

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

9:30 a.m., Thursday, December 12, 1991

Marina Bay Boathouse, 2580 Spinnaker Way, Port of Richmond

1. Chairman, Arthur Thomas, called meeting to order. The following committee members were in attendance: Roger Peters, Director of Maritime Affairs, Port of San Francisco; James Faber, Operations Manager, Port of Richmond; Alexander Krygsman, Executive Director, Port of Stockton; Bill Duncan, alternate for Dwight Koops, Exxon Shipping Company; Morris Croce, Manager of Ports/Navigation, Chevron Shipping Company; Captain Arthur Thomas, San Francisco Bar Pilots; John Gosling, General Manager/Engineering, Matson Navigation; Mary McMillan, President, Westar Maritime Corporation; James McCauley, Manager, Crowley Maritime Corporation; Margo Brown, Executive Committee, National Boating Federation; Ann Notthoff, Resource Specialist, Natural Resources Defense Council; William Travis, Chief Deputy Director, SF Bay Conservation and Development Commission; Gunnar Lundeberg, President, Sailors Union of the Pacific; James Mes, Transmarine Navigation; Captain J. M. MacDonald, Captain of the Port, U. S. Coast Guard; CDR Thomas Dolan, Commander, Vessel Traffic System, U. S. Coast Guard; Thomas Rose, Harbor Pilot, U. S. Navy; Floyd Shelton, Executive Director, Port of Redwood City (alternate); Joseph Gaidick, Executive Director, Benicia Port Terminal (alternate). In addition there were a number of attendees from the public who are registered on the sign-in sheet, including Roger Dunstan of the Office of Oil Spill Prevention and Response.
2. The Secretariat, T. Hunter, declared that the quorum required to conduct the business of the committee was present.
3. W. Travis advised the committee that, with funds provided by the California Department of Fish and Game, BCDC has hired two staff members to serve the committee. These two staff members, John Lien and Joan Lundstrom, were introduced to the committee. W. Travis added that two additional staff members will be hired at a later date.
4. R. Dunstan announced that the Governor has appointed Pete Bontadelli to serve as Administrator for the Office of Oil Spill Prevention and Response. Mr. Bontadelli has been serving as Acting Administrator and was instrumental in the negotiations which resulted in SB 2040.
5. The minutes of the previous meeting having been distributed by the Secretariat by mail, the Chair asked for deletions, additions or changes. A. Nothoff added that the committee had agreed that sub-committee meetings would be open and would be noticed to the public seven days prior to the meeting. T. Hunter noted that it is the full committee meetings that are noticed to the public and that those who have requested to be on the distribution list receive a schedule of planned sub-committee and full committee meetings on a weekly basis. With those corrections, it was moved, seconded and passed to accept the minutes as amended.
6. The Chair commented on the considerable interest shown at the Tug Escort Sub-Committee meeting of December 10th, which was attended by approximately 40 people.
7. A. Thomas advised that he would not be available to chair the full committee meeting scheduled for January 9, 1992. That meeting will be conducted by A. Nothoff, Vice Chairperson.

Minutes

Harbor Safety Committee of the San Francisco Bay Region

December 12, 1991

Page 2

8. **TERMINALS AND FACILITIES SUB-COMMITTEE, J. Faber.** The sub-committee has not met since the last full committee meeting due to the heavy workload of the sub-committee chair.
9. **VTS SUB-COMMITTEE, M. Croce.** The sub-committee has no further report to add to that submitted at the last full committee meeting. There has been no additional response to the request made at that meeting for comments. Navigational safety may be addressed at a meeting yet to be scheduled.
10. **TUG ESCORT SUB-COMMITTEE, R. Peters.** R. Peters thanked the shipping public and the other interested parties who attended the sub-committee workshop on December 10th. The sub-committee is still in an information collecting mode and is waiting to receive the charts from the Marks Commission work and the minutes of the workshop. He also is expecting input from State Lands and other entities. When all of this information has been reviewed the sub-committee will work to determine a time line and will present it to the full committee at the scheduled meeting in January. It is hoped that recommended guidelines will follow at the February meeting. M. Croce confirmed that he has file copies of the documents given to Senator Marks and will provide them to the sub-committee.
11. **HARBOR SAFETY PLAN SUB-COMMITTEE, A. Nothoff.** The sub-committee has not met since the last full committee meeting and is waiting for materials to be gathered and submitted by the various sub-committees. She requested that she be included in mailing lists for notice of all sub-committee special meetings. She asked that background data collected by all the sub-committees be submitted to the Harbor Safety Plan Sub-Committee and asked the chairs of all sub-committees to attend the next meeting of the Harbor Safety Sub-Committee.
12. **BRIDGE MANAGEMENT SUB-COMMITTEE, M. Goebel (alternate for D. Koops).** D. Koops is unable to be here due the cancellation of his flight. The sub-committee met last week and focused on three points. The resulting report is made a part of these minutes. M. Goebel introduced Captain J. Karakoulakis, Exxon Shipping Company, master of the largest vessel that calls at San Francisco. J. Karakoulakis is doing lots of work concerning vehicular traffic and efforts to identify the characteristics of the regional bridges with Wayne Til of the U. S. Army Corps of Engineers. W. Til is a recognized historian and authority on bridges of San Francisco Bay. They are looking at the dimensions of the bridges and the local vessel traffic (pleasure, large and small commercial and barges). The focus is on aids to navigation on these bridges, safety under the bridges and the operation of draw bridges. The Bridge Management Sub-Committee recommends the potential use of tugs under some bridges and asks the Tug Escort to include their input in its final recommendations. They are also looking at fendering systems under the bridges and which pillars may need to be upgraded. Height monitoring equipment and racons are recommended for the Golden Gate Bridge as well as action to correct the possibility of flood lights on the bridges blinding a mariners as they transit under the bridges. W. Duncan, Senior Marine Advisor, IMO International Chamber of Shipping, addressed the Navigational Bridge Management component of the sub-

