

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, November 18, 1993

Port of San Francisco, Ferry Building #3100, San Francisco, CA

1. The meeting was called to order by Vice-Chair An Nothoff, Natural Resources Defense Council, at 10:00. The following committee members or alternates were in attendance: David Adams, Port of Oakland; James Faber, Port of Richmond; Roger Peters, Port of San Francisco; Alexander Krygsman, Port of Stockton; Margo Brown, National Boating Federation; Mike Goebel (alternate for Dwight Koops), SeaRiver Maritime; Morris Croce, Chevron Shipping; John Gosling, Matson Navigation; Jim Mes, Transmarine Navigation Corp.; Carl Bowler (alternate for A. Thomas), San Francisco Bar Pilots; Joan Lundstrom, San Francisco Bay Conservation and Development Commission; Gail Skarich alternate for Mary McMillan), Sanders Towboat Service; and federal government representatives from the U. S. Coast Guard, J. M. MacDonald and Pete Dolan. Also in attendance Roger Dunstan, California Research Bureau; and Bud Leland and Marian Ashe, OSPR.
2. T. Hunter, Marine Exchange, confirmed that a quorum was present.
3. T. Hunter noted a numbering problem (skipped numbers) in the minutes of the previous meeting. MOTION by M. Croce, seconded by J. Lundstrom to adopt the minutes as written. Motion passed unanimously.
4. COAST GUARD REPORT, J. M. MacDonald. A letter has been sent to Caltrans regarding the Benicia Bridge, emphasizing the importance of networking because of the traffic there, so that the consultant and contractor don't impede traffic. In response to a request at the last meeting that U. S. Navy related spills over the last year be submitted for the record, such a report was submitted. Pollution statistics for October were reported and will now be compiled by CG staff on a regular month-to-month basis. There were no oil spills of consequence in the past month other than a loss of 200 gallons of gas oil and a 10 gallon lube oil spill. MSRC and Clean Bay participated in a recent oil spill drill at CMA. MSRC can put together an organization to address a very large spill.
5. A. Nothoff stated that the COTP report only addresses discharge of oil and asked if a procedure can be devised to account for near misses in the monthly report. J. MacDonald requested a definition of "near miss" and noted that the issue has been referred to a HSC sub-committee and deferred to J. Lundstrom. J. Lundstrom responded that state regulations require each HSC to put "near misses" in their HSC Plan. J. MacDonald added that USCG reports of near misses are generally for the internal use of VTS and MSO. He added that it is important to be clear on a definition of "near miss" because records produced will be public and held for three years. He suggested such records be kept on a local data base and accessed through the HSC. He added that the USCG has no internal definition of "near miss", but rather uses the term incident, defined as a situation where, for various reasons the maneuver is unexpected or not communicated early. This doesn't necessarily mean that the act could result in a collision, grounding or spill. P. Dolan stated that the USCG incident report is used by VTS internally, having significance to the Captain of the Port, the State Pilot Commission and/or the San Francisco Bar Pilots; an incident being an unexpected or unusual circumstance or a situation where in the controller's opinion the margin of safety was reduced. These incident reports only include the VTS operator's perspective and do not include input from pilots, masters, etc. USCG representatives underlined the fact

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that the USCG cannot respond to a request for a report of near misses because they have no definition and too few reports to develop a statistical base. Discussion of whether loss of steering or power can be considered a near miss. B. Leland added that the SF HSC is the only one in the state that has gotten data from the Coast Guard because of local VTS internal regulations elsewhere. J. Gosling indicated that it is a mistake to take an aviation term, near miss, and apply it to oil spills. J. MacDonald asked if the HSC is looking at navigation or operations, stating that most records involve the operations end. J. Lundstrom responded that the focus is prevention. She added that SB 2040 requires HSC plans to include navigational near misses and noted that the SF plan included a recommendation to the Coast Guard that they track near misses. Continued discussion regarding the difficulty of defining and reporting a "near miss". M. Croce suggested that a deviation can be reported as opposed to the concept of a near miss. J. MacDonald agreed and added that the purpose of looking at deviations is internal skill honing and the viability of the system for informal training could be compromised if other factors are read into the formula. B. Leland agreed that prevention of spills is the focus and suggested the VTS Sub-Committee look at the issue, with representatives from the Coast Guard on the team. M. Croce, Chair of the VTS Sub-Committee stated that he would meet with P. Dolan.

6. The Western Regional Meeting of the Passenger Vessel Association received testimony from the HSC Navigation Sub-Committee regarding jet ski wave jumpers and sail boats.

