

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, January 14, 2010

Harbormaster's Office, Port of Richmond, California

Joan Lundstrom, Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC), San Francisco Bay 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.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Marc Bayer** (M), Tesoro Refining & Marketing Company; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Norman Chan** (M), Port of Richmond; **Ron Chamberlain** (M), Port of Benicia; **LTC Donald Davis**, United States Army Corps of Engineers (USACE); **Aaron Golbus** (M), Port of San Francisco; **Capt. Paul Gugg**, United States Coast Guard (USCG); **Capt. Bruce Horton** (M), San Francisco Bar Pilots (Bar Pilots); **Capt. Jonathan Mendes** (M), Starlight Marine Services; **William Nickson** (A), Transmarine Navigation; **Capt. Eric Osen**, (M), Chevron Shipping Company; **Chris Peterson** (M), Port of Oakland; **Marina V. Secchitano** (M), Inlandboatmen's Union; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA).

Alternates present, and those reporting to the HSC on agenda items: **Capt. Esam Amso** (A), Valero Marketing and Supply Company; **Robert Chedsey**, California State Lands Commission (State Lands); **Lt. Cmdr. DesaRae Jansen**, USCG; **Capt. Lynn Korwatch**, Marine Exchange; **Rob Lawrence**, USACE; **Peggy Soriano**, California Air Resources Board (ARB); **William Needham** (A), National Boating Federation; **Linda Scourtis** (A), BCDC; **Bonnie Soriano**, California Air Resources Board (ARB); **Capt. Gary Toledo**, California Office of Spill Prevention and Response (OSPR), **Mike VanHouten**, USCG.

The meetings are always open to the public.

Approval of the Minutes

All examples of the word *bit* are to be corrected to *bitt*. A motion to accept the minutes, as corrected, passed unanimously and without discussion.

Comments by the Chair – Lundstrom

- A letter from **James N. Goldstein**, Executive Officer ARB, to **Stephen Edinger**, Administrator OSPR, was attached to the minutes of the December meeting. This was the official response to the letter that was voted on by the HSC at the meeting of October 8, 2009. The letter stated that ARB would not change its policy on fines, as requested by the HSC, and went on to describe their efforts to work cooperatively with Coast Guard, the HSC, and the maritime community to reduce the number of propulsion failures.
- The report from ARB staff was added to the agenda. ARB has been making regular reports to the HSC by request of the HSC, and ARB had been very cooperative. **Lundstrom** said that she was pleased that they were in attendance, and looked forward to updates on the progress of their maritime technical group regarding the analysis of incidents attributed to low sulfur fuel switching.
- **Lundstrom** had asked OSPR and the Coast Guard to provide updates on the *Dubai Star* oil spill, since legislation in response to the spill was being considered by the California Legislature.
- Work Group assignments had been made. Members and alternates can sign up for more work groups if they would like. All meetings of the work group are publicly noticed, and open to the public, as state law requires.
- OSPR had expressed interest in updating the *Share the Bay* video that was originally produced in 2004 by the Prevention Through People Work Group chaired by **Brown**. The purpose of the video is to educate recreational

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boaters about commercial traffic in the region. The update would include the new ferry routes. OSPR planned to have budget numbers for the project at the February meeting.

Wheaton introduced **Peter Fischel**, **Elizabeth Petrus**, and **Sarah Williams** of the National Marine Fisheries Service, and **Irina Cogan**, of National Marine Sanctuaries.

Coast Guard Report – Capt. Gugg

- There would be no report on propulsion losses because the Coast Guard representatives were attending a conference.
- A public “hot wash” on the response to the *Dubai Star* spill was very positive about improvements in oil spill response and in collaboration and communication among stakeholders. **Capt. Gugg** said that the networking opportunities created by forums like the HSC had contributed a great deal to the improvement.
- **Tom Wilson**, formerly a member of the HSC, had received an official Coast Guard Letter of Commendation.
- **Capt. Gugg** would be retiring from the Coast Guard in July. His replacement is scheduled to be **Capt. Cindy Stowe**, currently the deputy sector commander at Miami, Florida.

Lt. Cmdr. Janszen, presented a report on changing traffic patterns in the approaches to San Francisco, in addition to the usual summary. Those reports are attached to the minutes.

Lt. Cmdr. Bannon reported a few tar balls from the *Dubai Star* were still being collected. The cleanup was expected to be finished within a couple of weeks.

Secchitano asked for an explanation of the Notice of Violation issue to the *King Crab* and asked what the penalty might be. **Lt. Cmdr. Bannon** said that they were like a parking ticket that ranged in value from five to ten thousand dollars.

Capt. Gugg said that it was worth noting that the report on the outer traffic lanes showed a seventeen percent increase in the western traffic lanes, despite an overall decline in traffic during the previous year.

Capt. Horton raised concern that a Federal pilot, rather than a local Bar Pilot had been hired to move ships from the Reserve Fleet anchorage to sea. **Capt. Gugg** said that they had talked to the Maritime Administration about that. **Secchitano** asked what the basis of concern was. **Capt. Horton** said that their concern was transit through the Union Pacific railroad drawbridge, and not any other part of the region. He said that an accident at the bridge could cut rail traffic to the Port of Oakland. **Capt. Gugg** said that expected stormy weather would make currents and winds more of a concern than usual in that area.

Berge cited the two vessels that could not respond to astern bells, and asked what the threshold was that raised them to a propulsion casualty. **Capt. Gugg** said it was a combination of reports from the bar pilots and concern about maneuverability. He said it was hard to categorize because sometimes vessels have unpredictable problems with engines hesitating that may not result in complete failure. **Lundstrom** said that the Bar Pilots were tracking all incidents of lost propulsion whether or not they met the Coast Guard’s thresholds.

Lundstrom said that she was pleased to see the Coast Guard statistics observing any changes in off shore routing patterns possibly related to the low sulfur fuel regulation. She said it would be worth watching the situation with the expected bad weather. She said that the reports would be forwarded to the California Maritime Academy (CMA) as data for their study project for ARB.

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Wheaton asked if there was a public schedule for the ships moving out of the Reserve Fleet. **Capt. Gugg** said there was not. **Dennis Dysinger**, BAE, said that he had not heard that their sub-contractor was not using Bar Pilots. He said that he had given a schedule of the moves to the Marine Exchange and that BAE was willing to work with all concerned. **Catherine Hooper** asked why the vessels were going to Texas to be broken up. **Nickson** said that local contractors had been contacted, but that there were no takers.

Peggy Taricco, ARB, asked whether the increased traffic in the western lanes had caused any operational changes. **Lt. Cmdr. Janszen** said that there had been a couple of cases where Vessel Traffic Service (VTS) had to coordinate with the Bar Pilots. **Capt. Horton** said that for many years the western lanes had been used by tank vessels. With the change in traffic patterns there were now more fast container ships in the lanes and, in some cases, overtaking the tankers. **Wheaton** said that he thought **Cogan (National Marine Sanctuaries)** would be interested in the changes because the western lanes pass through marine sanctuaries. **Lundstrom** invited **Cogan** to contact **Capt. Horton**, chair of the Navigation Work Group, if she wanted to keep up to date. **Robin Blanchfield**, California Coastal Commission, asked if the changes in the lanes weren't due to changing traffic patterns in Southern California. **Capt. Gugg** said that was a factor.

Port Access Route Study (PARS) – VanHouten

VanHouten gave a PowerPoint presentation which is attached to these minutes. In addition, the notice of the study and request for comments from the Federal Register is attached to these minutes. That document gives further details on the study, as well as instructions on how to submit comments by mail, fax, or through the Federal web portal: <http://www.regulations.gov>. The deadline for comments was February 8, 2010.