Minutes

Harbor Safety Committee of the San Francisco Bay Region

December 12, 1991

Page 3

committee's work and M. Brown was the resource for reviewing the issue of small vessel congestion. Ship operators are invited to go out on the committee boat during a sail boat race to observe things from a different perspective and D. Koops has invited sail boat race organizers to ride on a large ship to experience that vantage point. It is suggested that the race schedules be distributed to shippers and that aids to navigation as they apply to the small boater be investigated.

M. Goebel reported on a CalTrans public hearing held last night in Benicia. They are looking at four different options for placement of a bridge. CalTrans has solicited comments on ultimate placement of that bridge in Benicia and their project manager will request input from this committee. There are several tanker operations near the existing and proposed placement. W. Travis requested that BCDC be included in the input phase for this project as a permit from BCDC will be required. J. Farless noted that placement of the bridge will impact dredging of a 5' channel to Sacramento/Stockton. M. Goebel stated that the Benicia committee has a deadline for determining placement because they are driven by an EIR report. January 9th, may or may not be soon enough to develop a response; M. Goebel will find out what the deadline is. Benicia Industries owns the land on both sides of the existing and proposed site and has a myriad of data from BCDC and others which can be provided to this committee. J. Farless stated that the comment period closed January 15th. J. Lundstrom noted that CalTrans had intended to send a liaison to meet with BCDC, but as yet this has not been done. A. Thomas said that an effort will be made to get input from all committee members, by phone if necessary, so that the full committee's comment can be coordinated.

13. UNFINISHED BUSINESS. T. Hunter noted that only half of the committee members have submitted written designation of an alternate. The Chair has received four and will send them on. T. Hunter asked about agendaing Dr. Frey to give a presentation on PORTS as discussed in an earlier meeting. The Chair responded that Dr. Frey is scheduled to attend the January 9th meeting for this purpose.

A. Nothoff noted that the pilotage issue was addressed by the Harbor Safety Plan Sub-Committee and asked if a sub-committee will be formed to study pilotage in the San Francisco area. The Chair stated that E. Willis of the Department of Fish and Game has said that the Administrator is tasked with that issue and that the Administrator will go to the State Pilot Commission for information. R. Dunstan added that the report will look at harbor specific issues. The Administrator is required to contact the State Board of Pilot Commissioners and will also look to the Harbor Safety Committees for input. The Los Angeles-Long Beach Harbor Safety Committee has looked at some pilotage issues but has not looked at the overall picture. A. Nothoff put forth the opinion that the Harbor Safety Committee for the San Francisco Bay Region should have a liaison to the State to keep this committee abreast of work on their study. M. Croce stated that the State Pilot Commission lacks two members which must be appointed by the Governor and asked if perhaps the Harbor Safety Committee would want to contact the Governor to request that these appointments be expedited. The Chair noted that the State Board of Pilot Commissioners is the oldest continuously existing commission in California, having been established just after California became a state and was included in the thirteenth state bill, which passed in April, 1849. The Commission is currently operating short-handed by two public members, so on issues of contention, there are two industry members, two pilot

