

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 10, 2007

Port of Richmond, Harbor Master's Office, 1340 Marina Way South, 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 1005. **Alan Steinbrugge**, Marine Exchange of the San Francisco Bay Region (Marine Exchange), confirmed a quorum of the HSC.

The following committee members (M) and alternates (A) were in attendance: **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association, (PMSA); **Margo Brown** (M), National Boating Federation ; **Capt. Pete Bonebakker** (M), Polar Tankers; **Sue Cauthen** (M), San Francisco Tomorrow; **Len Cardoza**, Port of Oakland (M); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Robert J. Lawrence** (M), U.S. Army Corps of Engineers (COE); **Captain William J. Uberti** (M), United States Coast Guard (USCG); **Gerry Wheaton** (M), **Thomas Wilson** (M), Port of Richmond.

Also present and reporting to the HSC were **Mark Bailey**, National Oceanic and Atmospheric Administration (NOAA); **Bob Chedsey**, California State Lands Commission (State Lands); **Capt. Lynn Korwatch**, Marine Exchange; **Lt. Cmdr. Kevin Mohr**, USCG; **Capt. Gary Toledo**, California Office of Spill Prevention and Response, (OSPR).

The meetings are always open to the public.

Approval of the Minutes

There were no corrections to the minutes. A motion to accept the minutes was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Lundstrom

- The state HSC summit was held the previous Thursday, October 4th. Among the topics of discussion was funding for CalPORTS, the state-wide system for the Physical Oceanographic Real Time System (PORTS). Because of the continuing budget deficit, it does not look like appropriations from the general fund will be available any time soon.
- OSPR is recommending that best practices be included in local Harbor Safety Plans. **Capt. Toledo** would provide more detail in his report.
- An issue that our HSC is tracking through our Navigation Work Group is the impact of potential environmental regulations on safe operations. The Los Angeles/Long Beach HSC is looking into the issue of fuel-switching at the dock, and they will pass along what they learn.

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Coast Guard Report – Capt. Uberti

- Fleet week went well. A couple of minor violations of safety zones were handled with verbal warnings. They are now going reviewing lessons learned from this event.
- The Transportation Worker Identity Card (TWIC) program was scheduled to begin at the Port of Oakland in the second week of November. Meetings for interested parties to discuss TWIC with the Transportation Security Administration (TSA) were scheduled for October 23 and 24.

Lt. Cmdr. Mohr read from a report attached to these minutes.

- **Lt. Cmdr. Mohr** said that the August report had been amended to reflect the case of the *CSL Trailblazer* that had been forced to emergency anchor when the Union Pacific Railroad Bridge was not opened in time. The August report was also amended to reflect that the collision of the Bay Cat with Sacramento River light 16 was caused by a Rule 9 violation. A copy of the amended report has been provided for the records of the HSC.

Berge asked if the Coast Guard had been notified of a recent serious injury to a longshoreman, and wondered whether the incident had delayed the sailing of the vessel. **Capt. Uberti** said that the incident had been reported, but that it did not delay the vessel. He said that the Occupational Safety and Health Administration (OSHA) is responsible for investigating cases like that; and the USCG handles crew matters. **Berge** said that PMSA receives regular reports on minor injuries and wondered if there was a standard for reporting incidents to the USCG. **Capt. Uberti** said that there is a reporting threshold above routine first aid cases. It is described in the regulations.

Capt. Uberti introduced **David H. Sulouff**, Chief of the Bridge Section for the Eleventh Coast Guard District, to report on, and answer questions about bridges that had been raised at recent meetings of the HSC.

- **Sulouff** said that the USCG had originally formed a Natural Working Group about seven years previously to study ongoing problems with the Benicia-Martinez Railroad Drawbridge. At that time, the Union Pacific Railroad had recently taken ownership of the bridge. Over the following years, Union Pacific had made numerous mechanical upgrades to the bridge, had increased training for operators, and had been a good partner in the activities of the Working Group. In the past several years there had been no incidents and the Natural Working Group had fulfilled its duties and been disbanded.
- The recent incident at the bridge with the *CSL Trailblazer* is under investigation by the USCG. They are also following Union Pacific's recent announcement that they believe it is unsafe to raise the bridge when winds exceed thirty-five miles-per-hour. USCG is trying to schedule a meeting for October 30 for interested parties to meet with Union Pacific about these issues. **Sulouff** hoped to be able to report on that meeting at the November meeting of the HSC.
- USCG continues to work with NOAA about including information on rolling bridge-maintenance platforms in the Coast Pilot.