Lundstrom thanked **VanHouten** for his presentation and invited him to re-brief the HSC if there were to be any changes considered as a result of the study.

Wheaton asked for a copy of the study when completed, and whether any proposed changes still had to go through the International Maritime Organization (IMO). **VanHouten** said that there was a parallel process with the IMO to keep them informed, and that they typically concur. **Taricco** asked what the time frame was for the process and when any changes might be seen on NOAA navigation charts. **VanHouten** said that it was anticipated that the study would be completed by May 2010, any changes would go into the Federal Register in August 2010, but that changes to the charts might not be expected till September 2011.

US Army Corp of Engineers Report – LTC Davis

Lawrence read a report that is attached to the minutes.

Wheaton asked whether the water over the Alcatraz dump site was getting deeper. **Lawrence** said that it was slowly getting deeper.

Capt. Bayer said he had heard the Pinole Shoals dredging had been completed January 6, 2010. **Lawrence** said he would check because the scheduled completion had been December 31, 2009.

LTC Davis said that after several years of work with the Bar Pilots, that they had created a computer application that would allow the pilots to create their plots over USACE products.

Jack Going, Baydelta Maritime, asked why USACE was having a hard time hiring deckhands for their boats. **LTC Davis** said that the government pay grade was only thirty-five thousand a year.

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Capt. Horton said that while the Oakland channel may have been dredged to fifty feet, there were still many places in the central bay with less draft, and the rock off San Francisco Pier 27 was of particular concern. He asked whether it would be useful for the HSC to write a supporting letter on the issue. **LTC Davis** said that it would take a major push to secure funds to lower the rocks. **Lundstrom** said that the letter would be on the agenda for the February meeting.

Capt. Bayer asked when the new multi-beam survey technology would be deployed in the Bay Area. **LTC Davis** said that it would be on one boat in time for the spring maintenance dredge. He said that **Steve Killman**, his scheduled replacement, was an expert in the technology and was planning on attending the February meeting of the HSC.

Clearing House Report – Steinbrugge

Steinbrugge read a report that is attached to these minutes.

OSPR Report – Capt. Toledo

- OSPR continues to look at loss of propulsion data collected by the Coast Guard and the Bar Pilots
- **Carol Keiper**, Oikonos Ecosystem Knowledge, had been sworn in as the new primary representative for non-profit environmental organizations. OSPR continues to look for an alternative representative. He thanked **Chan** for taking on the responsibility of being the primary representative for the Port of Richmond. **Capt. Toledo** also thanked **Jennifer Kovescs** and **Tom Wilson** for their service to the HSC. He said that he was glad to see **Wilson** in attendance.
- OSPR's investigation of the *Dubai Star* oil spill has been completed. **Capt. Toledo** said that he could not comment on the ongoing investigation because of pending litigation.

Golbus asked if the primary aim of the best achievable technology (BAT) report was to improve response. **Capt. Toledo** said that it was aimed at prevention. **Lundstrom** asked what sort of data they were considering in their report and when the results might be released. **Capt. Toledo** said that they were collecting data from all angles, including VTS, the Physical Oceanographic Real Time System (PORTS), and the facility side. He said that he expected the report to be complete in the first quarter of 2010, but that the report would go to the Governor, and then to the Legislature, before it would be released to the public.

Capt. Toledo said that OSPR could not comment on the pending Assembly Bill 234 that would require pre-booming for oil transfers. He said that the Governor's office had not commented either. He said that existing regulations require pre-booming, or the ability to deploy booms within thirty minutes. He said that pre-booming itself is not required by OSPR and experience has shown booming becomes less effective in areas where the current is in excess of 0.7 knot. An example of this can be referenced in the State Lands regulations where pre-booming is not required at marine terminals in areas of high velocity (excess of one and a half knots) currents. **Capt. Toledo** said that OSPR would continue to monitor the progress of AB234.

Capt. Toledo said that there would be no need for OSPR to comment further on the letter from **Goldstein** to **Edinger**, previously described during the Chair's comments.

ARB Report – Soriano

- **Soriano** read from a PowerPoint presentation that is attached to these minutes.
- The Technical Work Group meeting had been rescheduled for March 29 in Sacramento, which would work better with the CMA timeline and ensure better attendance from equipment manufacturers.

Lundstrom suggested that the work group meeting be held at CMA. **Taricco** said that their budget did not allow that and that they had the facilities in Sacramento to web-cast the event to a broad audience.

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Berge asked if the CMA study could be publicly posted prior to the March meeting. **Taricco** said that the study would not be completed by then. She said it was always intended that CMA would present preliminary results of their study at the work group meeting so that response to those findings could be included in the final process.

NOAA Report – Wheaton

- **David Kennedy** would become the new head of the National Ocean Service (NOS).
- They were reviewing data from the Transbay Cable project for inclusion on the charts.
- A major series of storms was expected for the week following the meeting.

State Lands Report – Chedsey

- **Chedsey** read from a report that is attached to these minutes.
- Booming is required during transfers of persistent oils. For terminals subject to high velocity current, an alternative means of achieving the same, or a greater, level of safety for public health and the environment is for the terminal to have six hundred feet of boom that can be deployed in thirty minutes by trained personnel.

Capt. Bayer asked if the alternative requirement was to be able to deploy six hundred feet of boom within thirty minutes. **Chedsey** said that there was a variety of ways for the terminals to meet the requirements.

Capt. Gugg said that the Coast Guard intended to increase its monitoring of transfers away from the docks, including spot monitoring of bunker operations.

Chedsey said that the recent earthquake in Eureka California had not broken any pipelines, but that remedial work would be required.

Tug Work Group – Capt. Mendes

- The next meeting of the work group was scheduled for January 28 at CMA. A demonstration of their tug operations simulator was on the agenda, as well as review of data on bitt strength.
- **Capt. Mendes** thanked **Chris Hicks** and **Kaitlin Ortega**, of the Marine Exchange, for their help in creating a web portal for the tug companies to share lessons learned and safety bulletins.

Navigation Work Group – Capt. Horton

- Their next meeting was scheduled immediately following the Tug Work Group because they are following many of the same issues.

Ferry Operation Work Group – Golbus

- At their meeting of January 12 they had discussed the second phase of ferry routing protocols to establish better communications. They discussed a schedule database for www.511.org as well as the assignment of route numbers using the automated identification system (AIS). VTS would like to see more automation in the communications due to the current load of radio traffic on VTS personnel and the expected increase in the number of ferries in the years ahead. The stakeholders are concerned about the cost of change and dependency on proprietary software products.

Capt. Gugg asked if there had been any lessons learned from the increased ferry load when the Bay Bridge was shut down. **Golbus** said that Water Emergency Transportation Authority (WETA) was considering some route shifts.

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Prevention Through People Work Group – Brown

- **Brown** said that they look forward to getting a budget to produce an update to *Sharing the Bay*, since the original video was produced without one. They wanted to schedule a showing of the original video for the February or March meeting of the HSC since many current members had not seen it.

Dredge Issues Work Group – Capt. Bayer

There was nothing to report.

PORTS Work Group – Capt. Amso

- The contract between OSPR and the Marine Exchange had been signed and work had begun.

Dredge Issues Work Group – Capt. Bayer

There was nothing to report

PORTS Report – Steinbrugge

- **Steinbrugge** could not give any firm dates for the installation of the water level sensor at Amorco. Proposals for the locations of the five new wind sensors had gone to property owners for review.

Public Comment

Capt. Korwatch said that nineteen million dollars in port security grants would be available in 2010 without any matching requirements, so it was expected to be a very competitive process. Preliminary applications are due March 12. Ferry companies can apply in the 2010 round if it is for security related projects. Please contact **Capt. Korwatch** if you have any questions about the process.

