



of the San Francisco Bay Region

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

## **HARBOR SAFETY COMMITTEE OF THE SF BAY REGION**

Thursday, November 14, 2002

Port of Oakland, 530 Water Street, Oakland, CA

**Scott Merritt** of Foss Maritime, Vice-Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **Tom Wilson**, Port of Richmond; **John Davey**, Port of San Francisco; **Nancy Pagan**, Port of Benicia; **Capt. John Karakoulakis** (alternate for Stuart McRobbie), SeaRiver Maritime; **Doug Lathrop**, ChevronTexaco; **Don Watters**, CSX Lines; **Capt. Larry Teague**, San Francisco Bar Pilots; **Capt. Margaret Reasoner**, Crowley Maritime Services; **Joan Lundstrom**, Bay Conservation and Development Commission; **Margot Brown**, National Boating Federation; and **Kathryn Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Capt. Jerry Swanson** (MSO); **Lt. Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers representative, **David Dwinell**; OSPR representative, **Al Storm**, OSPR; **Ken Leverich**, State Lands Commission; **Lt. Cmdr. Steve Thompson**, NOAA representative; and **Lynn Korwatch**, Marine Exchange and HSC Secretariat. In addition, more than twenty-five representatives of the interested public were present.

Corrections to minutes of 10-10-02; **L. Cardoza**: page 1, **Col. Mike McCormick's** title is Commander/District Engineer; page 3, Underwater Rocks Work Group Report, l. 3, delete "Port operations" and replace with On-going COE contracts . . . MOTION by **T. Wilson**, seconded by **L. Teague**, to "approve the minutes as corrected." Motion passed with one abstention, **M. Brown**.

**USCG COTP'S REPORT.** (1) **LCDR John Caplis** reported on port operations statistics for pollution response and investigations and significant port safety events for the period October 1, 2002 through October 31, 2002. A written report is made a part of these minutes. (2) Question: Has the CG checked STCW compliance on foreign flag vessels? **J. Swanson**: Yes, when a vessel is boarded, but not every foreign flag ship is boarded. Question: Would the CG report violations if there were any? **J. Swanson**: Yes, if the HSC wanted that included, but there have been no reports of violations to-date. (3) **J. Swanson** reported that the Transportation Security Administration is going through another round of port security grants, more information to follow. It is anticipated that \$125 million will be budgeted for this round. Any applications that were unsuccessful in the first round can be re-submitted. Applications can be accessed on the port security website. (4) **J. Swanson** reported that the Port Security Committee held its initial meeting on 11-12-02, with a good turnout. A charter has been drafted and the committee will meet monthly. Sub-committees will meet more often.



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

**OSPR REPORT, A. Storm.** (1) 15-20 live oiled birds have washed ashore in the past week. Oil samples are being analyzed to determine if it is coming from the LUCHENBACH or another source. There may be residual oil left between decks on the LUCHENBACH that is being washed away. (2) OSPR and the MX have been working on a grant proposal to the Cape Mohican Trustee Council to get funding to revitalize PORTS. A grant of approximately \$83,000 has been approved. This money will cover the replacement and installation of inoperable sensors, bringing PORTS back up to speed, and will cover the purchase, but not installation, of repair parts nor any on-going preventative maintenance. Funding is expected by Thanksgiving.

**NOAA REPORT, S. Thompson.** (1) No new charts have been issued. (2) A new edition of *Coast Pilot* goes to press next month. (3) The west coast survey team will be completing work in Puget Sound soon. Any requests regarding local survey needs should be forwarded to **S. Thompson.**

**COE REPORT, D. Dwinell.** The text of the COE Report is made a part of these minutes by attachment.

**STATE LANDS COMMISSION REPORT, K. Leverich.** (1) There were two terminal spills in October, one relatively minor spill involving an oily water separator and a pipeline failure that is being resolved. (2) Mobil transfer units should check paperwork to ensure proper operation. (3) State Lands will hold a customer service meeting on 1-29-03.

**PROPOSED LNG OPERATIONS IN VALLEJO.** No new information.

**NAVIGATION WORK GROUP REPORT, L. Teague. E. Dohm** continues to work with the COE on the website. On-going efforts of the COE and Pilots continue related to timely survey information.

**UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza.** (1) Federal programs at the Port of Oakland are continuing under a continuing resolution authority. This is important because Congress is expected to adjourn without passing 11 of 13 appropriations bills, including Energy/Water. The House has voted to extend, through 1-11-03, the continuing resolution authority that expires on 11-22-02. The Senate is expected to do the same. The Oakland Inner



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Harbor/Outer Harbor project is nearly complete. Work remaining involves Dutra getting the high spots. The 50' project is within budget and only slightly behind schedule. The port continues to be happy with the relationship that exists with the COE. The next phases of construction on the turning basin widening project are dependent on new funding. (2) The report of the Underwater Rocks Workgroup is incorporated into these minutes by attachment.

Question: With the changes in the make-up of Congress, what shift in support for dredging projects can be expected? **L. Cardoza**: There should be minimum impact. Indications are that OMB administration thinks navigational projects are important. Congress is expected to push for an increase in spending caps on navigational and security projects, but there is still the issue of budget deficits. (3) With the cost benefit numbers coming in far below those required for federal participation, the work group will look at the value of pursuing the rock removal project versus wrapping up efforts. The next step is to go to higher COE levels, but best guess is that there will be no federal interest. **Congressman Miller** remains interested and perhaps operational restrictions will be considered.

**FERRY OPERATORS WORK GROUP REPORT, N. Pagan**. No report.

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

**PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown**. The group continues to meet on a regular basis to work on the script for the Bay Area video. The next meeting is scheduled for 11-13-02 at State Lands, Hercules, at 9:30, to look at the fifth cut. There have been major changes, with input from eight representatives with different perspectives. The following meeting will be held on 12-5-02.

**TUG ESCORT WORK GROUP REPORT, J. Lundstrom**. At its last meeting, the group continued to look at the chemical tanker trade in the SF Bay Area, based on the Marine Exchange's numbers. The first question addressed was: of the 56 chemical ships that called in 2001, how many were escorted by tugs? Since many vessels carry petroleum product as well chemicals, they are already escorted. Of 292 total moves, 55 were escorted. Secondly, **Marc Bayer** researched the issue of the construction of chemical tankers, based on IMO definitions. Type One is the most restrictive for preventing escapes, requiring that the construction of the ship and internal tanks meet standards. Work group members have divided the list of the 56 vessels calling in the SF Bay Area to determine how many are classified Type One. The group's mission continues to be the review of the HSC's past recommendation that chemical tankers be escorted and the group is gathering information on regulations in other areas of the U. S. associated with transits of chemical, LPG and LNG vessels. The CG has emphasized that, since 9-11-01, CG boats, although not tugs, have escorted certain vessels carrying certain cargoes. The next meeting of the group is scheduled for 12-6-02 at State Lands at 10:00. **E. Dohm** added



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that the POLAR ENDEAVOR, with fully redundant systems, has operated for one year with escorts. The vessel has proven itself and has now invoked its right to exemption from escort requirements.

**PORTS FUNDING WORKGROUP, S. Merritt.** Parties interested in participating in the next meeting of the group should remain after this meeting to determine a date.

**PORTS REPORT, A. Steinbrugge.** Installation of a side-looking current meter on the Benicia Bridge, separate from the NOAA experimental project that is still on track for January, should be completed in the next couple of months. This meter is an off-the-shelf model that is less sophisticated and less expensive than the experimental one. Once a bracket is designed to mount this simpler version, the work can be completed. All Richmond sensors are working. By the end of November or early December, the Oakland current meter will be pulled from the water and repaired, then hopefully re-deployed by the end of the year. Funds from the Cape Mohican Trustee Council grant will provide the opportunity to enhance the system's mode of communication, upgrading from lease line/radio relays to cellular modems. Benefits include advantages in troubleshooting the system and on going cost savings. Existing system costs are \$100-\$200 monthly, versus \$49/month for modems. The grant will pay communication contract costs for one year. There isn't enough money from this source to do salinity sensors because they require one to two hours of maintenance monthly. This will be held off until a long term, steady source of funding is identified. **L. Korwatch:** In addition to the \$82,000 grant, Boating and Waterways has promised \$35,000; bringing the total of available funding to \$117,000 and providing funding to pay operational costs not covered by the grant. If users believe the salinity sensors are important, ways may be addressed to fund them through user support. **D. Kranking:** It was reported at the National VTS Conference that, with the coming of AIS, if PORTS information is available locally, it would be included in the AIS broadcast to vessels. This is all the more reason to continue efforts to keep the system up and alive. Air draft sensors (vertical clearance indicators) can also be built into PORTS and included in AIS broadcast.