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- **Sulouff** said that USCG takes these issues very seriously. He is available twenty-four hours per day, and can be contacted through the Vessel Traffic Service (VTS) regarding any incidents that happen outside of normal office hours.

Capt. Bayer asked that terminal operators be notified of the meeting with Union Pacific when it is scheduled. **Cauthen** asked that all member of the HSC be notified of the meeting. **Sulouff** said that he would arrange that notification through **Steinbrugge**.

Capt. Peter McIsaac, Bar Pilots, brought up an incident from December 2006 when the bridge had jammed in high winds. He said that there had also been many high wind conditions in May of 2006 during which the Bar Pilots were in regular contact with the bridge. **Capt. McIssac** then asked what the USCG could do. **Sulouff** said that the USCG is governed by the Truman-Hobbs Act in this matter. It describes the manner in which a bridge can be judged too small, too old, or mechanically obsolete such as to become an unreasonable hazard. Under those conditions, USCG can ask Congress to provide money to make improvements. **Sulouff** repeated his request that he be notified of any incidents.

Capt. McIssac said that the Bar Pilots are very concerned about a possible incident with a down-bound, unloaded vessel being caught in high winds. There is no anchorage on the upriver side. **Sulouff** said that he had been told by a representative from Union Pacific that they would raise the bridge in case of an emergency. He added that Union Pacific is concerned on the impact a damaged bridge could have on the movement of cargo to and from the docks. **Sulouff** requested that this, and all, issues be raised at the meeting with Union Pacific. He also said that he would try to attend meetings of the HSC on a more regular basis.

Clearinghouse Report – Steinbrugge

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

OSPR Report – Capt. Toledo

- **OSPR** is tasking all HSC's to come up with a list of best marine safety practices to be included in future Harbor Safety Plans. These should be in a format that makes them easy to share among the HSC's. One example of what OSPR has in mind is the recent work done by this HSC regarding safe container operations while bunkering barges or other vessels are alongside. He said that the Los Angeles and Long Beach pilot organizations had included a list of best practices from their local HSC for inclusion into their tide books. That way, visiting mariners know what to expect when they visit.
- The second task is to begin to review available data on vessel casualties and base recommendations on them. OSPR now has data for 2006, and is working on the first half of 2007. He thanked USCG for providing data for this effort.
- The emergency regulation package for shoreline protection at low volume ports has gone to the Office of Administrative Law for review.

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Lundstrom said that she and **Linda Scourtis** (A), BCDC, chair of the SF HSC Safety Plan Work Group; would meet with **Capt. Toledo** to review the existing plan before going forward.

NOAA Report – Mark Bailey

There was nothing to report. **Bailey** is the new NOAA West Coast manager for PORTS. His office is in Seattle.

Army Corp of Engineers (COE) Report – Lawrence

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

Capt. Bayer asked why it had taken five months to post the survey for Bull's Head Channel. He said it was an issue of genuine concern and safety that the survey had reported a loss of four feet of depth in the channel and not been reported in a timely manner. **Lawrence** said that he could not speak to that issue. **Capt. Bonebakker** said that if a loaded tanker ran aground there it would be an extremely serious issue. He said that he was extremely concerned that the situation had gone that long without notification. **Capt. McIsaac** said that in the past, the COE had released preliminary soundings in advance of the official survey. **Lundstrom** asked **Steinbrugge** to provide information to the HSC on the number of transits through that area in a year.

A member of the public spoke to say that the Bay Planning Coalition had met with industry representatives to write a letter requesting advance maintenance dredging for Pinole Shoals. The letter also requests that this project be annual priority and a permanent part of the President's budget request.

Capt. Bayer said that he would like to arrange for the head of the local COE office to take a vessel ride through San Pablo Bay and Pinole Shoal to see conditions first hand. He also asked if it was possible to look at historical surveys to see if the channel had ever been dredged to thirty-five feet.