Hooper said that much media attention and a great deal of public interest were expected for the maiden voyage arrivals of the *Queen Victoria* and *Arcadia* cruise ships. She asked the Coast Guard to proactively monitor the waters around the vessel because of the numbers of boaters seen at previous high profile arrivals.

Richard McKenzie, CMA, said that their spill response drill planning meeting was scheduled for February 4, 2010. The date of the drill was to be determined at the February meeting.

Old Business

There was none.

New Business

Lundstrom asked those of the public in attendance to contact **Steinbrugge** if they wanted to get on the HSC email list to receive notice and agendas of future meetings, as well as other communications of interest..

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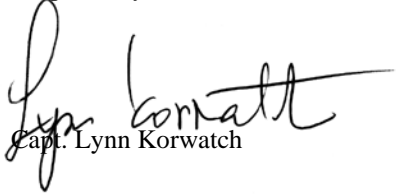
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Next Meeting

Lundstrom said that the next meeting of the HSC would convene at 1000, February 11, 2010 at the Pier 1 Conference Center, Port of San Francisco, San Francisco, California.

Lundstrom adjourned the meeting at 1154.

Respectfully submitted:



Capt. Lynn Korwatch

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December 30, 2009

Commander
Eleventh Coast Guard District, Bridge Section
Bldg. 50-2
Coast Guard Island
Alameda, CA 94501

Subject: Proposed Drawbridge Regulation Change for Northern California-
Bridge-Oakland Inner Harbor Tidal Canal

Dear Commander:

At the December 10, 2009 meeting of the Harbor Safety Committee of the San Francisco Bay Area, the Committee discussed the proposed changes of the frequency of operation of the High Street, Fruitvale and Park Street Drawbridges over the Inner Harbor Canal.

The San Francisco Harbor Safety Committee is a 20-member committee established by California law to make recommendations to prevent vessel accidents in the Bay, which might lead to an oil spill. The Committee consists of a broad membership of the maritime community, with its publicly noticed meetings well attended.

The waterway traffic in the canal consists of commercial, recreational, search and rescue, law enforcement and disaster response vessels, which are contingent upon proceeding based on favorable tides and draft. Present regulation calls for opening of the bridges on signal, except for the hours of 8AM to 9AM and 4:30 PM to 6:30 PM when two hours notice is required. Proposed regulation would demand four hours notice from 4:30 PM to 9:00 AM – most of the afternoon and all night. The bridges would not be manned during these 16+ hours, making emergency passage impossible. This extreme change would be a major impediment, particularly to search and rescue, law enforcement and disaster response vessels. The Committee voted unanimously to oppose the change, based on these safety concerns.

Sincerely,

Joan Lundstrom, Chair
Harbor Safety Committee of the
San Francisco Bay Region

Cc: Harbor Safety Committee

Harbor Safety Committee c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300, San Francisco, California 94133-1131
(415) 441-6600 – hsc@sfmtx.org



Air Resources Board



Linda S. Adams
Secretary for
Environmental Protection

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Arnold Schwarzenegger
Governor

December 29, 2009

Mr. Stephen Edinger, Administrator
Office of Spill Prevention and Response
California Department of Fish and Game
1700 K Street, Suite 250
Sacramento, California 95811

Dear Mr. Edinger:

This letter is in response to your recent memorandum in which you forwarded a letter from the San Francisco Harbor Safety Committee (SF-HSC). The letter from the SF-HSC presented a resolution passed by the SF-HSC in support of suspending the issuance of financial penalties under the California Ocean-Going Vessel (OGV) Clean Fuel Rule for one year. The resolution was the result of a request made to the SF-HSC by two trade associations, the Pacific Merchant Shipping Association, and the Western States Petroleum Association. It is my pleasure to respond.

Air Resources Board (ARB) staff shares your concerns about any vessel incidents that may be related to fuel switching and we value the opportunity to work with the Department of Fish and Game, Office of Spill Prevention and Response (OSPR) and the SF-HSC in their efforts to facilitate communication and ensure safe vessel transit in the San Francisco Bay. However, we believe that it is ill-advised to suspend enforcement of the regulation in this early phase of implementation as that would result in many vessel operators choosing not to use the cleaner fuel. To date, the vast majority of vessel visits to California ports since the OGV Clean Fuel Rule began implementation in July of this year have been without incident and it is a relatively small percentage of vessels that have had operational issues. More importantly, in each case, any problems were safely addressed using existing vessel management practices and procedures.

The public health benefits from the OGV Clean Fuel Rule are substantial, and the emission reductions achieved from this regulation are a critical component of California's strategy to protect public health and improve air quality in California. This regulation results in dramatic reductions in pollution from ocean-going vessels, including an estimated 83 percent reduction of particulate matter emissions and an estimated

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website. <http://www.arb.ca.gov>.

California Environmental Protection Agency

96 percent reduction in sulfur dioxide. The benefits include improvements to local, regional, and statewide air quality and an estimated 80 percent reduction in the statewide cancer risk due to ocean-going vessel emissions. Between 2009 and 2015, the regulation will also result in an estimated 3,600 fewer premature deaths statewide due to reduced public exposure to particulate matter. It is important that we all work together during this initial phase of implementation to preserve these benefits and, at the same time, develop best practices for vessel operations that will reduce the number of vessel incidents in the San Francisco Bay.

The practices that are already in place, in large part due to the work of OSPR, SF-HSC and the United States Coast Guard (USCG), have played an important role in safe vessel travel within the San Francisco Bay region. Practices such as vessel pilotage, tug escorts, USCG incident tracking and investigation, and Captain of the Port (COPT) screening have helped manage the risks associated with commercial shipping, both those that are related to shipping, in general, and those that are possibly related to the OGV Clean Fuel Rule. Additionally, the OGV Clean Fuel Rule has a safety exemption that can be used, with no fines or penalties, in situations where a vessel has a specific safety concern.

In addition to the above activities, a number of cooperative efforts are currently underway to address fuel switching issues including:

- ARB staff and USCG District 11 staff have worked to improve communication between the two agencies and to identify steps that can be taken to help reduce the number of loss of propulsion incidents and to safely manage any vessel operational issues.
- The USCG Captain of the Port, Sector San Francisco, issued a new guideline for vessels experiencing engine performance issues or with a history of repeated propulsion losses. For those vessels, the Captain of the Port will require vessels to have assist tugs until they demonstrate that the performance issues have been fully resolved.
- ARB has initiated a program with the California Maritime Academy (CMA) to further investigate the engine performance issues and propulsion losses identified in the USCG casualty reports and in information provided by pilots and the shipping industry. Under this program, CMA will identify root causes of reported operational issues, identify strategies that have been used to address operational issues and prepare a technical report that summarizes findings and provides recommendations. This work is currently underway and is projected to be completed in the first quarter of 2010.

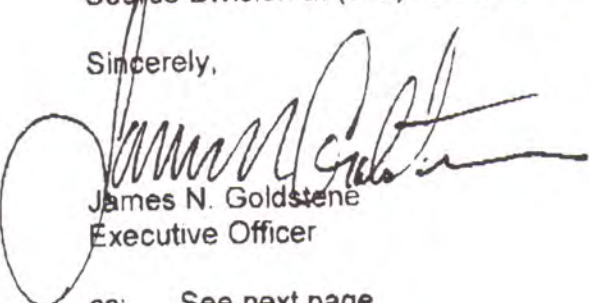
Mr. Stephen Edinger, Administrator
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- ARB staff will facilitate further technical evaluation by industry experts, engine manufacturers and other stakeholders via a Maritime Technical Working Group meeting tentatively scheduled for February, 2010.
- A number of organizations and maritime industry members, including OSPR, SF-HSC, USCG, and ARB, are coordinating efforts to fully address operational issues and provide findings to the maritime community through public meetings and forums such as your recent Harbor Safety Committee Summit on November 3, 2009.