7. OSPR REPORT, B. Leland. The oil spill drill held at CMA recently demonstrated the capabilities of MSRC. They have a fully staffed satellite phone system and jobs are tasked out well. The entire executive staff of Fish and Game were present in the incident command center to become familiar with procedure and language. Marine Terminal Safety Inspectors are in the field. The comment period for the next set of tug escort regulations ended 10-5-93. The OSPR response is complete and will be mailed out in the next week or so. The TAG has prepared RFP for Glouston and should be ready for the 11-23-93 Tug Escort Sub-Committee meeting.

8. R. Dunstan, California Research Bureau, announced that the Senate Committee on Natural Resources, Oil and Natural Gas Sub-Committee (Hart, Thompson and Johnston) will hold a hearing on contingency plans and tug escorts from 9:30 - 12:30 on 12-14-93.

9. M. Goebel asked about the status of bunkering and lightering regulations. M. Ashe responded that they are with OAL and should be out in approximately two weeks. Copies of the document that went to OAL can be obtained from Carl Moore, OSPR. A. Nothoff asked if OSPR is using data from the oil spill scenario and spill risk analysis included in the EIR for the Unocal expansion project. J. Lundstrom responded that the EIR is in draft form and will be available for comment in two months - it is not yet a public document.

10. CLEARINGHOUSE REPORT. A. Steinbrugge reported that nothing unusual had occurred in the previous month. The Federal Regulations Review Committee will meet at the Pier 9 pilot office on 12-17-93 from 10:00 to 12:00. J. MacDonald suggested this committee look at federal regulations in addition to the proposed COTP proposed regulations.

11. TUG ESCORT SUB-COMMITTEE, R. Peters. The TAG review draft of the scope of study was submitted to TES for comment, then expanded upon by TAG and returned to TES for distribution. TES meeting scheduled for 11-23-93 from 2:00 to 4:30 at the World Trade Club. The intent for this meeting is to reach consensus on the scope of work for TAG to task Glouston with. The consultant has agreed with the scope and is prepared to go ahead with it. This will be a decision making meeting. A second meeting is scheduled for 12-1-93 at 2:00. The subject of this meeting will be developing a parallel TES

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process to deal with issues not covered in the scope of the Glouster work. Discussion of whether the RFP suit OSPR and to what extent HSC is asking OSPR to sign off. B. Leland commented that the OSPR review of RFP is not complete yet but OSPR is embracing the direction it is going in. The Administrator has not seen it yet. M. Goebel asked if it is appropriate to have the vendor advise how to make existing equipment better. R. Peters responded that scope and content of the study would be the focus of the 12-2-93 TES meeting. M. Croce added that the RFP document was prepared by TAG not Glouster; it incorporates views of all concerned to form the basis of a contract. He added that ARCO and Chevron will only pay for the test if OSPR agrees on the scope of it. R. Peters stated that TES is still looking for a timeline that will be workable for OSPR so that tug escort regulations will remain uninterrupted. He noted that, to date, TES and HSC have still seen nothing in writing from OSPR. J. Lundstrom added that in October OSPR was asked for a written detailed timeline and the assurance that the scope of work will meet the regulatory process. B. Leland responded that he was unaware that a timeline had not been delivered -OSPR feels that the important thing is to get workable regulations out of this process. The second set of regulations will be put in place in January for one year. There are administrative things that can be done to fill any gaps.

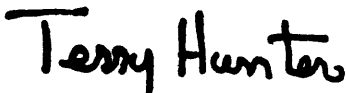
12. A. Nothoff noted a conflict between the scheduled Federal Regulations Review sub-committee meeting and the Area Committee meeting (OPA 90).

UNFINISHED BUSINESS: C. Bowler reported that the SFBP has sent a letter to the COE requesting that the NOAA survey party in the San Francisco Bay remain in the area. The design of the channel to Avon Terminal, Wickland, has been modified to increase the margin of safety. A. Nothoff reported that the California Resources Agency is looking at a resources management plan for ocean resources. One question being asked is how well are state plans for preventing spills working. They are accepting comments on the question and asking what issues should be studied. The draft plan will be out by next summer. M. Goebel noted that, in July, the HSC had discussed the concept of meeting bi-monthly. Discussion of how often to hold HSC meetings. The schedule may be driven by the tug escort process. J. Lundstrom suggested sub-committee chairs provide the HSC chair with a report on their respective committee's activity. Motion A. Krygsman, second by G. Skarich to cancel the December meeting. Motion passed unanimously.

M. Glazer suggested a summary of TES meeting go out. T. Hunter stated that it has been arranged.

The next meeting will be held January 13, 1993, at the Port of Oakland.

Meeting adjourned.



Terry Hunter
Executive Secretary