Lundstrom asked **Lawrence** for contact information for **Steve Chesser** and **Rick Chapman**, of the hydro-survey branch, in order to invite them to the next meeting of the HSC.

Cardoza said that the California Marine Affairs and Navigation Conference (CMANC) is lobbying the California Congressional delegation to appropriate money from the Harbor Maintenance Trust Fund. He said this is a huge issue in California and probably the rest of the country. There is now over four billion dollars in the fund.

Cardoza complimented the COE for doing what they can in the current budget environment. Since Congress has not appropriated money, COE is working under the conditions of continuing resolutions. That makes it extremely difficult to let dredging contracts that meet the environmental windows.

State Lands Commission Report – Chedsey

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- There two hundred eighty-six transfers in September, down from three hundred five in September, 2006. Of those transfers, fifty-nine per cent were monitored. Thirty-seven million barrels of crude were discharged, up from thirty-six million in the previous September. A more detailed report is attached to these minutes.

Water Transit Authority (WTA) Technical Advisory Committee Report – Cardoza

- Redwood City is in the early stages of planning a ferry terminal for West Point Slough to provide service to Oakland and San Francisco. The target date for service is 2012.
- The rest of the report is attached to these minutes.

Berge asked about the new bill on water transport in emergencies. **Stahnke** said that they had only just begun to look at it. Capt. Shipway said that the bill had not yet been signed by the Governor.

VTS Notification of Upriver Transits for High Velocity Current Docks – Capt. Bayer.

- A vessel was recently pulled off a dock in Pittsburg due to the passing of another vessel. This resulted in expensive damage to the dock. There is currently a fax notification system in place from VTS to upriver terminals to notify them of the approximate passing time of up and down-bound vessels, but it does not provide notification of ETA's to the Union Pacific Railroad bridge or to New York Point.
- On October 2, **Capt. John Schneider**, Tesoro Port Captain, met with **Scott Humphrey** and **Lt. Matt Zolnierrek** of VTS to discuss the issue. **Humphrey** suggested that the Automated Identification System (AIS) be used to provide this information. This is not a practical solution yet, for a number of reasons. **Lt. Zolnierrek** said that VTS would work towards adding the requested data to the faxes.

Tug Escort Work Group – Capt. Henning

- There was nothing to report.

Navigation Work Group – Capt. Horton

- There was nothing to report.

Ferry Operations Work Group – Lundstrom

- There was nothing to report.

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Prevention Though People Work Group – Brown

- There was nothing to report.

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

- Funding from the state general fund is going nowhere. At the same time, everyone agrees that it would be beneficial to install a wind sensor at the Union Pacific Railroad bridge. But NOAA cannot proceed with installation of the sensor until there is funding. **Capt. Bayer** is trying to arrange a meeting of interested parties to discuss funding alternatives before the next meeting of the HSC.

PORTS Report – Steinbrugge

- NOAA was in the process of installing the Oakland sensor at the time of the meeting. It would go online after testing and quality assurance.

Public Comment

There were no comments.

Old Business

There was no old business.

New Business

Capt. Korwatch said that a new port security grant was being made available from the Federal Emergency Management Agency (FEMA). The purpose of the six million dollar grant is to create a risk management study and business resumption plan for tier one ports in the region. Up to twenty percent of the grant can be spent on study and planning, while the remainder would go into making the plans operational. The Marine Exchange will act as the fiduciary agent for the grant. **Lundstrom** asked what that meant. **Capt. Uberti** said that the request had come from FEMA to provide a local party to coordinate the disbursement of funds. **Capt. Korwatch** said that the Marine Exchange would not determine how the money was spent.

Capt. Korwatch said that a scholarship fund had been established for **Jeff McCarthy's** surviving daughter Anika. Anyone that would like to contribute can contact the Marine Exchange for details. A memorial service would be held for Jeff on October 18 at 1500.

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Next Meeting

Steinbrugge said that the next meeting would convene at 1000, November 8, 2007, at the Port of San Francisco's Pier 1 Conference Center.

Lundstrom announced that no meeting was scheduled for December.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent. **Lundstrom** adjourned the meeting adjourned at 1140.