In closing, we believe that the best approach is a cooperative effort by all those involved to address any operational issues that have surfaced during rule implementation while maintaining the public health benefits from the OGV Clean Fuel Regulation. This approach will provide the opportunity to continue to gain essential operational experience, gather information to further assist in implementation, and quickly communicate the findings to the shipping industry. Looking ahead, this operational experience will be indispensable to the SF-HSC and the shipping industry as a whole as we move toward implementation of the anticipated United States and Canadian Emission Control Area pursuant to the International Maritime Organization MARPOL Annex VI.

We look forward to working closely with you and your staff on these issues. If you have any questions or comments, please contact Mr. Robert Fletcher, Chief, Stationary Source Division at (916) 324-8167 or by email at rflatche@arb.ca.gov.

Sincerely,



James N. Goldstone
Executive Officer

cc: See next page.

Mr. Stephen Edinger, Administrator
December 29, 2009
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cc: Ms. Joan Lundström, Chair
Harbor Safety Committee
of the San Francisco Bay Region
505 Beach Street, Suite 325
San Francisco, California 94133

Captain John Strong, Chair
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1259 Pier F Avenue
P.O. Box 32248
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Chief, Prevention Division
United States Coast Guard
Coast Guard Island, Building 50-2
Alameda, CA 94501

Mr. Robert Fletcher, Chief
Stationary Source Division

USCG SECTOR SAN FRANCISCO

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December-09

PORT SAFETY CATEGORIES

Total Port Safety (PS) Cases opened for the period:	13
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:	2
Navigation Safety (1), Port Safety & Security (0), ANOA (1)	
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (4), Personnel (1), Other (0)	5
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation:	5
Radar (2), Steering (0), Gyro (0), Echo sounder (1), AIS (2), AIS-835 (0), ARPA (0)	
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1
6. Significant Waterway events or Navigation related cases for the period:	0
7. Maritime Safety Information Bulletins (MSIBs):	0

MARINE POLLUTION RESPONSE

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	37
* Source Identification (Discharges and potential Discharges):	
TOTAL VESSELS	
Commercial Vessels	4
Public Vessels (Military)	0
Commercial Fishing Vessels	0
Recreational Vessels	6
TOTAL FACILITIES	
Regulated Waterfront Facilities	2
Other Land Sources	5
TOTAL UNKNOWN/UNCONFIRMED	
*Spill Information	
Pollution Cases Requiring Clean-up	5
Federally Funded Cases	1
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:	
1. Spills < 10 gallons	10
2. Spills 10 - 100 gallons	0
3. Spills 100 - 1000 gallons	0
4. Spills > 1000 gallons	0
5. Spills - Unknown	27
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	
1. Estimated spill amount from Commercial Vessels:	3
2. Estimated spill amount from Public Vessels:	0
3. Estimated spill amount from Commercial Fishing Vessels:	0
4. Estimated spill amount from Recreational Vessels:	1.7
5. Estimated spill amount from Regulated Waterfront Facilities:	1
6. Estimated spill amount from Other Land Sources:	1.5
7. Estimated spill amount from Unknown sources:	10
TOTAL PENALTY ACTIONS:	
Civil Penalty Cases for Period	0
Notice of Violations (TKs)	0
Letters of Warning	5

SIGNIFICANT PORT SAFETY AND SECURITY CASES

MARINE CASUALTIES - PROPULSION/STEERING

Marine Casualty- Loss of Propulsion, M/V NIU POLYNESIA (3 December): While attempting to get underway from Oakland Berth 24, the vsl could not start their engines. Vsl was made fast to the dock, and the pilot refused to move the vsl until an inspection was conducted. A COTP order was issued requiring the vsl to stay at berth until the vsl's class society attended the ship and repairs were completed. Vsl class attended ship, and stated that the loss of propulsion was caused by improper fuel temperature. COTP order amended requiring a one tug escort out of SF bay. Vsl sailed out of AOR without incident on December 4. Case Closed.

Marine Casualty- Loss of Propulsion, M/V CCNI ROTTERDAM (4 December): While attempting to moor at Oakland Berth 24, the vsl lost propulsion. Vsl was made fast to the dock without further incident. A COTP order was issued requiring the vsl to stay at berth until the vsl's class society attended the ship and repairs were completed. Vsl class stated that the loss of propulsion was caused by the vsl's inability to start dead slow astern while travelling three knots in the ahead direction. COTP order amended requiring a one tug escort out of SF bay. Vsl sailed out of AOR without incident on December 4. Case Closed.

Marine Casualty- Loss of Power and Propulsion, M/V APL ITALY (8 December): While transiting outbound from SF bay, the vsl lost propulsion 3/4 of a mile west of the Golden Gate Bridge. The vsl had two tugs onscene and stood by while the vsl switched to HFO and continued transiting outbound. Vsl stated that the loss of propulsion was caused by water in the day tank and fuel lines. The vsl sailed out of the AOR without incident, and transited to Seattle. Case Pends.

Marine Casualty- Loss of Propulsion, M/V ORIENTE NOBLE (22 December): While anchoring at anchorage 8, the vsl lost propulsion. Vsl successfully anchored without incident. A COTP order was issued requiring the vsl to stay at berth until the vsl's class society attended the ship and repairs were completed. Vsl class stated that the loss of propulsion was caused by the vsl's inability to start dead slow astern while travelling three knots in the ahead direction. COTP order was amended requiring a one tug escort out of SF bay. Vsl sailed out of AOR without incident on December 28. Case Closed.

Marine Casualty- Personnel, M/V CAPELLA (29 December): While working onboard the vsl, one contractor fell approximately 20ft into a cargo hold and suffered a laceration to his head and possible broken ribs. The passenger was transferred to the hospital by the Alameda Fire Department. Case Pends.

VESSEL SAFETY CONDITIONS

NONE TO REPORT

GENERAL SAFETY/SECURITY CASES

Navigation Safety - ANOA Violation, M/V ANEMONE (14 December): Vsl attempted to enter SF Bay after submitting their Notice of Arrival (NOA) 12 hours prior to arrival. Initially the CG refused the ship entrance into the Bay, then allowed them to proceed to Crockett where they were boarded by the CBP. Case Closed.

Navigation Safety - Potential Loss of Propulsion, T/V ARIES (29 December): Vsl was issued a COTP order because of previous loss of propulsion incidents. COTP order required a one tug escort throughout SF Bay. Vsl applied for and was granted a safety exemption to CARB regulations, and the COTP order was lifted. Vsl entered and departed on HFO w/o incident. Case Closed.

NAVIGATIONAL SAFETY

Navigation Safety - Rule 9 Violation, F/V KING CRAB (1 December): The F/V KING CRAB was transiting inbound in the outbound lane, while the deep draft vessels M/V TEXAS and M/V NAN HAI were transiting outbound near the Golden Gate Bridge. The personnel on the KING CRAB were conducting deck work and could not respond to radio broadcasts. Both the M/V TEXAS and NAN HAI were forced to maneuver away from the F/V KING CRAB to avoid collision. The F/V KING CRAB was boarded by the USCGC TERN and was issued a Notice of Violation. Case Closed.

Navigation Safety - LOD AIS PILOT PLUG, M/V CAP TAPAGA (10 December): Vsl was issued an inbound LOD for a malfunctioning AIS Pilot Plug. Tech report received, and vsl departed SF Bay on 11

Navigation Safety - LOD AIS PILOT PLUG, T/V OVERSEAS GOLDMAR (15 December): Vsl was issued an outbound LOD for a malfunctioning AIS Pilot Plug. Vsl left SF Bay without incident on 19 December. Case closed.