**OLD BUSINESS. M. Brown:** In response to a request from the Chair two meetings ago regarding an HSC appreciation and recognition program, she has collected samples of presentations over the past years and will forward them to the Chair.

**NEW BUSINESS.** (1) **L. Korwatch** announced that the MTS group routinely meets the third Thursday of each month, with the next meeting scheduled for 11-21-02 at the Metropolitan Transportation Center, 101-8<sup>th</sup> Street, Oakland, at 10:00. On 12-10-02, the Security Sub-Committee of MTS will meet at the Port of Oakland at 10:00. This group routinely meets the second Tuesday of each month. Under the Security Sub-Committee, there are four sub-groups:

# Harbor Safety Committee

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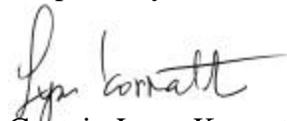
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water-based, land-based, crisis management and consequence management. Each sub-group is chaired/co-chaired by industry and CG members. **CMDR Jeff Saine** chairs the water-based sub-group. **J. Swanson** added that these sub-groups are designed to be workgroups, with more information to follow. Port security is a work-in-progress with participation and structure still in the development stages. Input should be forwarded to the CG. **J. Saine** will be agendaed to report at the next HSC meeting. Question: Will there be a safety component? **L. Korwatch**: No. This is the forum for safety issues and there is no need to duplicate efforts. Safety issues will be referred to the HSC. (2) One 3-21-02, the Propeller Club will host a security symposium at the World Trade Club. Norman Minetta has been invited and will probably attend. **Capt. Shubert**, MARAD; and **Admiral Cross** have agreed to speak. (3) **D. Kranking**: Crab seasons opens 11-15-02 and lots of activity can be expected. Question: Have lanes been identified for pot-setting for tow boaters to avoid? **K. Kranking**: It should be the same as in past years. **Jerry McMann**, American Waterways Operators: Chartlets for Puget Sound to SF are available through the Sea Grant Program. (4) **J. Caplis**: As an addendum to the CG Report that the vessel Santa Cruz made repairs and sailed; the vessel made repairs at Anchorage 7 and then went to Valero with two tugs to off-load and then back to Anchorage 7. Parts for final repairs were two weeks out, so the vessel sailed with two tugs and must complete repairs before returning to a U. S. port. Question: Does the CG communicate this information to the next port. **J. Caplis**: Yes, internally, to other U. S. ports, but not internationally. **J. Swanson**: The class society notifies foreign ports, in this case, ABS. (5) A synopsis of recent port security information compiled by **J. Saine** is available at this meeting and from the CG.

The next meeting of the HSC will be held at 1000 hours in the multi-purpose room of the Bay Model, 2100 Bridge Road, Sausalito on December 12, 2002 at 10:00. Maps are available from the MX or from the COE website.

MOTION by **M. Brown**, seconded by **L. Teague**, to "adjourn the meeting." Motion was passed without objection. Meeting adjourned at 1110.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

**USCG Marine Safety Office San Francisco Bay**  
**Port Operations Statistics**  
**For 1 to 31 October 2002**

<b>PORT SAFETY:</b>	<b>TOTAL</b>
• SOLAS Interventions/COTP Orders:	06
• Propulsion Casualties:	01
• Steering Casualties:	00
• Collisions/Allisions:	01
• Groundings:	00

<b>POLLUTION RESPONSE:</b>	<b>MSO</b>
<b>Total oil pollution incidents within San Francisco Bay for the month:</b>	<b>25</b>

▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	00
Facilities (includes all non-vessel)	01
Military/Public Vessels	00
Commercial Fishing Vessels	02
Other Commercial Vessels	00
Non-Commercial Vessels (e.g. pleasure craft)	04
Unknown Source (as of the end of the month)	18
▪ Spill Volume:	
Unconfirmed	18
No Spill, Potential Needing Action	01
Spills < 10 gallons	04
Spills 10 to 100 gallons	02
Spills 100 to 1000 gallons	00
Spills > 1000 gallons	00

**Significant Cases:**

03 - 04 Oct: Vessels DIRCH MAERSK, TRADE FOISON, and HANJIN HELSINKI were found to have all cargo space hatches removed, making the fire suppression systems ineffective if a fire were to erupt. COTP Orders were issued requiring all of the vessels to secure all open cargo spaces until resumption of cargo handling operations. Hatches were reinstalled, COTP Orders were rescinded.

04 Oct: M/V DIRECT KEA was reported to have two stowaway's aboard. COTP order issued ordering the vessel to have adequate security when moored up to prevent the stowaways from leaving until vessel departs.

13 Oct: New Sea Angler was struck on the starboard side by a recreational vessel. Damage to the New Sea Angler was: several rail stanchions were bent or cracked and the passenger gate popped out of its frame by the force of the collision. The R/V was seriously damaged. Only minor injuries were reported. R/V was not using a radar while in low visibility conditions, F/V was adrift.

17 Oct: M/V Santa Cruz reported mechanical troubles related to propulsion, vessel was near A-7 and subsequently anchored there (vessel was enroute to Valero refinery). COTP Order issued requiring repairs to be made. Pilot noted that anchor windlass was slow to respond, and that only half bell was achievable forward and reverse after repairs were made. Vessel given permission to move to Valero to off-load with a two tug escort. When off-loading was complete, vessel moved to A-9

with a two tug escort for final repairs. Repair parts were an estimated 16 days away. Vessel requested to depart and make repair at next port call in Chile. Vessel authorized to depart with a two tug escort to the sea buoy after being cleared by ABS.

*Port Security Grant Brief – Harbor Safety Committee 11/14/02*

- Transportation Security Agency (TSA) is anticipating \$ 125 million will be available for port security grants based on the seaport security provisions contained in the Department of Defense Appropriations Act and Fiscal Year 2002 Supplemental Appropriations request.
- \$20 million of this funding will be designated for port incident training and exercise grants, which is a new port security grant category.
- \$92 million was available on the previous grant appropriation.
- The announcement will be forthcoming in a few days through a press conference or a press release. This announcement will be posted at this following web site:  
[www.portsecuritygrants.dotts.net](http://www.portsecuritygrants.dotts.net).
- The COTP and MARAD will continue to work as agents of TSA for this round of grants. Procedures for administering grants will be similar to the initial round with COTPs playing an important role
- What can I do to prepare for the grant?
  - a. Go to [www.portsecuritygrants.dotts.net](http://www.portsecuritygrants.dotts.net). In this website, you can access a list of FAQs. Read the FAQs. Familiarize yourself with these FAQs.
  - b. Ensure your facility has an up to date security assessment.
  - c. From this security assessment, you can determine your security shortfall and resources needed to mitigate the shortfall(s).
  - d. Obtain cost estimates of the security project you want to undertake.
  - e. Be specific on your security need and describe the impact on the security of your facility if this need is not met.
- What if I submitted an application before? Do I need to resubmit? Yes

# San Francisco Bay Clearinghouse Report For October 2002

## San Francisco Bay Region Totals

			<b>2001</b>
Tanker arrivals to San Francisco Bay	68		64
Tank ship movements & escorted barge movements	298		315
Tank ship movements	205	68.79%	193
Escorted tank ship movements	94	31.54%	93
Unescorted tank ship movements	111	37.25%	100
Tank barge movements	93	31.21%	122
Escorted tank barge movements	48	16.11%	67
Unescorted tank barge movements	45	15.10%	55
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<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	190		287		0		152		629	
Unescorted movements	92	48.42%	150	52.26%	0	0.00%	70	46.05%	312	49.60%
Tank ships	67	35.26%	107	37.28%	0	0.00%	50	32.89%	224	35.61%
Tank barges	25	13.16%	43	14.98%	0	0.00%	20	13.16%	88	13.99%
Escorted movements	98	51.58%	137	47.74%	0	0.00%	82	53.95%	317	50.40%
Tank ships	65	34.21%	90	31.36%	0	0.00%	50	32.89%	205	32.59%
Tank barges	33	17.37%	47	16.38%	0	0.00%	32	21.05%	112	17.81%

### Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

# San Francisco Bay Clearinghouse Report For 2002

## San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	653		710
Tank ship movements & escorted barge movements	2,725		3,501
Tank ship movements	1,840	67.52%	2,376
Escorted tank ship movements	928	34.06%	1,110
Unescorted tank ship movements	912	33.47%	1,266
Tank barge movements	885	32.48%	1,125
Escorted tank barge movements	485	17.80%	609
Unescorted tank barge movements	400	14.68%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	2		6

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	1,766		2,674		0		1,414		5,854	
Unescorted movements	819	46.38%	1,301	48.65%	0	0.00%	663	46.89%	2,783	47.54%
Tank ships	608	34.43%	946	35.38%	0	0.00%	438	30.98%	1,992	34.03%
Tank barges	211	11.95%	355	13.28%	0	0.00%	225	15.91%	791	13.51%
Escorted movements	947	53.62%	1,373	51.35%	0	0.00%	751	53.11%	3,071	52.46%
Tank ships	644	36.47%	932	34.85%	0	0.00%	467	33.03%	2,043	34.90%
Tank barges	303	17.16%	441	16.49%	0	0.00%	284	20.08%	1,028	17.56%

### Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

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

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

**November 14, 2002**

**1. CORPS 2002 O&M DREDGING PROGRAM**

- a. *Richmond Inner*** – Corps has awarded contract to Dutra - Contractor has started work. All material will go to the ocean.
- b. *Oakland (Inner & Outer)*** – Corps awarded contract to Dutra and dredging is underway (approximately 70% complete)
- c. *San Rafael*** – This is a congressional addition to the Corps budget – In-Bay/Winter Island Disposal. Contractor has started work. Project is scheduled to be completed by the end of December.
- d. *Petaluma*** – This is a congressional addition to the Corps budget – Upland Disposal. Dredging started on November 11, 2002. Project was scheduled to complete by end of November, but this date is expected to slip. Corps is establishing a new completion date.
- e. *Larkspur*** – Project completed on 8 November 2002. Contractor dredged approximately 95% of the material. Some material was left along the side slopes. Contractor has problems with clam shells and hopper dredge could not get into the area that were left.

**2. CORPS 2003 O&M DREDGING PROGRAM**

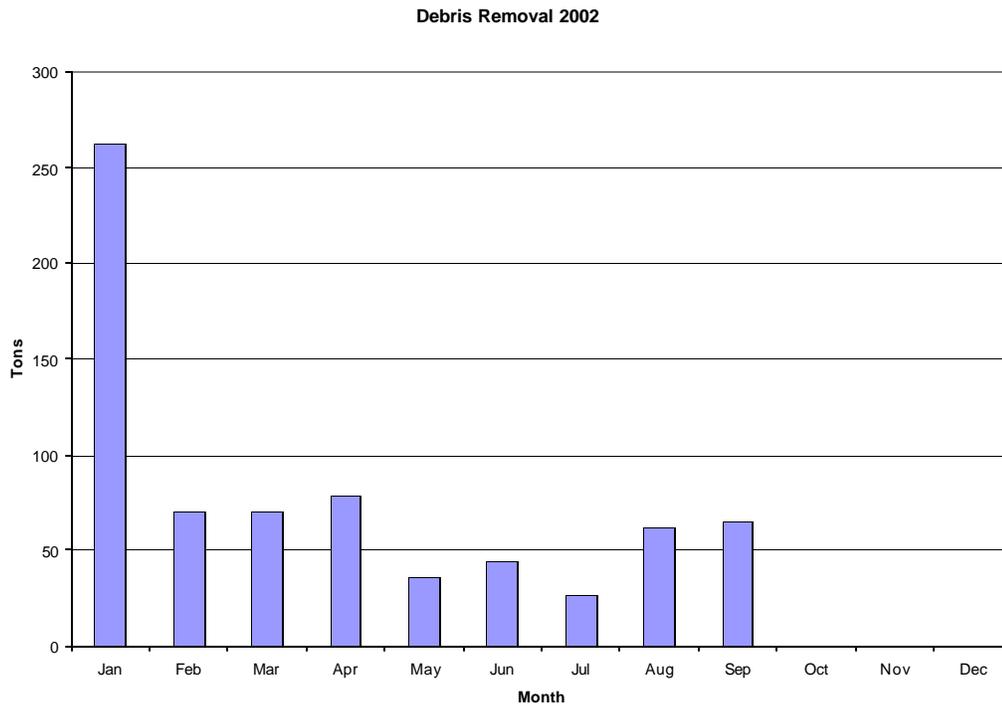
The Corps is waiting for the 2003 budget to be passed and signed so we can determine what we can do on this years dredging program. However, Colonel McCormick has initiated an O & M Dredging Process Improvement Team to improve the District's performance on O & M Dredging.

