were located safely on shore and transported to UCSF Hospital where they were treated for mild hypothermia. The duty investigating officer interviewed both persons and completed a CG-2692. Case closed.

### \* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES

**1. Navigation Safety - M/T Overseas Cleliamar (10Sep05):** Vessel's crew noticed that the lube oil for the stern tube was contaminated. This was caused by the failure of the aft stern tube seal. The operator arranged for the replacement of the seals while in San Francisco. The repairs required the vessel to transfer ballast forward, tipping the ship forward and raising the propeller out of the water. Due to the duration, cost, and extensiveness of the repairs, the COTP required the repairs to be made while at berth. Repairs were made to the satisfaction of the COTP. Case closed.

**2. Navigation Safety - M/V Faithful (20Sep05):** Coast Guard Sector LA/LB reported a dead ship tow of a US flagged vessel from LA/LB to Bay Ship & Yacht Alameda, CA for dry-dock and overhaul. On Sept. 16th, COTP order 05-052 was issued requiring 2 tug escorts from the sea buoy and daylight transit. The vessel departed LA/LB Sept. 20th at 1215. Vessel arrived Friday, Sept. 23rd in Alameda. Case closed.

## SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

**1. Barge 14, Mare Island: Breasting** barge sank on 14 Sep. The Incident Management Team (IMD), formerly the Marine Environmental Response Team (MER) investigated sheening in response to sunken barge. M/V ARTSHIP, formerly the GOLDEN BEAR, was utilizing the barge to place ARTSHIP off the pier into deeper water. The barge contained oil products. M/V ARTSHIP was relocated. Case remains under investigation.

## SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

**1. Maritime Safety/Security Information Bulletin 05-20 (24Aug05): "Access to Waterfront Facilities and Commercial Vessels"** - MSIB was issued to inform the maritime community of law enforcement officials' requirements of presenting proper identification when attempting to gain access to a commercial vessel or waterfront facility as required by the International Ship and Port Facility Security (ISPS) Code and Maritime Transportation Security Act (MTSA).

**2. Maritime Safety/Security Information Bulletin 05-21 (30Aug05): "U.S. Vessel Response Plans for Non-Tank Vessels (NTVRP) Interim Guidance"** - MSIB was issued to inform the maritime community of interim regulations for non tank vessels greater than or equal to 400 GRT. These interim regulations can be found in Federal Register June 24, 2005, Volume 70, number 121, Page 36649.

**3. Maritime Safety/Security Information Bulletin 05-22 (30Aug05): "Facilities and Vessels Receiving Exercise Credit for Participating in Area Maritime Security Plan Exercises"** - MSIB was issued to inform the maritime community that on August 16, 2005, the United States Coast Guard issued a policy determining Maritime Transportation Security Act (MTSA) Security Plan holders may satisfy mandated exercise requirements by voluntary and substantial participation in a United States Coast Guard Captain of the Port (COTP) sponsored Area Maritime Security (AMS) Plan exercise when one is scheduled in their area.

**4. Maritime Safety/Security Information Bulletin 05-23 (28Sep05): "Recommended Increased Security Measures Following Hurricane Katrina"** - MSIB was issued to inform the maritime security community of the need for increased vigilance at key infrastructures across the country due to the recent events of Hurricane Katrina.

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# VTS Vessel Transit Stats

Transits include: all inbound, outbound & intrabay transits	# Transits Last month	# Transits this month	Pct chg fm last month	# Transits a year ago	Pct chg fm a year ago
Vessel Category	Aug-05	Sep-05		Sep-04	
<b>PUBLIC</b> (incl ACOE, Research, USCG, Naval etc.)	127	150	18%	139	8%
<b>TANKER</b> (incl: ITB's)	174	180	3%	206	-13%
<b>CARGO</b> (incl container, bulker, & freight vsls)	415	419	1%	514	-18%
<b>TUGs with TOWS</b> (incl: ATB's and tank barges)	1992	2090	5%	2503	-17%
<b>FERRIES</b> (incl both commuter and bay cruise ferries)	7726	7825	1%	7679	2%
<b>MISC</b> (incl: school ships, recreation, fishing, & unknown vsls)	1244	1314	6%	304	332%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	76	96	26%	127	-24%
<b>TOTAL vsl transits</b>	<b>11820</b>	<b>12074</b>	<b>2%</b>	<b>11472</b>	<b>5%</b>