Navigation Safety - LOD 10CM RADAR, T/V STENA CONQUEST (21 December): Vsl was issued an LOD for a malfunctioning 10CM Radar. Tech report received on December 26, replaced turning unit. Vsl departed SF Bay without incident. Case Closed.

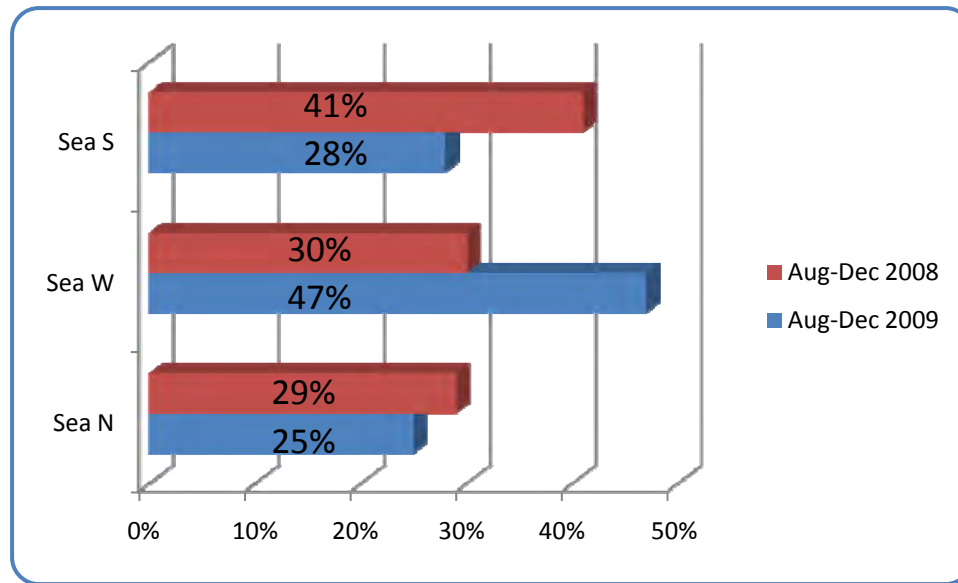
Navigation Safety - LOD ECHO DEPTH SOUNDER, ATB SKIP JACK (29 December): Vsl was issued an LOD for a malfunctioning Echo Depth Sounder. Tech report received, replaced transducer. LOD lifted 04JAN10. Case Closed.

Navigation Safety - LOD 3CM RADAR, M/V SPAR CETUS (30 December): Vsl was issued an LOD for an inoperable 3CM Radar. LOD required transit during daylight and good visibility. Tech report received, replaced printed circuit board (PCB). LOD lifted 04JAN10. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Mystery Drum - CPN C10023: IMD accessed the Oil Spill Liability Trust Fund for \$7500 to retrieve a chained drum south of the San Mateo-Hayward Bridge. IMD contracted NRC to retrieve drum. The drum was apparently used as an unpermitted mooring, the drum had been a perpetual source of vessel in distress calls from San Mateo bridge motorists.

VTS San Francisco Offshore Aug-Sep 2008 - 2009 Lane Transit Data



Raw Data:

	Tot. Vessels	Sea N	Sea W	Sea S
August – December 2008	1808	522	547	739
August - December 2009	1482	376	691	415

Comparative
Percentage Data:

	Sea N %	Sea W %	Sea S %
August – December 2008	29%	30%	41%
August – December 2009	25%	47%	28%

PORT ACCESS ROUTE STUDY

PARS

AUTHORITY - RESPONSIBILITY

- n Ports and Waterways Safety Act (PWSA)
 - n P.L. 95-474; 33 U.S.C. 1223
- n Coast Guard is responsible for:
 - n Designation of fairways and traffic separation schemes to provide safe access routes for vessels proceeding to and from ports.

REQUIREMENTS

- n Required before establishing new or adjusting existing fairways or traffic separation schemes (TSS)
- n Must coordinate with interested stakeholders to reconcile need for safe access routes with other reasonable waterway uses.

STUDY OBJECTIVES

n To Determine:

- n Present traffic density
- n Potential traffic density
- n If existing traffic routing measures are adequate
- n If existing traffic routing measures require modifications
- n Type of modifications

STUDY OBJECTIVES (Con't)

- n Define and justify the needs for new routing measures
- n Determine the type of new routing measure
- n Determine if the usage of the vessel routing measures must be mandatory for specific classes of vessels.

PARS PROCESS

- n Determine if PARS is required based on:
 - n Request from private party
 - n New Information
 - n Review of previous PARS

- n Identify the study area

PARS PROCESS (Con't)

- n Prepare a draft Notice of PARS, including:
 - n Reasons for the PARS
 - n Invite public comment
 - n Specific questions to be answered
 - n Any contemplated vessel routing measures and any associated legal effect of those measures

- n Publication of Notice of PARS in *Federal Register*

PARS PROCESS (Con't)

- n Conducting the study
 - n Collect and analyze data on traffic trends, fishing activity, rec boat traffic, Military activities, environmental factors, economic impact, etc.
 - n Notification and Consultation with all Federal, State, and local government agencies within the study area
 - n Conduct public meetings (if deemed necessary or requested by an interested party)

PARS PROCESS (Con't)

n Final PARS Report

- n Published by District Commander, forwards copy to Commandant (CG-5431)

n Notice of Study Results

- n Commandant (CG-5413) works with District Commander to create notice which will be published in the *Federal Register*