members and only one public member. The Chair noted that Governor Wilson and Peter Bontadelli have a good working relationship and suggested that this committee forward a recommendation that these two appointments be made in a timely manner. M. Croce stated that the Governor has been presented with the names of all possible proposed appointees and has the stack on his desk. W. Travis gave the opinion that this committee should take up the issue of pilotage, as they did dredging, even if it is not a part of the state legislated mandate. If this committee's report is to be credible, the committee must have looked at everything and left nothing out. He suggested that the Bridge Management Sub-Committee address pilotage. M. Croce stated that he does not believe this would be appropriate, suggesting that Navigational Safety and VTS Sub-Committees have a more material direction. J. Faber asked A. Nothoff how she thought pilotage should be looked at. She responded that she thought enforcement, discipline and getting a full complement of members on the Commission were important facets. In her opinion pilotage must be a component of the Harbor Safety Plan. M. Goebel agrees that there must be a discussion of pilotage and that it is warranted, with the discussion noting what is good in the existing system and making any recommendations that develop. A. Nothoff suggested that this committee's recommendations on pilotage should pre-date those of the State so that this committee can impact the State's work. R. Dunstan stated that he is concerned that there would be a duplication of efforts. In his opinion, it would be better if the Administrator started the process, which will allow for generous input. Then, if this committee disagrees with his conclusions it can submit a follow-up report. The Chair believes it would be appropriate to approach the Governor regarding the two appointments to the State Pilot Commission and offer to aid the Administrator in the state pilotage study. J. MacAulay asked if it would be in order to make a motion to ask the Governor to calendar action on these appointments and if there should be a representative of the Harbor Safety Committee on the Commission. The Chair noted that the Harbors and Navigation Code calls for three public members; most of the members of this committee, with the exception of A. Nothoff, represent industry or the pilots. M. Croce indicated that it would be better and more appropriate for the Administrator to make a study and stated that maybe the Chair of this committee should be on the Commission. J. MacAulay stated that, since the Commission makes recommendations to the pilots regarding matters of safety, there should be a link between the Commission and the Harbor Safety Committee. The Chair reiterated that SB 2040 mandates that the Administrator conduct a study of pilotage and that, through R. Dunstan, the committee can pass onto the Administrator this committee's willingness to input. R. Dunstan assured the committee that this and other Harbor Safety Committees will have an opportunity to input. A. Nothoff stated that if this committee doesn't look at pilotage, then when the Administrator asks for input, there will be no mechanism developed within this committee to make recommendations. M. Croce stated his opinion that all that this committee can do now is send a liaison to the Commission. The Chair accepted the responsibility as Port Agent for the San Francisco Bar Pilots to be that liaison and to coordinate with the VTS Sub-Committee. The Chair introduced Charles Adam, President of the State Pilot Commission, and asked him to comment. C. Adam suggested that members of this committee familiarize themselves with the code and that a member from this Harbor Safety Committee be assigned to attend State Pilot Commission meetings. C. Adam doesn't believe that the Commission has suffered for lack of membership. He stated his belief that some members of the Harbor Safety Committee don't understand the mandate to the State Pilot Commission as to how it must function. The State Pilot Commission is open to input. Sandy Jones, American President

Companies, urged the Harbor Safety Committee to address the Governor to get the two appointments made. He concurred that the pilotage issue should be addressed by the VTS Sub-Committee and that the Board of Pilot Commissioners should work with the Administrator to do a study and then this committee should review that study. M. Goebel stated that this committee should recognize that the State Pilot Commission is a good vehicle for governing and monitoring pilot activities. He added that sending a liaison from this committee to the Commission would be a good idea. M. Croce referred to this committee as a living document, noting that some issues will be heavy at the beginning and others later; as time goes on, there will be time to review the Administrator's study of pilotage issues. The Chair appointed M. Croce to be a liaison from this committee to the State Pilot Commission along with himself. He further asked R. Dunstan to pass on the concern of this committee that the two vacant positions on the Commission be filled along with its willingness to work with the Administrator on the pilotage study. A. Nothoff asked if these things should be addressed in a letter. The Chair looked to R. Dunstan. He will address these issues with the Administrator and ask him what the appropriate vehicle would be.

14. NEW BUSINESS. J. Farless has noticed the Secretariat that the Corps of Engineers would like to send a representative to address LTMS. Tom Wiggman, the Corps' Project Manager, will make the presentation. The Chair requested that an invitation be extended to address the committee at the meeting scheduled for January 9th.

A. Nothoff asked Captain MacDonald what the process is for establishing area committees under OP 90. He responded that there has been no progress since the last meeting. Many people have been contacted who were worked with in the past. There was a meeting last week with the head of the Coast Guard. It should be coordinated at a future time, but is on hold at present.

The next meeting of the full committee will be on January 9th in the Port of Oakland Board Room, 530 Water Street, at 9:30 a.m.

A. Nothoff suggested January 16th as the date for a meeting with all the sub-committee chairs and asked them to get in touch with her.

15. The Chair asked for any other items of business or comments from anyone present. With none forthcoming, it was moved, seconded and passed to adjourn the meeting at 1050.

Respectfully submitted,

Terry Hunter

Terry Hunter

Executive Secretary

