

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, October 12th, 2006

Port of Richmond, Harbormaster's Office, Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), Bay Area Conservation and Development Commission (BCDC); called the meeting to order at 1007. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Esam Amso**, Valero Refining Company; **Capt. Marc Bayer**, Tesoro Refining & Marketing Company; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Sue Cauthen**, San Francisco Tomorrow; **Ron Chamberlain**, Port of Benicia; **John Davey**, Port of San Francisco; **Capt. Fred Henning**, Baydelta Maritime; **Robert J. Lawrence**, United States Army Corps of Engineers (COE); **Daniel Massey**, Foss Maritime; **Pat Murphy**, Blue & Gold Fleet; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Linda Scourtis**, BCDC; **Denise Turner**, Port of San Francisco; **Norman Chan**, Port of Richmond; **Capt. William J. Uberti**, United States Coast Guard (USCG); **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Also present and reporting to the HSC were **Chris Beckwith**, California State Lands Commission (State Lands); **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Rick Holly**, OSPR; **Capt. Lynn Korwatch**, Marine Exchange; **LtCmdr. Kevin Mohr**, USCG, **Eric Russell**, Aquatic Protection Agency.

The meeting was open to the public.

Comments by the Chair – Lundstrom

- There will be no HSC meeting in December. There will be a state summit of HSC's that month to discuss the NOAA Physical Oceanographic Real Time System (PORTS).
- The Governor vetoed California Senate Bill 403. The bill would have required the Administrator of OSPR to convene a chemical-tanker task force to "gather information and make recommendations regarding chemical tankers carrying hazardous materials that enter, leave, or navigate the waters of the state."
- The revised HSC plan is in the mail to members and is available to everyone on the web site at <http://www.sfmex.org/support/hsc/introhscplan.htm>.
- **Lundstrom** thanked **Capt. Uberti** and the USCG for their fine efforts to help make Fleet Week a success.

Approval of the Minutes

There were corrections to the minutes of September 14th, 2006:

On page four, the second sentence of the second bullet should read: "The HSC has not taken..."

A motion was made, and seconded, to accept the minutes as amended. The motion passed without discussion or dissent.

Harbor Safety Committee

of the San Francisco Bay Region

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

Coast Guard Report – Capt. Uberti

- The commanders of the US Navy ships participating in Fleet Week expressed their thanks to the USCG and local partners. There were no significant incidents during the event.
- **Capt. Uberti** sent a letter to the local representatives of the International Longshore and Warehouse Union (ILWU) expressing concern about safety during cargo operations. Lundstrom asked that a copy of the letter be forwarded to **Marina V. Secchitano**, Inlandboatmen's Union. **Secchitano** is the labor organization representative on the HSC.
- Sector San Francisco, USCG, was preparing to participate in Operation Golden Guardian, a state exercise scheduled for November 15th.

LtCmdr. Moore read from reports that are attached to these minutes.

There were questions and comments:

- **Lundstrom** said the HSC would be very interested in any information that could help track the safety impact of new regulations from the California Air Resources Board (CARB) that affect propulsion systems. She asked the USCG to keep that in mind for future reports.
- **Cauthen** asked why the operators of the ships named in the USCG report were not named. She suggested that the publicity might be a deterrent. **LtCmdr. Mohr** said that it looked like repeat offenders would be named in future reports.
- **Coyne** said that the San Francisco Municipal Railway (MUNI) had recently had a fuel leak into the Bay, its second in six months. **Cauthen** said she would raise the issue with MUNI since she has a seat on their citizen advisory council.

Clearinghouse Report – Alan Steinbrugge

Steinbrugge read from a report that was attached to the minutes.

OSPR Report – Coyne

- **Capt. Amso** was sworn to serve as the alternate representative for tanker or marine oil terminal operators.
- Representatives from tug escort work groups met in Sacramento on October 3rd to offer suggestions on a database to track escort tugs state wide.
- OSPR is working with industry to create educational information about tug escort requirements.
- **Holly** said that members of the state HSC's would soon be receiving questionnaires regarding the work of the 2002 The West Coast Offshore Vessel Traffic Risk Management Project. A five year assessment was one of the requirements of the project. **Lundstrom** said that **Scourtis** would help to coordinate response from our HSC.
- **Lundstrom** welcomed **Capt. Amso** to the HSC and assigned him to the PORTS work group.