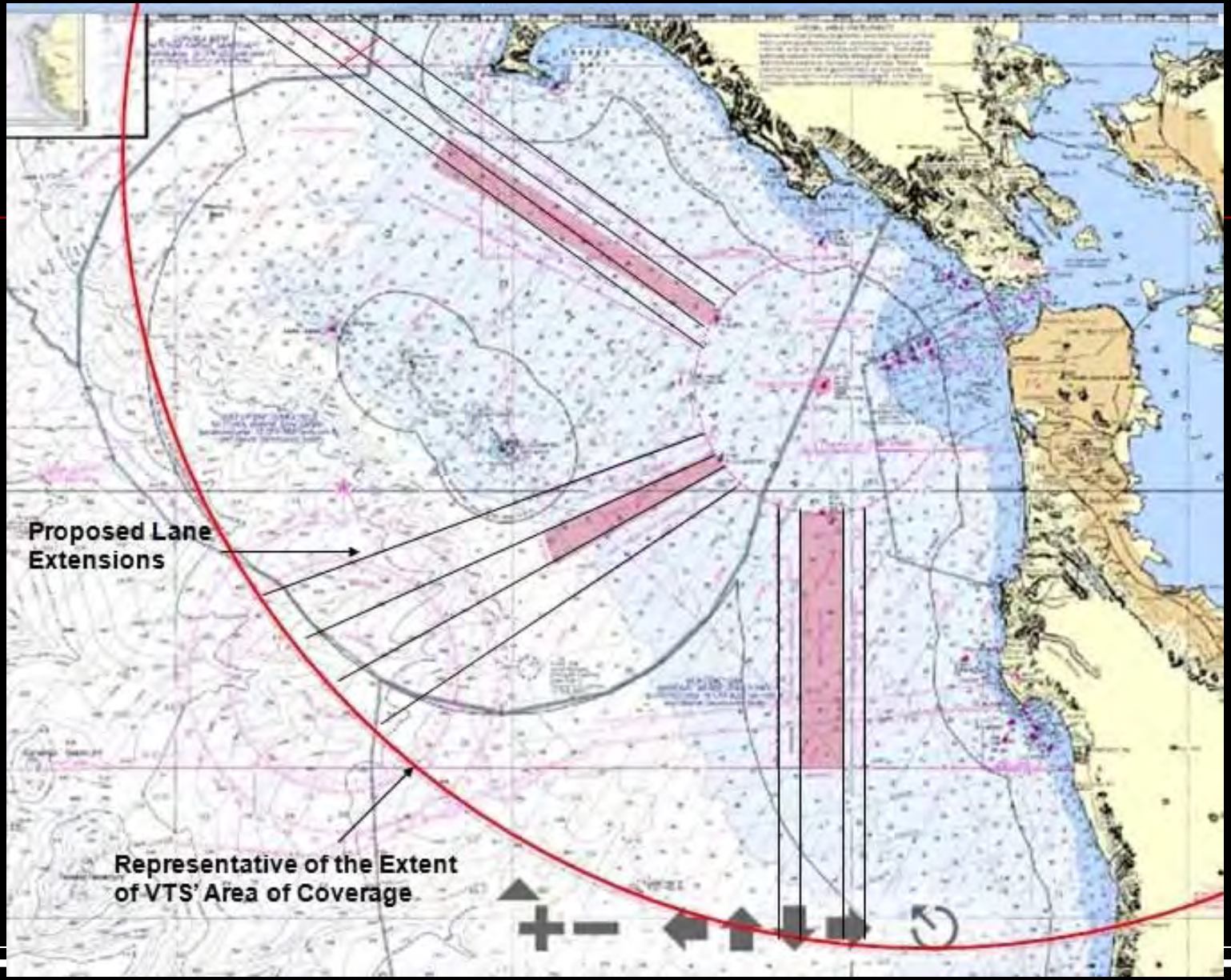
POSSIBLE RECOMMENDATIONS

- n Modification of existing vessel traffic routing system
 - n Extending or shifting current routes
 - n Creating new routes
- n Validate existing measures
 - n No change

San Francisco PARS

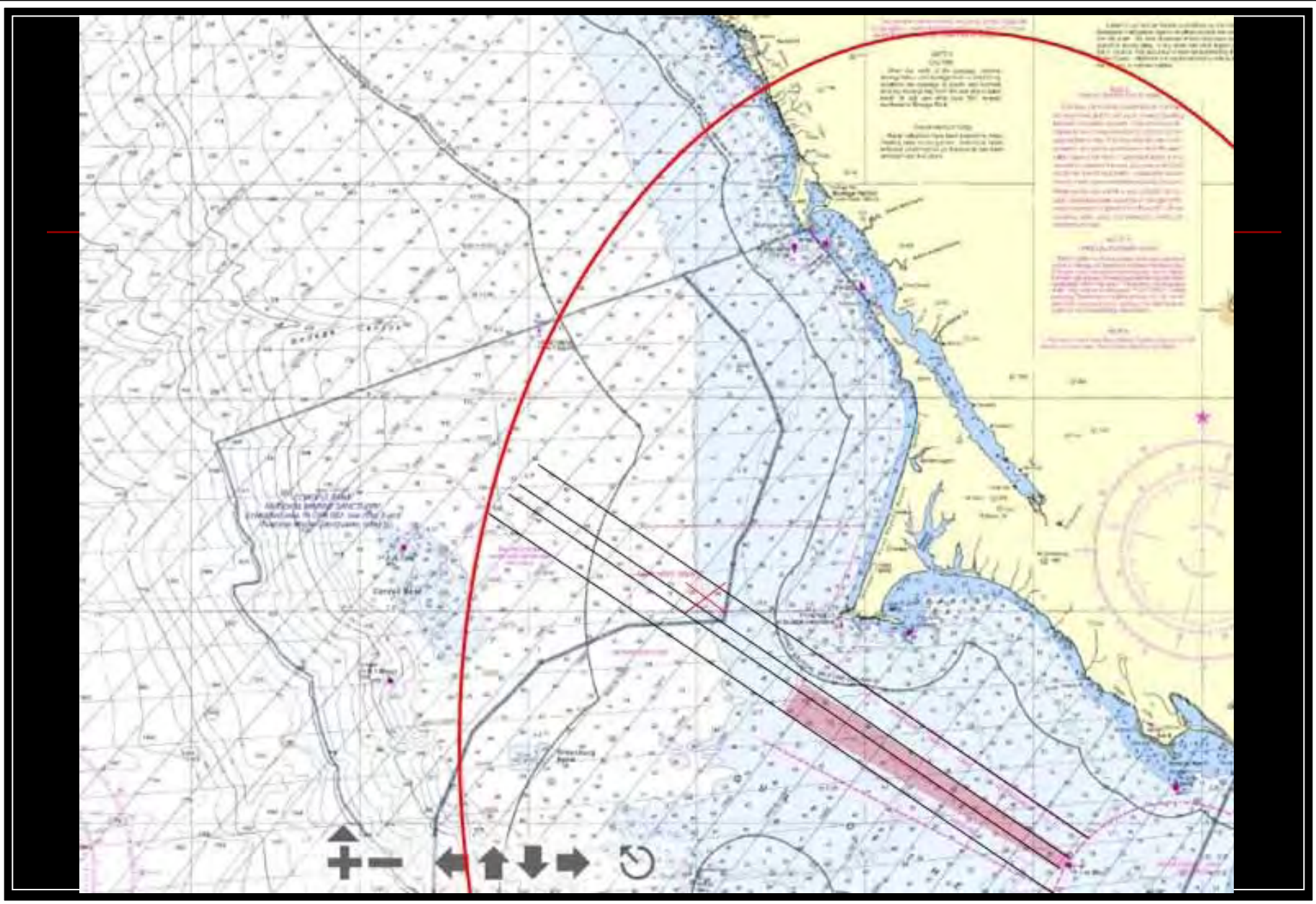
PURPOSE

- n Identify if there is a need to extend traffic lanes to the limit of the San Francisco VTS coverage area
- n May result in extending existing traffic lanes



Proposed Lane Extensions

Representative of the Extent of VTS' Area of Coverage



Current Issues

- n Popular area for fishing vessels
- n Marine sanctuaries

PROJECTED TIMELINE

- n 10 DEC 09 – Published Notice of PARS study in the Federal Register.
- n 10 DEC 09-01 May 10 – Comments, Public Meetings, Agency Consultations, Analyze Data
- n 01 May 10 – D11 release Final PARS Report
- n 01 Aug 10 – Notice of Study Results

QUESTIONS?

[Federal Register Volume 74, Number 236 (Thursday, December 10, 2009)]

[Notices]

[Pages 65543-65545]

From the Federal Register Online via the Government Printing Office [www.gpo.gov]

[FR Doc No: E9-29415]

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2009-0576]

Port Access Route Study: Off San Francisco, CA

AGENCY: Coast Guard, DHS.

ACTION: Notice of study; request for comments.

SUMMARY: The Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the continued applicability of and the need for modifications to current vessel routing measures in the approaches to San Francisco. The goal of the study is to help reduce the risk of marine casualties and increase the efficiency of vessel traffic in the study area. The recommendations of the study may lead to future rulemaking action or appropriate international agreements.

DATES: Comments and related material must reach the Docket Management Facility on or before February 8, 2010.

ADDRESSES: You may submit comments identified by docket number USCG-2009-0576 using any one of the following methods:

(1) Federal eRulemaking Portal: <http://www.regulations.gov>.

(2) Fax: 202-493-2251.