# San Francisco Bay Clearinghouse Report For September 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	70		61
Tank ship movements & escorted barge movements	354		286
Tank ship movements	221	62.43%	165
Escorted tank ship movements	95	26.84%	79
Unescorted tank ship movements	126	35.59%	86
Tank barge movements	133	37.57%	121
Escorted tank barge movements	66	18.64%	51
Unescorted tank barge movements	67	18.93%	70
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	4		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	212		321		0		166		699	
Unescorted movements	110	51.89%	179	55.76%	0	0.00%	78	46.99%	367	52.50%
Tank ships	79	37.26%	126	39.25%	0	0.00%	39	23.49%	244	34.91%
Tank barges	31	14.62%	53	16.51%	0	0.00%	39	23.49%	123	17.60%
Escorted movements	102	48.11%	142	44.24%	0	0.00%	88	53.01%	332	47.50%
Tank ships	63	29.72%	88	27.41%	0	0.00%	46	27.71%	197	28.18%
Tank barges	39	18.40%	54	16.82%	0	0.00%	42	25.30%	135	19.31%

### 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 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	590		690
Tank ship movements & escorted barge movements	3,014		3,229
Tank ship movements	1,769	58.69%	1,869
Escorted tank ship movements	831	27.57%	917
Unescorted tank ship movements	938	31.12%	952
Tank barge movements	1,245	41.31%	1,360
Escorted tank barge movements	628	20.84%	703
Unescorted tank barge movements	617	20.47%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	13		24

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,860		2,779		0		1,534		6,173	
Unescorted movements	860	46.24%	1,437	51.71%	0	0.00%	725	47.26%	3,022	48.96%
Tank ships	594	31.94%	928	33.39%	0	0.00%	402	26.21%	1,924	31.17%
Tank barges	266	14.30%	509	18.32%	0	0.00%	323	21.06%	1,098	17.79%
Escorted movements	1,000	53.76%	1,342	48.29%	0	0.00%	809	52.74%	3,151	51.04%
Tank ships	577	31.02%	784	28.21%	0	0.00%	417	27.18%	1,778	28.80%
Tank barges	423	22.74%	558	20.08%	0	0.00%	392	25.55%	1,373	22.24%

### Notes:

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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 13, 2005**

**1. CORPS 2005 O&M DREDGING PROGRAM**

Most FY 2005 Projects have been completed. We are working to complete the ones that were not finished by October 1, 2005. The Corps does not have its' FY 2006 budget, so we are starting to plan for our FY 2006 projects under the Congressional Continuing Resolution Authority.

The following is this years O & M dredging program for San Francisco Bay.