NOAA Report – Wheaton

- The Bay Area would have working tsunami gauges in Alameda, Port Chicago, Redwood City, and San Francisco by the end of October. These sensors could not provide much warning in the case of a local event. The data they feed to the Tsunami Warning Center in Hawaii could be used to monitor the local effect of distant events.

Harbor Safety Committee

of the San Francisco Bay Region

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

- The National Weather Service is predicting another wet winter with conditions similar to the last rainy season. There could be one to two major storms in the period ending in January that could cause major flooding in streams and rivers.
- There is a new version of chart 18649 out.

COE Report – Lawrence

Lawrence read from a report that is attached to these minutes.

- The new Commander of the San Francisco District would be unable to attend the November meeting and had been planning to attend the December meeting. A list of questions and concerns of interest to the members of the HSC would be useful in advance.

There were questions and comments:

- The contractor for the Pinole Shoal dredging project reported that they were finished. The post dredge survey would start October 12th or 13th. The COE and contractor will compare their surveys and negotiate whether the job is complete or needs additional work. This process takes fifteen to thirty days to complete.
- The person to contact about channel conditions above the Richmond-San Rafael Bridge is **Roberta Goulart** of the Contra Costa Water Agency. She can be reached at (925) 335-1226.
- **Cardoza** said that the Port of Oakland dredging project was moving forward thanks to a continuing resolution passed by Congress.
- **Capt. Bonebakker** thanked the Port of Oakland for lending dredge assets to the Pinole Shoal project. He said that the operational window had been reduced by thirty-eight percent while the channel was not dredged. **Cardoza** said that this kind of local cooperation created a favorable impression of our area in Washington, D. C., and helped to keep money flowing to local projects.

State Lands Commission Report – Beckwith

- There were three hundred five transfers at local terminals in September, of which forty-five percent were monitored. A total of thirty-six million barrels were moved. **Lundstrom** asked for more comparative numbers in future reports.

Water Transit Authority Technical Advisory Committee Report – Cardoza

- Cardoza read from a report that is attached to these minutes.

Presentation by Aquatic Protection Agency (APA) – Russell

- **Russell** gave a brief presentation on the mission of his organization – the details of which can be found on their web site at: <http://www.aquaticprotection.org/index.htm>. He said that the APA is not in the business of lobbying or filing law suits. They emphasize monitoring, education, and product development.

There were questions and comments:

- Money to support the APA comes from donors, membership fees, and fundraisers. There is lots of little money.

Harbor Safety Committee

of the San Francisco Bay Region

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

- There is one paid staffer, the vessel operators are paid hourly, and there are approximately fifty volunteers.
- There are seven members on the primary board of trustees and six members on an advisory board. There are no lawyers on the boards. The board members do not overlap with other groups. The APA is not affiliated with any other organization.
- APA deals with gray-water regulations on recreational boats as they currently exist. They do not get involved in regulatory lobbying.

Tug Escort Work Group – Capt. Henning

- The work group would meet in early November to review the tug escort database that OSPR is creating.

Navigation Work Group – Capt. Pinder

There was nothing to report.

Ferry Operations Work Group – Davey

- The new ferry routes will begin trials November 1st.

Prevention Through People Work Group – Brown

- **Sanders Robertson**, President of ILWU Local 91, has been invited to attend the January 9th, 2007 meeting of the work group to discuss safety during the loading and unloading of vessels.
- The work group has created a number of safety awareness documents and presentations that are available at <http://www.sfmex.org/support/hsc/ptp/introptp.htm>. These materials are based on Pacific Maritime Association safety bulletins 0206 and 0406.
- **Lundstrom** asked if the paddle sport community had been alerted about the danger from ships during cargo operations. **Brown** said she had raised the issue at the last meeting of the Bay Area Water Trail Project.

Physical Oceanographic Real Time System (PORTS) Work Group – Capt. Bayer

There was nothing to report.

- **Lundstrom** said that she hoped the system would be up and running in time for the rainy season.

PORTS Report – Steinbrugge

- Sensors at Redwood City, Alameda, Golden Gate were up and running. A NOAA team was in the area and the Port Chicago sensor was being worked on.
- The relocation of the Oakland wind bird is going through the regulatory process.
- The Amorco sensor was waiting for the installation of electrical conduit.
- Current sensors on USCG buoys is awaiting availability of proper size buoys for the equipment.