- a. *Main Ship Channel*** – Expect to start dredging end of June 2003. Government dredge *Essayons* is scheduled to perform the work.
- b. *Richmond Outer and Southampton*** – Expect to start dredging first part of July 2003. Government dredge *Essayons* is scheduled to perform the work.

- c. **Richmond Inner** – Expect to start dredging first part of June. Material is scheduled to go to the ocean.
- d. **Oakland (Inner & Outer)** – Expect to start dredging the first part of July. Material is scheduled to go to the ocean.
- e. **Suisun Bay Channel/Pinole Shoal/New York Slough - Yaquina** dredged potential problem areas in Suisun Bay Channel from October 1<sup>st</sup> to 8<sup>th</sup> this year (i.e. FY 2003). The areas of concern were Bulls Head and Point Edith. The material was disposed of in bay at SF-16. Expect to start dredging approximately mid July. Plan to dredge high spots. Government dredge *Essayon* is scheduled to perform the work.
- f. **Redwood City** – Not scheduled for dredging this year, but Corps is working with Port and Pilots to address problem areas of channel.

### 3. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for October 2002 is not available at this time. It will be provided next month.



### 4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

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

However, construction is continuing. Corps plans to modify contract to keep construction going until budget is passed. This is being done under the continuing resolution authority.

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

b. **S.F. Rock Removal Feasibility Study** – Status Unchanged

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

c. **Avon Turning Basin** – Status Unchanged

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

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

## **5. EMERGENCY DREDGING**

None in FY 2002 or FY 2003

## **6. CORPS' BUDGET**

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

FY 2003 budget is passed and signed. However we are starting work on our annual projects under our continuing resolution authority.

## **7. OTHER WORK**

Status Unchanged – Study is ongoing.

The San Francisco District is looking at a feasibility study to deepen the JFB Ship Channel to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. The Corps signed the Pre-construction Engineering Design agreement with the Port of Stockton on July 11, 2002. This started the Phase 1 study on salinity and economics. This study is expected to take approximately 10 months. Department of Water Resources is performing the study and the Corps has already provided some of the funds.

Status Unchanged – Work is continuing.

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

## Memorandum

**Date:** November 14, 2002

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on October 29, 2002 at the California State Lands Commission offices, Hercules, CA. The purpose of the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), National Marine Fisheries Service, San Francisco Bar Pilots, San Francisco Bay Marine Exchange, and Port of Oakland.