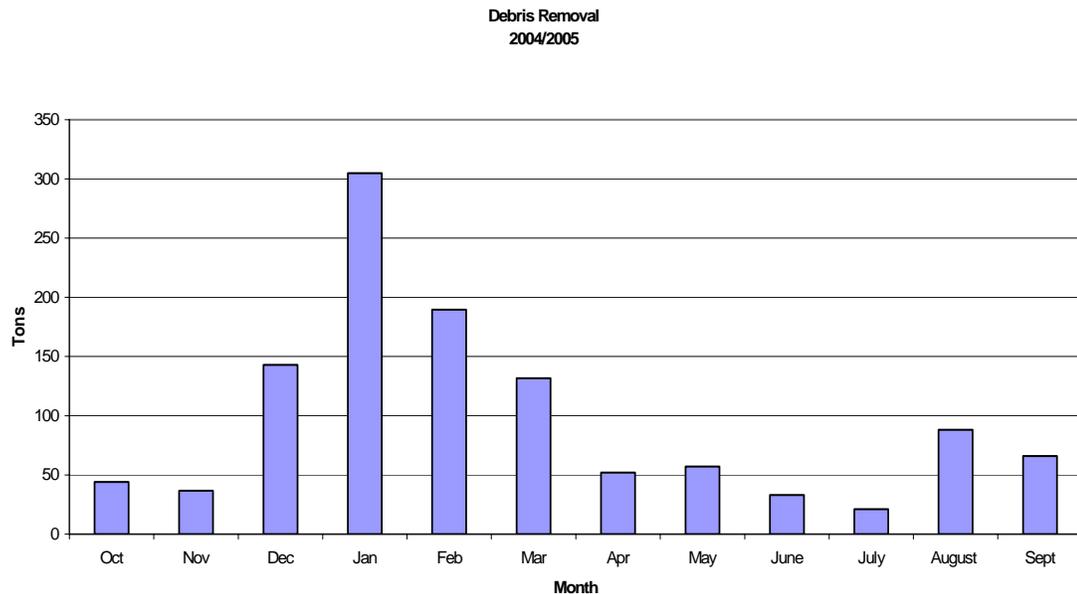
- a. **Main Ship Channel** – Project is complete.
- b. **Richmond Outer Harbor and Southampton Shoal** – Project is complete.
- c. **Richmond Inner Harbor** – Project is complete.
- d. **Oakland Outer and Inner Harbor** – Corps has a contract in place with Great Lakes Dredging with an option that the Corps could exercise to do this years dredging. The Corps has determined that it will not exercise the option year on this contract. The maintenance material will be included with the deepening contract. The dredged material will be disposed of at the Montezuma Wetland Restoration Project Disposal Site. This project is will underway.
- e. **Suisun Bay Channel** – Need to advertise for a new dredging contract this year. Dredging window opens June 1, 2005. The solicitation for this contract went out on July 6, 2005. The bid opening was scheduled for August 9, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and bids were opened on September 1<sup>st</sup>. Manson is the apparent low bidder. The contract for this project is combined with the Pinole Shoal Project. After Review of all of the options, the Corps decided not to award the contract, but to dredge this project with the government dredge “Yaquina”. The “Yaquina” is presently dredging at Bull’s Head Reach and when this is finished will work on other parts of the Suisun Bay Channel and New York Slough.
- f. **Pinole Shoal** – Requires a new dredging contract. The solicitation for this contract went out on July 6, 2005. Bid opening was scheduled for August 9, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and bids were opened on September 1<sup>st</sup>.

Manson is the apparent low bidder. The contract for this project is combined with Suisun in order to conserve funds. After Review of all of the options, the Corps decided not to award the contract, but to dredge this project with the government dredge “Yaquina”. The “Yaquina” started dredging Pinole Shoals on October 1, 2005 and this project is almost complete. We are performing a progress hydrographic survey to see if the “Yaquina” needs to perform any clean up dredging in the channel. The Corps did meet with the pilots to establish the priority of the dredging sequence.

- g. **Redwood City** – Corps performed full testing on this material this year – Material is scheduled to be disposed of in bay. Dredging window is from June 1 to November 30. At the present time the President’s budget for FY 2006 contains funding for this project. The Corps was able to reprogram \$1,300,000 in funds in order to start dredging Redwood City this year. The solicitation for this contract went out on July 8, 2005. Bid opening was scheduled for August 10, 2005. However, on August 4, 2005 the Corps received a pre bid protest and the bid opening had to be delayed. The pre bid protest has been resolved and the bids were opened on September 1<sup>st</sup>. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. It is expected that Dutra will start dredging around October 15, 2005.

## 2. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for September 2005 was 66 tons; this is down from the 88 tons collected in August 2005.



## 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

**a. Oakland 50-ft –**

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. We continue to make progress, but there have been some delays. The Corps has three contracts underway. The first contract is for the containment structure for middle harbor. This contract is almost complete. The second contract is the dredging contract. It combined 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 Outer Harbor is now down to the interim depth of 46 feet and we are starting on the Inner Harbor is about 95 percent complete. We have dredged approximately 3,200,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is will underway. The contractor is in the process of driving the tension piles. One issue with these contracts is that the Corps has not had sufficient Federal funds to support them. The Port of Oakland, the project sponsor, has been funding much of these contracts.

The Corps is getting ready to award an additional contract. This one is to deepen the entrance channel to 50 feet. The bid opening was scheduled for September 7, 2005, but was extended to September 21 to account for over depth and other issues. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract is scheduled to be awarded on October 18, 2005.

Looking ahead to next year (FY06), there is approximately 48 million dollars in the president's budget. But we will not know the final amount until the budget is passed and signed.

**4. EMERGENCY (URGENT & COMPELLING) DREDGING**

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach.