Public Comment

There was none.

Harbor Safety Committee

of the San Francisco Bay Region

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

Old Business

There was none.

New Business

Capt. Bayer said that there were many new proposed environmental regulations coming up for 2007 that could have an impact on safety. He suggested that the HSC take a proactive approach. **John Berge**, Pacific Merchant Shipping Association (PMSA); said that CARB had ignored safety concerns raised by industry until the HSC got involved. **Lundstrom** said that recommendations to handle this issue would be on the November agenda for discussion.

Next Meeting

Lundstrom said that the next meeting would convene at 1000, November 9th at the Port of San Francisco, Pier 1 Conference Center, San Francisco, California

Adjournment

A motion to adjourn was made and seconded. There was no discussion. The motion passed unanimously. The meeting adjourned at 1153.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
September-06	
PORT SAFETY CATEGORIES	
	TOTAL
1. Total Number of Port State Control Detentions for period:	0
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)	
2. Total Number of COTP Orders for the period:	3
Navigation Safety (2), Port Safety & Security (1), ANOA (0)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (1), Collision (1), Fire (0),	6
Grounding (1), Sinking (0), Steering (0), Propulsion (2), Personnel (1), Other (0)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	4
Radar (3), Steering (0), Gyro (0), Echo sounder (1), AIS (0), AIS-835 (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	2
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0
Total Port Safety (PS) Cases opened for the period:	16
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	25
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	10
Commercial Vessels	1
Public Vessels (Military)	3
Commercial Fishing Vessels	1
Recreational Vessels	5
TOTAL FACILITIES	7
Regulated Waterfront Facilities	2
Other Land Sources	5
UNKNOWN/UNCONFIRMED	8
*Spill Information	
Pollution Cases Requiring Clean-up	11
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	6
2. Spills 10 - 100 gallons	6
3. Spills 100 - 1000 gallons	1
4. Spills > 1000 gallons	0
5. Spills - Unknown	12
Total Oil Discharge and/or Hazardous Material release volumes:	528
1. Estimated spill amount from Commercial Vessels:	3
2. Estimated spill amount from Public Vessels:	1
3. Estimated spill amount from Commercial Fishing Vessels:	25
4. Estimated spill amount from Recreational Vessels:	82
5. Estimated spill amount from Regulated Waterfront Facilities:	57
6. Estimated spill amount from Other Land Sources:	350
7. Estimated spill amount from Unknown sources:	10
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (IKs)	0
Letters of Warning	3