Respectfully submitted,



Captain Lynn Korwatch
Executive Secretary

USCG SECTOR SAN FRANCISCO	
PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS	
September-07	
PORT SAFETY CATEGORIES	
	TOTAL
Total Port Safety (PS) Cases opened for the period:	15
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:	6
Navigation Safety (0), Port Safety & Security (5), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison (0), Collision (0), Fire (0),	5
Grounding (1), Sinking (0), Steering (0), Propulsion (2), Personnel (1), Other (1)	
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation	3
Radar (2), 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	0
6. Significant Waterway events or Navigation related cases for the period:	1
7. Maritime Safety Information Bulletins (MSIBs): MSIB 06-05	0
MARINE POLLUTION RESPONSE	
	TOTAL
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	29
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	5
Commercial Vessels	1
Public Vessels (Military)	0
Commercial Fishing Vessels	2
Recreational Vessels	2
TOTAL FACILITIES	7
Regulated Waterfront Facilities	0
Other Land Sources	7
UNKNOWN/UNCONFIRMED	17
*Spill Information	
Pollution Cases Requiring Clean-up	2
Federally Funded Cases	0
Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:	
1. Spills < 10 gallons	11
2. Spills 10 - 100 gallons	1
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	17
Total Oil Discharge and/or Hazardous Material release volumes:	44
1. Estimated spill amount from Commercial Vessels:	2
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	1
4. Estimated spill amount from Recreational Vessels:	41
5. Estimated spill amount from Regulated Waterfront Facilities:	0
6. Estimated spill amount from Other Land Sources:	0
7. Estimated spill amount from Unknown sources:	0
Penalty Action:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	2
Letters of Warning	2

** SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES **	
* A. MARINE CASUALTIES - PROPULSION / STEERING	
Marine Casualty - Limited Propulsion, M/V STAR OKIANA (08 Sept): Vessel was finishing mooring with 2 assist tugs and 2 spring lines secured at OAK 62 when it lost all electrical power due to an over-speed trip. Bow thruster and steering pumps were affected for a matter of seconds before emergency power kicked back on. A COTP order was issued requiring verification of repairs prior to departure from SF Bay. Deficiencies were corrected and the COTP order was rescinded on 8 Sept.	
Marine Casualty - Loss of Propulsion, M/V NEW CREATION (19 Sept): Vessel experienced a loss of propulsion in the vicinity of the Sea Buoy, and anchored without incident. A COTP order was issued requiring a three-tug escort to Anchorage 9, where it was ordered to remain until repairs could be made. Deficiencies were corrected the same day and the COTP order was rescinded. Cause was found to be general wear and tear to the start valves leading to cylinder heads 1, 2, 4 and 5.	
Marine Casualty - Limited Propulsion, M/V SPIRIT OF YORKTOWN (21 Sept): Vessel's port main engine would not respond in reverse while mooring at SFO 40. Despite its limited propulsion, the vessel completed its mooring without incident. Upon further investigation, the port shaft and propeller were found to be pushed back against the port rudder. The shaft had split approximately one foot from where it penetrated the hull. Apparent cause of failure was a stress crack. Normal use of the port engine ultimately caused the crack to grow. Case pends.	
* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS	
Marine Casualty - Grounding, F/V FRANCIS K (08 Sept): Vessel ran aground at 2400 on a sandbar in Suisun Slough approximately 200 yards from Hunter's Cut with 3 Persons on Board (POB). Operator stated that he became confused as to which buoy he was tracking. All POB were effectively removed from the vessel by a Coast Guard small boat and returned to Station Vallejo. Owner re-floated the vessel on high tide with no reported pollution or injuries.	
* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES	
Navigation Safety, T/V WASHINGTON VOYAGER (01 Sept): Vessel's echo depth sounder was reported inoperable during its outbound transit. An outbound LOD was issued requiring the deficiency to be repaired prior to re-entering SF Bay.	
Navigation Safety, M/V INCA (06 Sept): Vessel's 10cm radar was malfunctioning during its inbound transit to Martinez. LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure from SF Bay. Deficiencies were corrected and the LOD was rescinded on 11 Sept.	
General Safety, TUG LAGUNA (06 Sept): USCGC TERN observed several deficiencies aboard the tug during a boarding in the Oakland Estuary, including excessive water in its bilge. COTP order was issued requiring dewatering of the vessel until it floated at the designed draft height, as well as verification that the vessel was not taking on additional water. Deficiencies were corrected and the COTP order was rescinded on 7 Sept.	
General Safety / Security, M/T MATSUKAZE (13 Sept): Vessel was inbound to Richmond when its crew was screened by CG and Customs & Border Protection (CBP), and determined to pose a potential flight risk due to nationality and lack of valid U.S. visas. COTP order was issued requiring a crewmember security plan to be submitted to CBP for preliminary approval requiring the use of at least four armed security guards to maintain continuous surveillance, control primary access points, and ensure that no unauthorized personnel board or disembark from the vessel. Additionally, the COTP order required a muster of all individuals who were not authorized to go ashore to be conducted every eight hours. Once CBP and CG approved the security plan, the vessel was permitted to proceed to port. COTP order rescinded on 18 Sept.	
Navigation Safety, M/V CMA CGM HUGO (14 Sept): Vessel failed to comply with the 24-hour Advance Notice of Arrival requirement for vessels entering SF Bay, and possessed incorrect passports for three crewmembers. COTP order was issued requiring vessel to proceed to Anchorage 9 until the ANOA information was processed. COTP order was rescinded on 18 Sept and an LOW was issued for both discrepancies.	
General Safety, M/V MISSISSIPPI VOYAGER (21 Sept): Vessel's AFFF was reported inadequate. COTP order was issued requiring vessel to remain in SF Bay and not to load cargo until the issue was resolved. COTP order authorized vessel to shift within the port when outfitted with two 260-gallon totes of AFFF on deck at separated locations, together with 2 jet ratio controllers. Vessel was required to immediately notify the CG if there was any deterioration in the vessel's inert gas capability or a rise in the oxygen level of any cargo tank above 8%. Deficiencies were corrected and COTP order was rescinded on 23 Sept.	
Navigation Safety, T/V CABO SOUNION (26 Sept): Vessel's 3cm radar was reported inoperable during its inbound transit to Richmond. An LOD was issued requiring visibility of at least two nautical miles and verification of repairs prior to its departure. Deficiencies were corrected and the LOD was rescinded on 28 Sept.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION (IMD) CASES:	
None.	
SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES	
Addition to August CG Report - Vessel Delay at Benicia-Martinez RR Bridge (7 Aug): CG D11 Waterways Management was notified of a vessel delay at the Benicia-Martinez RR Drawbridge, mile 7.0, Carquinez Strait. At 1813, pilot aboard M/V CSL TRAILBLAZER contacted the bridge operator IAW SF Bay HSC UPRR Drawbridge Protocol, and stated that he would be calling for a full lift at 1833. At 1831, pilot called the bridge for an opening. Bridge operator informed the pilot that a train was to cross the bridge and could not open until 1836. At 1837, pilot had not seen a train cross the bridge, and commenced emergency anchoring procedures. CG pursuing civil penalty against UPRR for violation (max penalty \$20K). Updated August CG Report provided to Alan Steinbrugge for record keeping.	
Addition to August CG Report - Allision, TUG BAY CAT (11 Aug): August CG Report was updated to account for the Rule 9 violation perpetrated by a downed wind surfer, who caused the tug to strike Sacramento River Light 16 as it veered to avoid collision. Original August report accounted for the allision, but did not explicitly indicate that a Rule 9 violation was documented.	
Death of a Longshoreman, M/V STUTTGART EXPRESS (24 Sept): Vessel agent notified CG that a longshoreman received a head injury while working with a lashing aboard M/V. The individual was crushed by a container being loaded by a shore-based crane that pinned him next to the cat walk. The longshoreman was taken to a hospital, but passed away as a result of his injuries approximately 4 hours later. U.S. OSHA has jurisdiction regarding the casualty investigation; case pends.	