(3) Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

(4) Hand delivery: Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329. To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the SUPPLEMENTARY INFORMATION section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice of study, contact Lieutenant Sara Young, Project Officer, Eleventh Coast Guard District, telephone 510-437-2978; or e-mail Sara.E.Young@uscg.mil; or George Detweiler, Office of Waterways Management, Coast Guard, telephone 202-372-1566, or e-mail George.H.Detweiler@uscg.mil. If you have questions on viewing or submitting material to the docket, call Ms. Renee K. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this study by submitting comments and related materials. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

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Submitting Comments

If you submit comments, please include the docket number for this rulemaking (USCG-2009-0576), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online, or by fax, mail or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an e-mail address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, click on the "submit a comment" box, which will then become highlighted in blue. In the "Document Type" drop down menu select "Notices" and insert "USCG-2009-0576" in the "Keyword" box. Click "Search" then click on the balloon shape in the "Actions" column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing the Comments and Documents

To view the comments and documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert "USCG-2009-0576" and click "Search." Click the "Open Docket Folder" in the "Actions" column. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act, system of records notice regarding our public dockets in the January 17, 2008, issue of the Federal Register (73 FR 3316).

Definitions

The following definitions are from the International Maritime Organization's (IMO's) publication "Ships' Routing" (except

``Regulated Navigation Area'') and should help you review this notice:

Area to be avoided (ATBA) means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all vessels, or certain classes of vessels.

Deep-water route means a route within defined limits, which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on nautical charts.

Inshore traffic zone means a routing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, to be used in accordance with the provisions of Rule 10(d), as amended, of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS).

Precautionary area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic flow may be recommended.

Recommended route means a route of undefined width, for the convenience of vessels in transit, which is often marked by centerline buoys.

Recommended track is a route which has been specially examined to ensure so far as possible that it is free of dangers and along which vessels are advised to navigate.

Regulated Navigation Area (RNA) means a water area within a defined boundary for which regulations for vessels navigating within the area have been established under 33 CFR part 165.

Roundabout means a routing measure comprising a separation point or circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counterclockwise direction around the separation point or zone.

Separation Zone or separation line means a zone or line separating the traffic lanes in which vessels are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of vessels proceeding in the same direction.

Traffic lane means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones may constitute a boundary.

Traffic Separation Scheme (TSS) means a routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

Two-way route means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

Vessel routing system means any system of one or more routes or routing measure aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, no anchoring areas, inshore traffic zones, roundabouts, precautionary areas, and deep-water routes.

Background and Purpose

Requirement for port access route studies: Under the Ports and Waterways Safety Act (PWSA) (33 U.S.C. 1223(c)), the Commandant of the Coast Guard may designate necessary fairways and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from United States ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

The PWSA requires the Coast Guard to conduct a study of potential

traffic density and the need for safe access routes for vessels before establishing or adjusting fairways or TSSs. Through the study process, we must coordinate with Federal, State, and foreign state agencies (as appropriate) and consider the views of maritime community representatives, environmental groups, and other interested stakeholders. A primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses.

Previous port access route studies: In 1979, the Coast Guard initiated a port access route study of the California coast. The study recommended an amendment to the existing TSSs off San Francisco which consisted of rotating the southern approach lane westward (seaward) to provide a true north-south alignment. This shift would encourage vessels in the area to transit farther offshore when entering or departing San Francisco Bay from or to the south. The International Maritime Organization

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(IMO) adopted this recommendation in 1990.

The United States elected to postpone implementation of the amendment until the Monterey Bay National Marine Sanctuary was designated and a study of potential impacts was conducted. The Monterey Bay National Marine Sanctuary Vessel Management Final Report was published October 22, 1998. Similar to the 1979 PARS and the IMO adopted amendments, the report recommended shifting the ``southern approach'' of the San Francisco TSS slightly west to reduce risk of groundings along the San Mateo coastline and to improve north-south alignment.

Necessity for a new port access route study: The Coast Guard is always seeking ways to enhance the safety of life at sea. The Coast Guard has identified a potential safety enhancement by increasing predictability of vessel traffic patterns in a popular offshore fishing area near the northern approach of the traffic separation scheme off San Francisco. When vessels follow predictable and charted routing measures, congestion may be reduced, and mariners may be better able to predict where vessel interactions may occur and act accordingly.

The Coast Guard plans to study whether extending the traffic lanes of the Traffic Separation Schemes off San Francisco would increase safety in the area just outside the radar range of Vessel Traffic Service (VTS) San Francisco. Because the VTS does not monitor this region, extending the traffic lanes may increase the predictability of vessel movements and encounters and improve navigation safety. In addition, the study will also assess whether extending the traffic lanes may interfere with fishing vessels operating in the area.

Furthermore, the present traffic lanes go through the Gulf of the Farallones National Marine Sanctuary and, if extended, will go into the Cordell Bank National Marine Sanctuary. The increased predictability of vessel traffic using established traffic lanes may decrease the potential for oil spills, collisions and other events that could threaten the marine environment.

Timeline, study area, and process of this PARS: The Eleventh Coast Guard District will conduct this PARS. The study will begin immediately and should take 6 to 12 months to complete.

The study area will encompass the traffic separation schemes off San Francisco extending to the limit of the VTS area and vessel traffic patterns of vessels departing from or approaching the traffic lanes. The VTS area covers the seaward approaches within a 38 nautical mile radius of Mount Tamalpais (37[deg]55.8' N., 122[deg]34.6' W).

As part of this study, we will consider previous studies, analyses

of vessel traffic density, fishing vessel information, and agency and stakeholder experience in vessel traffic management, navigation, ship handling, and effects of weather. We encourage you to participate in the study process by submitting comments in response to this notice.

We will publish the results of the PARS in the Federal Register. It is possible that the study may validate existing vessel routing measures and conclude that no changes are necessary. It is also possible that the study may recommend one or more changes to enhance navigational safety and the efficiency of vessel traffic. The recommendations may lead to future rulemakings or appropriate international agreements.

Possible Scope of the Recommendations

We are attempting to determine the scope of any safety problems associated with vessel transits in the study area. We expect that information gathered during the study will help us identify any problems and appropriate solutions. The study may recommend that we--

- Maintain the current vessel routing measures;
- Modify the existing traffic separation scheme;
- Create one or more precautionary areas;
- Create one or more inshore traffic zones;
- Establish area(s) to be avoided;
- Create deep-draft routes;

Establish a Regulated Navigation Area (RNA) with specific vessel operating requirements to ensure safe navigation near shallow water; and

- Identify any other appropriate ships' routing measures.

Questions

To help us conduct the port access route study, we request information that will help answer the following questions, although comments on other issues addressed in this notice are also welcome. In responding to a question, please explain your reasons for each answer and follow the instructions under ``Public Participation and Request for Comments'' above.

1. What navigational hazards do vessels operating in the study area face? Please describe.
2. Are there strains on the current vessel routing system, such as increasing traffic density? Please describe.
3. Are modifications to existing vessel routing measures needed to address hazards and strains and to improve traffic efficiency in the study area? If so, please describe.
4. What costs and benefits are associated with the measures listed as potential study recommendations? What measures do you think are most cost-effective?
5. What impacts, both positive and negative, would changes to existing routing measures or new routing measures have on the study area?

This notice is issued under authority of 33 U.S.C. 1223(c) and 5 U.S.C. 552.

Dated: October 13, 2009.