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Loss of Propulsion, Tug AMERICAN EAGLE (6 Sept): Tug lost propulsion momentarily while trying to switch engines, and struck the deep water ship channel light #32. Investigation could not determine specific cause for failure. A Broadcast Notice to Mariners was released regarding the damaged light.	
Marine Casualty - Loss of Propulsion, M/V PACIFIC SUCCESS (9 Sept): M/V lost propulsion near Port Chicago during transit to Pittsburg 4. Vessel struck the west end of Pier 4 at the Naval Weapons Station Concord causing minor damage to the pier and vessel hull, including a 40cmX2mm fracture well above the waterline near the anchor pocket. A COTP order was issued to have hull repairs made prior to departure. Drug testing of all parties involved was conducted. The vessel discharged its cargo, made temporary repairs, and the COTP order was rescinded. Investigator found no mechanical cause for the power loss.	
Grounding - Tug MARIN SUNSHINE (19 Sept): Tug was pushing barge EM 1068 with a cargo of rocks down the San Joaquin river near the three mile slough when the current pushed the tug into a mud bank. No damage was reported to either the tug or barge. They were both outside of the shipping channel. The Captain waited until the next high tide to pull the barge off of the bank and continued on his voyage to Sacramento.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Collision - Collision between F/V DOROTHY L and F/V BOUNTY (11 Sept): While F/V DOROTHY L was anchored in the vicinity of Bolinas Point, F/V BOUNTY lost radar transmission and collided with F/V DOROTHY L. Both vessels sustained damage to their port bows and outriggers. The F/V DOROTHY L reported that its steering linkage was severed and inoperable following the collision. A COTP order was issued terminating the vessel's voyage due to hazardous conditions and additional outstanding deficiencies. The vessel was transported to the Hyde Street Marina for repairs to its steering linkage.	
Allison - M/V IOANNIS THEO (14 Sept): M/V IOANNIS THEO struck the pier at Richmond dock 21. The vessel was mooring, when heavy winds pushed it into the dock. The pier exhibited minimal damage including split fenders, while the ship sustained minor scratches to its hull.	
Injured Personnel - T/V KAEDE (20 Sept): Received a report from the agent of the T/V that the oilier was cleaning the Main Diesel Engine and liquid splashed in his eyes. His eyes were flushed and treated. He was reported as being in good and stable condition. Arrangements were made to have the crew member disembark on the Marine Express water taxi.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety - M/V HORIZON NAVIGATOR (4 Sept): LOD issued to inbound M/V for inoperable 10cm radar. Repairs were made, and the vessel departed SF Bay on 05 Sept.	
Navigation Safety - M/T AEGEAN TRADER (8 Sept): M/T was granted an inbound LOD for a broken depth sounder to transit to Stockton 12/13. Once in port, a technician surveyed the broken depth sounder, and the vessel ordered parts to make repairs. Due to the long lead-time to obtain the necessary parts, an outbound LOD was granted. Vessel departed on 11Sept06, with its next port call in Vancouver, Canada.	
Navigation Safety - M/V ESSEN EXPRESS (10 Sept): M/V was issued LOD to Oakland SSA Container Terminal for inoperable S-Band radar. X-Band radar and repeater fully functional. Vessel made repairs prior to departing SF Bay.	
General Safety - M/V YM GREAT (14 Sept): While unloading cargo onto the M/V YM GREAT a crane knocked two containers into the water at OAK berth 55. The containers fell at heights of 20 and 40 feet from the ship and sank. On Sept 15th, a salvage crane located and recovered one container. On Sep 16th, a COTP order was issued to refrain from cargo operations until the second container had been retrieved. On Sept 16th, the second container was located by divers, and was removed on Sept 17th.	
Navigation Violation - P/V CAPTAIN HOOK (17 Sept): CG Sector SF Command Center received a call stating that the P/V CAPTAIN HOOK was being operated without a licensed operator. CG Station Golden Gate boarded the vessel and affirmed that the Captain was operating without a license. Station Golden Gate obtained statements from passengers and CG Sector Investigators went on board to interview the Captain. The operator of the vessel was issued a \$1500 Notice of Violation.	
Navigation Safety - M/V COLORADO VOYAGER (22 Sept): M/V requested LOD due to inoperable 10cm radar. The vessel was issued LOD for inbound transit to A9. Repairs were made to the 10 cm radar prior to the vessel's departure.	
Possible Rule 9 Violation - F/V SEA J (24 Sept): Received notification from VTS of possible rule 9 violation. Pilot onboard the T/V LOTUS EXPRESS reported the F/V SEA J committed a violation near Bluff Pt., in SF Bay. The 35-40ft, white F/V came within 100ft of the port bow of the T/V. The pilot sounded one long blast followed by five short blasts and the F/V moved out of the way. The F/V was believed to be heading towards Richmond's Inner Harbor. Investigation pends.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
Vessel Sinking- F/V TRI-ONE (6 Sep): Responded to a 45 gallon diesel spill from sunken fishing vessel. After the vessel was refloated, wasted pipe on a diesel tank was found to be the source of the spill. The pipe was removed and the tank was plugged. Cleanup was accomplished with absorbent boom and pads over 2 days. Letter of Warning was issued to responsible party.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
None.	

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-06	Sep-06		Sep-05	
PUBLIC (incl ACOE, Research, USCG, Naval etc.)	151	139	-8%	150	-7%
TANKER (incl: ITB's)	145	155	7%	180	-14%
CARGO (incl container, bulker, & freight vsls)	412	387	-6%	419	-8%
TUGs with TOWS (incl: ATB's and tank barges)	3052	2622	-14%	2090	25%
FERRIES (incl both commuter and bay cruise ferries)	7858	7383	-6%	7825	-6%
MISC (incl: school ships, recreation, fishing, & unknown vsls)	1680	1805	7%	1314	37%
PASSENGER (incl cruise ships, and smaller charter vessels)	68	95	40%	96	-1%
TOTAL vsl transits	13366	12586	-6%	12074	4%