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

- Risk Assessment Model. As previously reported, ABS, The consultant, submitted the Draft Report to the Corps of Engineers on 28 August 2002. ABS attended the October 29 meeting and gave a presentation summarizing the assumptions, methodology, and conclusions contained within the report. The report states that the predicted frequency of a tanker grounding at one of the submerged rocks located northwest of Alcatraz Island (Harding, Shag, and Arch) was once every 658 years. The predicted frequency of a tanker grounding at Blossom Rock, southeast of Alcatraz Island, was once every 654 years. The report states that the predicted frequency of a non-tanker (primarily a containership) grounding at one of the northwest rocks was once every 161 years. The predicted frequency of a non-tanker grounding at Blossom Rock was once every 1603 years. The significantly lower frequency for non-tanker groundings at Blossom Rock is due to the lower depth of the submerged hazard (40 feet). The amount of oil outflow is dependent on the size and type of the vessel and the speed at which it strikes the rock, ranging up to 8 million gallons. ABS addressed questions and concerns from the meeting attendees about the assumptions and methodology used for the model.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. As previously reported, the Contract Option was exercised to include stochastic runs (based on random variables) and Economic Impact Analysis for a 2<sup>nd</sup> spill site at Blossom Rock. The executive summary for the voluminous report will be published on the CoE web site. A listing of the contributing reports follows:
  1. Preliminary Report, Oil Spill Type & Volume Analysis (all rocks), Feb 2002
  2. Draft Final Report, Bio-Economic Oil Spill Modeling - Shag and Blossom Rocks July 2002
  3. Final Report, Bio-Economic Oil Spill Modeling - Shag Rock, May 2002
  4. Final Report, Response Cost Modeling - Shag Rock, May 2002
  5. Final Report, Socioeconomic Cost Modeling - Shag Rock, May 2002
  6. Final Report, Socioeconomic Cost Modeling - Blossom Rock, July 2002
  7. Draft Report, Response Cost Modeling - Blossom Rock, July 2002
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.

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

Benefit to Cost Ratio. As previously reported, the results of the Risk Assessment Model, discussed above, are being incorporated with the spill damages. This will result in the probability of an accident, and the cost of cleanup / remediation, over the 50 year design life of the project (project benefits). Project benefits are currently estimated at \$12.480 million of *savings* by avoiding a spill at Harding Rock, the most northwesterly of the three northwestern rocks (Harding, Shag, and Arch). Project costs include the construction cost estimates to lower the rocks, together with mitigation of environmental impacts. Construction costs for the lowering of Harding rock are currently estimated at \$32 million. This results in a benefit/cost ratio of .39 for Harding Rock alone. Project benefits resulting from the lowering of the three northwestern rocks (Harding, Shag, and Arch) are estimated at \$2.210 million. Project costs are estimated at \$221 million, providing a benefit/cost ratio of 0.01 to lower all three of the northwesterly rocks. This is significantly below the 1:1 ratio generally used as the minimum for Corps of Engineers civil works projects. The Corps of Engineers project team continues to review all input into the Benefit to Cost Ratio. Preliminary analysis indicates that costs of construction may be understated due to the particular challenges of working in Central San Francisco Bay (high sediment loads, significant depths, adverse currents, high winds). Preliminary analysis also indicates that the benefits may be understated (savings of costs associated with cleanup).

F-3 Conference. A read-ahead package is being prepared to document the findings cited above and will be forwarded to Headquarters, U.S. Army Corps of Engineers (HQUSACE) as well as the working group prior to scheduling a teleconference F-3 meeting (tentatively scheduled for mid-November, 2002). The policy issue to be asked of HQUSACE is how to accrue the benefits from avoiding the catastrophic environmental damages, which would result from a spill in the Bay. This information, in turn, will establish if the project is consistent with the National Economic Development policy that the Corps of Engineers must operate under in Civil Works projects. As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. The consultant, GAIA, received additional information on the proposed construction methods required in order to evaluate the potential environmental impacts of each alternative.

Project Alternatives. As previously reported, The CoE prepared a listing of preliminary alternatives, as part of the plan formulation process for the F-3 Conference. They include Structural Measures (Rock Lowering Alternatives and Channel/Lane Rerouting Alternatives) and Non-Structural Alternatives (Enhanced Tug Escort, Clean-up Response, and Aids to Navigation). The plan formulation process also includes a discussion of construction techniques and disposal of rock rubble; environmental comparisons; and the no action (without project) alternative necessary to complete the NEPA/CEQA process.

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

Meetings. The next Underwater Rocks Work Group meeting is tentatively scheduled **November 19, 2002, 1000hr - 1200hr (CSLC Offices, Hercules, CA).**