San Francisco Bay Region
Tank Vessel Escort Clearing House

c/o Marine Exchange of the San Francisco Bay Region
Fort Mason Center, Building B, Suite 325
San Francisco, California 94123-1308

San Francisco Clearinghouse Report

October 11, 2007

- ❖ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ❖ In September the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ❖ The Clearinghouse has contacted OSPR 9 times so far in 2007 regarding possible escort violations, 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ❖ In September there were 74 tanker arrivals; 3 ITB's, 1 LPG, 1 Acid Tanker, 5 Chemical Tankers, 15 Chemical/Oil Carrier, 23 Crude Oil Tankers, 2 Non Specific Tankers, 24, Product Tankers. Through September we've averaged 67 tanker arrivals a month. In September 2006 there were 80 arrivals. In 2006 the monthly average number of tanker arrivals was 72 tankers a month.
- ❖ In September there were 287 deep draft vessel arrivals. Through September 2007 we've averaged 294 deep draft vessel arrivals a month. In September 2006 there were 322. The average monthly number of commercial deep draft vessel arrivals in 2006 was 305.

San Francisco Bay Clearinghouse Report For September 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	74		80
Tank ship movements & escorted barge movements	388		366
Tank ship movements	241	62.11%	247
Escorted tank ship movements	123	31.70%	115
Unescorted tank ship movements	118	30.41%	132
Tank barge movements	147	37.89%	119
Escorted tank barge movements	77	19.85%	68
Unescorted tank barge movements	70	18.04%	51
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<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	241		369		0		190		800	
Unescorted movements	110	45.64%	179	48.51%	0	0.00%	86	45.26%	375	46.88%
Tank ships	76	31.54%	117	31.71%	0	0.00%	45	23.68%	238	29.75%
Tank barges	34	14.11%	62	16.80%	0	0.00%	41	21.58%	137	17.13%
Escorted movements	131	54.36%	190	51.49%	0	0.00%	104	54.74%	425	53.13%
Tank ships	85	35.27%	116	31.44%	0	0.00%	60	31.58%	261	32.63%
Tank barges	46	19.09%	74	20.05%	0	0.00%	44	23.16%	164	20.50%

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 2007

San Francisco Bay Region Totals

			<u>2006</u>
Tanker arrivals to San Francisco Bay	606		788
Tank ship movements & escorted barge movements	3,157		3,917
Tank ship movements	1,837	58.19%	2,373
Escorted tank ship movements	936	29.65%	1,234
Unescorted tank ship movements	901	28.54%	1,139
Tank barge movements	1,320	41.81%	1,544
Escorted tank barge movements	694	21.98%	813
Unescorted tank barge movements	626	19.83%	731
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	9		12

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,995		3,085		0		1,693		6,773	
Unescorted movements	936	46.92%	1,510	48.95%	0	0.00%	778	45.95%	3,224	47.60%
Tank ships	619	31.03%	941	30.50%	0	0.00%	387	22.86%	1,947	28.75%
Tank barges	317	15.89%	569	18.44%	0	0.00%	391	23.10%	1,277	18.85%
Escorted movements	1,059	53.08%	1,575	51.05%	0	0.00%	915	54.05%	3,549	52.40%
Tank ships	623	31.23%	893	28.95%	0	0.00%	456	26.93%	1,972	29.12%
Tank barges	436	21.85%	682	22.11%	0	0.00%	459	27.11%	1,577	23.28%

Notes:

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3. Every movement is counted in each zone transited during the movement.
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**Harbor Safety Committee
Of the San Francisco Bay Region**

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

October 11, 2007

1. CORPS 2007 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – The Essayons dredged the Main Ship Channel for eight days in June, as scheduled. A condition survey was conducted and the survey has been posted. **No change**
- b. **Richmond Outer Harbor and Richmond Long Wharf** – Dredging was completed in June. The surveys were completed and were posted. **No change.**
- c. **Richmond Inner Harbor** – **The dredging is still on-going. There is an issue with Durta having two jobs in the same location (Port of Richmond) and having only one plant to do the work.**
- d. **Oakland O & M Dredging** – The Port has requested the next cycle of O&M dredging to be conducted this fall to -46 MLLW. **The material has been found suitable for disposal at SF-DODS. Dredging should start in two weeks.**
- e. **Suisun Bay Channel** – **Dredging is still on-going. No completion date available.**
- f. **Pinole Shoal** **There was a meeting at the Corps office on September 27 to discuss issues regarding dredging at Pinole Shoals. The refinery representatives are going to write to letter through the project sponsor (Roberta Goulart) requesting advanced maintenance of Pinole Shoal. One representative is also requesting that this project be an annual #1 priority for the Corps and that is somehow be part of the President's budget. Captain Bayer is arranging for a ship ride for ACOE staff, He has sent vessel schedule to Col Kiley for review. The Corps will provide Captain Bayer with post dredge surveys for North Ship channel and San Pablo Bay/Pinole Shoal back to 1995 to determine if 35' has ever been achieved and when.**
- g. **Redwood City/San Bruno Shoal** – The intent is to dredge in November this year with dredging extending beyond the work window until next February (with NMFS concurrence). This is dependent on the Refuge people preparing the disposal site in October as planned. If dredging does not occur this fall, it will be delayed until next June, with completion in August. **No change.**