San Francisco Bay Clearinghouse Report For September 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	80		70
Tank ship movements & escorted barge movements	366		354
Tank ship movements	247	67.49%	221
Escorted tank ship movements	115	31.42%	95
Unescorted tank ship movements	132	36.07%	126
Tank barge movements	119	32.51%	133
Escorted tank barge movements	68	18.58%	66
Unescorted tank barge movements	51	13.93%	67
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		4

<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	224		348		0		176		748	
Unescorted movements	109	48.66%	176	50.57%	0	0.00%	78	44.32%	363	48.53%
Tank ships	86	38.39%	130	37.36%	0	0.00%	52	29.55%	268	35.83%
Tank barges	23	10.27%	46	13.22%	0	0.00%	26	14.77%	95	12.70%
Escorted movements	115	51.34%	172	49.43%	0	0.00%	98	55.68%	385	51.47%
Tank ships	74	33.04%	111	31.90%	0	0.00%	59	33.52%	244	32.62%
Tank barges	41	18.30%	61	17.53%	0	0.00%	39	22.16%	141	18.85%

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 2006

San Francisco Bay Region Totals

			<u>2005</u>
Tanker arrivals to San Francisco Bay	659		718
Tank ship movements & escorted barge movements	3,207		3,650
Tank ship movements	1,969	61.40%	2,149
Escorted tank ship movements	1,033	32.21%	997
Unescorted tank ship movements	936	29.19%	1,152
Tank barge movements	1,238	38.60%	1,501
Escorted tank barge movements	639	19.93%	760
Unescorted tank barge movements	599	18.68%	741
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	8		16

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,988		3,062		0		1,711		6,761	
Unescorted movements	929	46.73%	1,512	49.38%	0	0.00%	788	46.05%	3,229	47.76%
Tank ships	658	33.10%	1,020	33.31%	0	0.00%	443	25.89%	2,121	31.37%
Tank barges	271	13.63%	492	16.07%	0	0.00%	345	20.16%	1,108	16.39%
Escorted movements	1,059	53.27%	1,550	50.62%	0	0.00%	923	53.95%	3,532	52.24%
Tank ships	646	32.49%	977	31.91%	0	0.00%	520	30.39%	2,143	31.70%
Tank barges	413	20.77%	573	18.71%	0	0.00%	403	23.55%	1,389	20.54%

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.

Memorandum

Date: September 22, 2006

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

I attended the Water Transit Authority (WTA) Technical Advisory Committee (TAC) Meeting on September 19, 2006, representing the San Francisco Bay Region Harbor Safety Committee. Several other Harbor Safety Committee (HSC) members and regular attendees were also present.

The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "To develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation for the WTA, Chapter 1011 of the Statutes of 1999, requires the formation of the Technical Advisory Committee (TAC). The roles of the TAC include the following:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that will be prepared in the development of the Implementation and Operations Plan.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Mark Kasanin, Chair, TAC, brought the meeting to order, presiding over introductions and reviewing the agenda. He described the TAC's structure, including smaller sub-committees to address specific technical issues. Future meetings may include a presentation on Australia's Solar Sailor vessel.

Jeff McCarthy, Deputy Executive Director, San Francisco Marine Exchange, provided an update on the Vessel Mutual Assistance Program Expansion. SF V-MAP is composed of member vessels, the U.S. Coast Guard, and other organizations. The intent of SF V-MAP is to provide a rapid response to any catastrophic search and rescue operation on San Francisco Bay. SF V-MAP operations include periodic meetings and exercises to improve planning, communications, response time, and incorporate lessons learned. Automatic Identification System (AIS) technology provides real time information on the location of member vessels. Current uses include best available information on incident scene, vital information on emergency assets, port logistics, monitoring of environmental considerations, and vessel routing assurances. The system also provides a web based display for outreach and maritime public relations. Future plans include weather broadcasts, Physical Oceanographic Real Time (PORTS) integration, information on safety zones and security areas, and selective vessel monitoring.

Charlene Haught-Johnson, President, WTA Board of Directors, gave a report to the TAC describing progress on the contract to acquire vessels; environmental documentation for the proposed new terminals; providing real time info to transit users; infrastructure bonds; and expanding the focus of WTA to emergency response and disaster relief.

Steve Castleberry, Chief Executive Officer, WTA, provided a report on the background of the enabling legislation of WTA and TAC. He stated that recent polls reflect overwhelming support of an expanded ferry system that includes emergency response as well as congestion relief.