**5. OTHER WORK**

**San Francisco Bay to Stockton**

**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 year the Corps has received approximately \$250,000 for this project and we are attempting to reprogram additional fund. 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. 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. The hydrographic survey has been completed and a salinity model is being run. We are have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We lack the funds to process the photos and analyze the date. We are trying to reprogram funds to enable us to complete this work.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best was to go about this and to learn from their experiences.

### **Sacramento River Deep Water Ship Channel Deepening**

**Status – Project is now on hold because the non-federal sponsor is unable to provide their portion of the required cost share for this project.**

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 has received approximately \$350,000 for this year. 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 and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. 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 have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. However, the data has not been processed.

**Address of Corps' web site for completed hydrographic surveys**

<http://www.spn.usace.army.mil/hydrosurvey/>

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# Oakland wants to run failing Port of Sacramento

## Local agency sees big potential in linking Bay and Central Valley

By Paul T. Rosynsky, STAFF WRITER  
Inside Bay Area

OAKLAND — The Port of Oakland believes it has done all it can along the shores of San Francisco Bay to expand its maritime terminals in anticipation of the onslaught of Asian goods predicted to come in the next decade.

So, with no room left in Oakland, officials are now looking at Sacramento as a possible location for a new maritime terminal.

In a move that could spark a new transportation corridor between the Bay Area and the Central Valley, the Port of Oakland plans to compete against private firms to take control of shipping operations at the Port of Sacramento.

"The port assets in Northern California are very critical," said Port of Oakland Executive Director Jerry Bridges. "If we can keep that port open and viable, that is important for the region, the country and for the world."

If successful, Oakland officials hope to use the 100-acre Port of Sacramento as a satellite port, where barges would arrive and depart carrying 40-foot-long containers to the larger Port of Oakland.

Instead of trucks, produce would leave Sacramento on barges down the Sacramento River to the Delta and the Port of Oakland. In reverse, goods from Asia such as electronics and car parts would be barged from Oakland to Sacramento — for the Central Valley and beyond.

The plan would take trucks off the road, port officials say, and give Oakland breathing room as more and more goods begin arriving from Asia.

It also would give Oakland another resource for timely shipping because Sacramento is located along California's main freeway artery, Interstate 5.

"It's large enough to use as a transfer point for valley produce," said Port of Oakland Maritime Director Wilson Lacy.

Added Commercial Real Estate Director Omar Benjamin, "The excitement is not about operating Sacramento, it's about all the other things that will follow."

Oakland has sailed into this position in part because of its current success.

Over the years, Northern California's inland ports have become less important in the global shipping trade because of shallow waters and distance from the Pacific Ocean — the Sacramento port is 79 nautical miles from San Francisco Bay.

As a result, the Port of Sacramento has lost business and is now in financial trouble.

Unable to attract new companies to use its facilities, the Port of Sacramento concluded others might do a better job. So it decided several months ago to seek proposals from companies to run the operation.

"There is capital capacity out there, there is marketing capacity out there," said John Sulpizio, director of the Port

of Sacramento. "Privatization of the port may be able to stabilize our fiscal condition."

While having the Port of Oakland take over would not necessarily make the Sacramento port privately run, Oakland officials said any deal would be structured in a similar way.

The Port of Oakland could use its resources, such as marketing, to enhance Sacramento, port officials said. Oakland already has contacts with major shipping companies. And it has a marketing department that could advertise the Port of Sacramento.

Oakland also could offer Sacramento a piece of the container shipping trade, which it currently lacks. That is crucial because containers are becoming the primary way to ship goods around the globe.

If it won the competition to operate the Port of Sacramento, the Port of Oakland would charge a management fee and then set up some sort of revenue sharing plan with Sacramento.

"We have a lot to offer them, to help them achieve what they want to achieve," Benjamin said.

While proposals are due in Sacramento by Oct. 3, Sulpizio said the Port of Sacramento would take several months before it picks a winner or decides to scrap the whole idea.

However, he said, even if Oakland doesn't win the prize or Sacramento decides to continue to do things on its own, the relationship with Oakland should remain.

"We have a mutual interest in container barging, in marketing and in transportation," he said. "We need to see it as a long-term partnership on a channel that is unique."