2. DEBRIS REMOVAL

Debris total for September 2007 was 12.5 tons.

	Grizzly	Raccoon		Total						
September	12.00	16.00		28						
Oct.	12.00	10.00	3	25						
Nov.										
Dec.				101						
Jan. 2007	39.50	62.00		102						
Feb.	16.00	60.00		76						
March	12.00	24.00		36						
April	49.00	17.00		66						
May	13.00	0.00		76						
June	5.25	0.00		5						
July	4.00	0.00		4						
August										
September	12.50	0.00		13						
Totals	162.75	189.00	3.00	532						

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project - Deepening of Oakland's Outer Harbor began on March 16, 2007. Completion targeted for February 2008. **No change.**

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There has been no emergency dredging in FY 2007.

5. OTHER WORK

a. **San Francisco Bay to Stockton** The Corps did receive some money (\$200,000) for this project, so some work can be done, but not very much. The Corps will be creating a hydrodynamic model later this year. This model will set the boundaries for ship simulations that will be done in the next fiscal year – assuming that funds are available. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** **No funding was received in the CRA; however, the project is still in the Corps 2008 budget.**

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys. No new surveys.

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

Main Ship Channel – Survey was completed in July 2007 and has been posted.

Pinole Shoals – Surveys completed in July 2007 have been posted.

Suisun Bay Channel – Surveys completed in August, September (New York Slough), and November 2006 have been posted.

Suisun Bay Channel Bullshead – March 8, 2006

Redwood City – Surveys completed in April 2007 have been posted.

San Bruno Shoal – completed November, 2006. Not yet posted.

Oakland Inner – Surveys completed in August 2007 have been posted.

Oakland Outer Harbor - Surveys completed from April to August 2007 have been posted.

Southampton Shoal and Richmond Long Wharf – Surveys completed in July 2007 have been posted.

Richmond Inner and Outer Harbors: Surveys conducted from May to July 2007 have been posted.

Rick Chapman from the hydrosurvey unit will hopefully be attending the November meeting to talk about the survey process. Steve Chesser is also planning to attend.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
September 1 - 30, 2006	305	138	45.25
September 1 - 30, 2007	286	157	54.9

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
September 1 - 30, 2006	15,084,847	0	23,038,947	12,996,284	36,035,231
September 1 - 30, 2007	14,857,000	0	23,291,260	14,521,610	37,812,870

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
September 1 - 30, 2006	0	1	0	1	3 - Diesel
September 1 - 30, 2007	0	0	0	0	0

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

Memorandum

Date: October 11, 2007

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

Updates (in bold text).

1. The address for WTA is: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. POC: Lauren Duran at 415-291-3377 or by e-mail at duran@watertransit.org. WTA newsletters are available for download at: <http://www.watertransit.org/newsletters>

2. Port of Redwood City. A new study identified Westpoint Slough at the very eastern end of Seaport Blvd, Port of Redwood City, as a practicable location for commuter ferry service. The Port of Redwood City is part of the plan for expanded water transit service in the San Francisco Bay Area adopted by the Bay Area Water Transit Authority. The plan envisions service starting in Redwood City in 2012. Service would be between Redwood City and San Francisco /Oakland.

3. Berkeley/Albany. The draft EIR/S is scheduled to be released for public review in October 2007. The public hearing will be scheduled in early 2008.

4. There is no TAC meeting scheduled in the near future. Karen Shelver, WTA, will inform us if WTA is going to plan one anytime soon.

Background.

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.