Scott Humphrey, Training Director, USCG Vessel Traffic Service, provided an update on the Ferry Building Traffic Routing Protocol initiative. The project has expanded from increasing safety in the vicinity of the Ferry Building to examining ferry routes in general. Tasks include 1) problem identification; 2) obtaining input from vessel operators; 3) establishing preliminary routes / procedures; 4) determine need for further analysis; and 5) contracting with George Washington University (GWU) and Virginia Commonwealth University (VCU) for a study. Preliminary study results indicate that many routes will dramatically decrease vessel-to-vessel encounters; and decrease interactions between ferries and other vessels. Recent initiatives include the release of the GWU / VCU study; reworked routes; outfitting ferries with a common electronic chart system; re-plotted routes; and more practice running routes on the U.S. Army simulator at Mare Island. Ferries are already using the new routes. Next steps include a trial period (starting Nov 1); feedback from vessel operators; plotting routes on NOAA charts; expansion to region wide ferry service; analysis of transit information; and integration with the Bay Trail and water events such as regattas and swimming.

Mark Kasanin introduced CW4(P) Bob Blomerth, Maritime Integrated Training System, U.S. Army Reserve, and stated that Chief Blomerth's vessel simulator located at Mare Island offers an extraordinary benefit for vessel operator training.

John Sindzinski, Manager, Planning and Development, WTA, gave an update on the proposed South San Francisco and Berkeley / Albany terminals. The Draft Environmental Impact Report (EIR) for the South San Francisco Terminal was completed in February 2006. Public /agency comments reflect issues with the construction process, environmental protection, and energy consumption. The WTA is also responding to comments on wake wash, traffic, parking, and the Bay Trail. The final EIR is "poised" for adoption. Next steps involve the permitting process. The current schedule reflects completion of design in 2007; construction in 2008; and operation in 2009. The Corps of Engineers is currently designing the new breakwater. The WTA is currently looking at four sites for the proposed Berkeley / Albany terminal. The WTA will seek Board approval to expand the scope of work for the environmental documentation and conceptual design from two to four potential sites. The current schedule reflects the completion of the EIR in 2008.

Mary Frances Culnane, Manager, Marine Engineering, WTA, provided an update on vessel construction. She provided a description of the vessel, including passenger, bicycle, and environmental amenities, and stated that the delivery is anticipated in June 2008. Mary also acknowledged that September 19 was International "Talk-Like-a-Pirate" Day...Arghhh.

Keith Stahnke, Manager of Operations, WTA, gave a presentation on the Regional Maritime Contingency Plan (RMCP). The RMCP is the water component to the regional multi-modal emergency transportation response plan. California's Office of Emergency Services (OES) is the lead agency. During the first 72 hours of an emergency, the priority is to provide safety and

assess damage and continue to operate if possible. The recovery phase begins soon after. WTA's responsibilities include communications and planning

Mark Kasanin provided a summary of the meeting. He also described key lessons learned in emergency response, including the need for contingency planning; clear chain of command (Who is in-charge...especially between State and Federal agencies?); ability to respond to multiple events/targets; access routes; and stockpiling of essential supplies (especially within areas that have limited access). Mark described the function of emergency response teams and the danger of over-dependence on immediate Federal response. Contingency plans should also include training, medical evacuation, and intermodal transfer (e.g.: vessel / float / ramp / landing / vehicle / aircraft / routes / final destination. Finally, Mark played excerpts from videos featuring Pilots on SF Bay (including CAPT. Nancy Wagner) and HSC's "Sharing the Bay" to illustrate his points.

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

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

September 14, 2006

1. CORPS 2006 O&M DREDGING PROGRAM

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

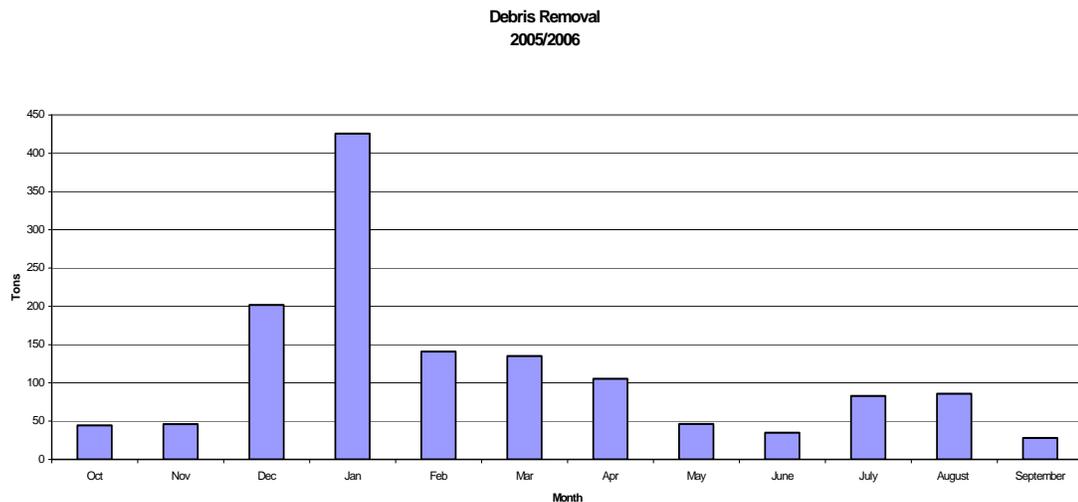
- a. **Main Ship Channel** – Has been dredged by the government dredge “Essayons”. Dredging was completed on June 1, 2006. The material was disposed at SF-08 and off Ocean Beach.
- b. **Richmond Outer Harbor and Southampton Shoal** – Dredging, using the government dredge “Essayons” began on June 1, 2006, was completed June 13, 2006. Material was disposed at the Alcatraz dredged Material Disposal Site (SF-11).
- c. **Richmond Inner Harbor** – It was discovered that there is more material in the channel than previously thought – about 200,000 cys. The Corps is negotiating with the contractor (Dutra) to figure out a way to remove the material within the current work window, which closes December 1. The design depth is -38 feet, the dredging is scheduled to be completed November 30, 2006.
- d. **Oakland O & M Dredging** – All O & M dredging in FY 07 will be included in the deepening project. For the Inner Harbor dredging, the Corps will exercise the option in the Deepening 3E contract to dredge this part of the Harbor. There will be no separate contract. This dredging is subject to consultation with CDFG because of concerns for Pacific herring during the spawning season. The material will be disposed will be at either SFDODS.
- e. **Suisun Bay Channel** – Dredging is being done now.
- f. **Pinole Shoal** – Manson has finished the last reach. A post-dredge survey will be conducted today or tomorrow. Manson might have to leave Suisun to do clean-up dredging, if necessary. The material went to the San Pablo Bay Disposal Site (SF-10). The design depth is -35 feet. New surveys for the first four reaches are finished and have been posted. (The program manager (Steve Chesser) was not able to give me an exact start date, and believes that one reach of the channel has been completed. Ms. Roberta Goulart from Contra Costa County is the Point of Contact for the project sponsor ([925] 335-1226; rgoul@cd.co.contra-costa.ca.us). The shipping community is supposed to contact her to find out any updated information. Steve does his best to

keep her informed about the progress of projects. His goal is to update her on a weekly basis and keeps this schedule as best he can. Often, the on-site project engineer does not convey information to Steve in order for Steve to update Ms. Goulart. Regarding post-dredge surveys, a survey is conducted very shortly after the project is completed for contract and payment purposes. The contractor and the Corps both do a survey, the surveys are compared and the differences are negotiated. The negotiation process can take any number of days. Once the differences have been worked out, the Corps will post the final survey on the web. Until then, the survey is not available. Right now, the lag time is between about 15 to about 30 days. Steve will attempt to update me at the same time he updates Roberta, but the shipping community is supposed to contact Roberts for the most recent information. Again, Steve can not update Roberta until he is updated by the project engineer.)

- g. **Redwood City/San Bruno Shoal** – A new condition survey will be by or before the end of January 2007. The intent is to dredge in the summer of 2007, if it is necessary.

2. DEBRIS REMOVAL

The total tonnage of debris collected for September 06 was 28 tons (Raccoon 16 tons and Grizzly 12 tons). This amount was a large decrease to the August total of 86 tons and a decrease in the September 2005 total of 66 tons. The reduction is primarily due to the reduced time of patrolling in September - only 2 weeks out of the month. The Raccoon crew was on Annual / Leave one week and at Basic Fire Safety School for another week. The Grizzly amount was about normal.



3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project

Contract 3E has been awarded. The contractor (Dutra Manson) is in the process of submitting bonds. Once the bonds have been received, a pre-construction meeting will be held,

then the dredging will be scheduled. 3B/C has been completed. The Outer Harbor dredging is scheduled to begin next spring if everything goes well. The Entrance Channel is currently being dredged to 50 feet under contract 3D. This work should be completed by the end of this month (September). The material is being taken to the Montezuma Wetlands Restoration Project.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was been no emergency dredging in FY 2006.

The Corps is preparing an Indefinite Delivery Indefinite Quantity (IDIQ) contract to perform knockdowns for shoaling incidents that are too small for dredging, but can limit the depth of the channel. This contract is for all deep draft Federal Channels. This will allow the Corps to reduce the high of some shoaling much more quickly than in the past.

5. OTHER WORK

a. San Francisco Bay to Stockton

No change since last report. This project is in the 2007 budget so something should be happening soon.

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there was approximately \$200,000 in the budget and another \$67,000 was scheduled to be provided by the sponsor under the cost share. 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 an 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. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The Corps is working to combine topographic and hydrographic data into a single Digital Model for levee stability analyses and dredge disposal site selection. The Corps is looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

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. There are approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The

Division will have a Project Manager to coordinate all of the Corps issue in the Delta. A kick-off meeting with the Delta LTMS Management Committee was held on June 30, 2006.

b. Sacramento River Deep Water Ship Channel Deepening

Status – No change since last report. This project is in the 2007 budget so something should be happening soon.

This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. The Corps is preparing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. We are continuing to work on this project. The Corps has awarded the contract for the salinity model and has received the draft report. The initial volume estimate is approximately 6.5 million cubic yards of material. In reviewing the project the Corps has 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. The Corps has 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. The Corps has flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in August. The hydrographic survey has been completed. The Port of Sacramento and the Port of Oakland want to make progress in FY 07.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys

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

Main Ship Channel – 16-21 June 2006.

Pinole Shoals – Four reaches surveyed: Aug. 28-29, 2006; Sept. 11, 26-27, 2006.

Suisun Bay Channel – 22-24 & 27-31 March 2006

Suisun Bay Channel Bullshead 8 March 2006

Redwood City – complete – January 4-5, 8 & 12, 2006

San Bruno Shoal – complete – November 21 & 29, 2005

Oakland Inner and Outer Harbor – Survey done 19 July, 2006.

Southampton Shoal and Richmond Long Wharf – (North Ship Channel) surveyed May 17-24, 2006.

Harbor Safety Committee

of the San Francisco Bay Region

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

September 25, 2006

Captain William Uberti, USCG
Commander USCG Sector San Francisco
U.S. Coast Guard
Coast Guard Island
Alameda, CA 94501

Dear Captain Uberti,

The San Francisco Harbor Safety Committee requests your help in supporting the Physical Oceanographic Real Time System, PORTS. As you are aware we are very close to having the PORTS fully operational.

It is our intention to place current meters on two buoys in San Francisco Bay, Oakland outer harbor, and Richmond. We would like to enlist your help to replace these two buoys from harbor buoys to ocean buoys. We understand the difficulty that the Coast Guard is having in acquiring these types of buoys; however their expeditious placement will greatly improve navigational safety in San Francisco Bay.

Thank you,

Joan Lundstrom
Chair, San Francisco Harbor Safety Committee

Cc: Members, San Francisco Harbor Safety Committee
Lisa Curtis, Administrator OSPR
Mike Coyne, OSPR
Darren Wright, PORTS Program Manager
David Jones, SF PORTS NOAA Site Manager

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325, San Francisco, CA 94123-1380
(415) 441-7988 – hsc@sfmtx.org

SB 403 was vetoed. This bill would have established a Chemical Tanker Task force, which was supposed to determine if tug escorts are needed for chemical tankers.

The veto message is below:

I am returning Senate Bill 403 without my signature.

Although tank vessels transporting chemicals on California waters can pose challenges, local Harbor Safety Committees and the United States Coast Guard already have authority to require safety measures for vessels which might pose a particular threat to the port or environment. My Office of Homeland Security has expressed concerns that I share, that the report required in this bill, particularly by disclosing the list of tank vessels, their specific structure and safety features, the type and quantity of their chemical cargoes and their ports of call could actually threaten, instead of protect, both the environment and public.

Sincerely,

Arnold Schwarzenegger