Kevin S. Cook,
Rear Admiral, U.S. Coast Guard, Director of Prevention Policy.
[FR Doc. E9-29415 Filed 12-9-09; 8:45 am]
BILLING CODE 4910-15-P

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
January 14, 2010**

1. CORPS FY 2010 O&M DREDGING PROGRAM

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

- a. **Main Ship Channel** – Surveyed at the end of July and posted. **No Change.**
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is complete to -35 feet MLLW. **No Change.**
- c. **Richmond Inner Harbor** – Has been dredged to -38 feet MLLW. Post-dredge survey has not yet been scheduled. **No Change.**
- d. **Oakland O & M Dredging** – Dredging of the Outer Harbor is complete. **No Change.**
- e. **Suisun Bay Channel** – **Dredging is completed. Post-dredge survey posted for New York Slough.**
- f. **Pinole Shoal** – **Advanced maintenance dredging completed (-37+2 in selected locations). Post dredge surveys are completed now.**
- g. **Redwood City/San Bruno Shoal** – Dredging is complete. **No Change.**
- h. **San Leandro Marina Channel** – **Dredging completed.**

2. DEBRIS REMOVAL – A total of 133 tons of debris and hazards to navigation was collected in December 2009. The Raccoon collected 98 tons, the Grizzly collected 33 tons, and the Safeboat collected 2 tons. All this debris collected with the vessels underway approximately 50% of the time. Notable item retrieved include a couple large pier sections - one was 50' x 30'; a 100' x 4' x 3' ship fender; a 40' x 6' tree on the Berkeley Flats.

The Raccoon now has a new Chief Engineer and we are still somewhat short handed and we are hiring on deck hands.

Also, the SFPD boats assisted the Corps one day with a call that the debris boats couldn't get to and secured the hazard out of the channel for use. The hazard was a large tree branch that was in the ferry transit lanes off San Francisco. SFPD's assistance is much appreciated.

PER MONTH TONAGE									
Month	Grizzly	Raccoon	Misc	Total Month					
	Grizzly	Raccoon	Other	Total					
Jan. 2009	25	15	5	45					
Feb. 2009	2	8	2	12					
March	26	25		51					
April	11	15		26					
May	4.5	12		17					
June	9	23	5	37					
July	7	45		52					
August	3	10		13					
September	3.5	6		10					
October	16	17		33					
November	15	45		60					
December	33	98	2	133					

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland 50-ft Deepening Project – The deepening project is officially completed.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

There was no emergency dredging in FY 2009.

5. OTHER WORK

a. **San Francisco Bay to Stockton** No additional money appropriated for 2010. This project is moving forward on carry-over money. **No change.**

b. **Sacramento River Deep Water Ship Channel Deepening** The \$2,000,000 was appropriate. The non-federal sponsor will be providing its portion of the cost of a quarterly basis. The Corps is scheduled to complete all studies by late 2011.

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys.

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

Main Ship Channel: Survey completed in July 2009 has been posted.

Pinole Shoal: **Post-dredge surveys completed January 2010 have been posted.**

Suisun Bay Channel, **New York Slough: Post-dredge survey completed in December 2009 has been posted.**

Bull's Head Channel: December 4 post-dredge survey has been posted.

Redwood City: Post-dredge survey completed November 2009 has been posted.

San Bruno Shoal: Surveys completed in May 2009 have been posted.

Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.

Oakland Inner Harbor Turning Basin: Composite condition surveys from December 2009 have been posted.

Brooklyn Basin South Channel (Inner Harbor) - Surveys completed in Sept. 2009 have been posted.

Oakland Outer Harbor: Surveys completed in July – Sept. 2009 have been posted.

Southampton Shoal and Richmond Long Wharf: Surveys completed in July 2009 have been posted.

Richmond Inner Harbor: Surveys completed in Sept. 2009 have been posted.

North Ship Channel: Surveys completed April 2009 have been posted.

San Leandro Marina: Surveys completed in January 2008 have been posted.

San Rafael Creek and San Rafael Across the Flats: Surveys completed April and May 2009 have been posted.

Larkspur Ferry Terminal: Survey completed 17-18 September, 2009 has been posted.

Mare Island Strait Channel: Surveys completed in August 2008 have been posted.

Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in May 2009 has been posted.

Disposal Site Condition Surveys:

SF-09 (Carquinez) and SF-10 (San Pablo Bay) November, 2009 survey has been posted.

SF-11 (Alcatraz): The January 4, 2010 survey has been posted. (-33.9)

Harbor Safety Committee-San Francisco Bay Region
ARB OGV Clean Fuel Rule Update



Port of Richmond
January 14, 2010

California Environmental Protection Agency



Air Resources Board

ARB OGV Clean Fuel Rule
Essential Modifications Exemption
Applications Summary*

- Total number of applications received: 439 vessels
- Number of applications pending: 35 vessels
- Total number of applications completed: 404 vessels
 - Number of completed applications approved: 351
 - Number of completed applications with partial approvals: 53 vessels**

*Summary from July 1, 2009 to January 12, 2010.

**Includes denial of 53 main engine requests and 3 auxiliary engine requests and approval of all accompanying auxiliary boiler requests.

ARB OGV Clean Fuel Rule

Summary of Safety Exemptions & Noncompliance Fees *

Vessel Type	Reason for Exemption Request	Date
Safety Exemptions		
Tanker	Insufficient fuel quantity due to unexpected length of stay within regulatory zone	7/2/2009
Containership	Excessive fuel leakage in fuel system	8/9/2009
Tanker	Auxiliary boiler operation problems	8/24/2009
Tanker	Fuel switchover problems	9/17/2009
Tanker	Fuel switchover problems	10/14/2009
Tanker	Vessel running on four cylinders (one fuel pump lifted)	11/9/2009
Cruise Ship	Weather conditions	12/9/2009
Containership	Fuel viscosity control equipment failure prior to fuel switch	12/24/09
Containership	COPT screening for prior LOP during astern start	12/30/09
Noncompliance Fees		
Bulk Carrier	Unplanned Redirection to CA (paid \$45,500)	10/21/2009

*Summary from July 1, 2009 to January 12, 2010

3

ARB OGV Clean Fuel Rule Status of On-going Efforts to Investigate Operational Issues

- **Contract with California Maritime Academy to investigate root causes of operational issues**
 - Root cause analysis underway
 - CMA meeting with engine manufacturers, USCG and owner/operators
 - Reviewing survey data, pilot reports and USCG incident data
- **Maritime Technical Working Group meeting tentatively rescheduled for late March**

4

ARB OGV Clean Fuel Rule Contact Information

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<http://www.arb.ca.gov/marine>

5



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

January 14, 2010

- ✎ In December the clearinghouse did not call OSPR regarding any possible escort violations.
- ✎ In December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 8 times 2009 about possible escort violations. The Clearinghouse called 4 times 2008; 9 times in 2007; 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 December there were 112 tank vessels arrivals; 8 Chemical Tankers, 15 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 23 Product Tankers, and 43 tugs with barges.
- ✎ In November there were 312 total arrivals.

San Francisco Bay Clearinghouse Report For December 2009

San Francisco Bay Region Totals

				<u>2008</u>	
Tanker arrivals to San Francisco Bay	69			69	
Barge arrivals to San Francisco Bay	43			45	
Total Tanker and Barge Arrivals	112			114	
Tank ship movements & escorted barge movements	362			402	
Tank ship movements	211	58.29%		222	55.22%
Escorted tank ship movements	99	27.35%		109	27.11%
Unescorted tank ship movements	112	30.94%		113	28.11%
Tank barge movements	151	41.71%		180	44.78%
Escorted tank barge movements	77	21.27%		75	18.66%
Unescorted tank barge movements	74	20.44%		105	26.12%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	220		345		0		154		719	
Unescorted movements	109	49.55%	183	53.04%	0	0.00%	69	44.81%	361	50.21%
Tank ships	72	32.73%	112	32.46%	0	0.00%	37	24.03%	221	30.74%
Tank barges	37	16.82%	71	20.58%	0	0.00%	32	20.78%	140	19.47%
Escorted movements	111	50.45%	162	46.96%	0	0.00%	85	55.19%	358	49.79%
Tank ships	64	29.09%	95	27.54%	0	0.00%	39	25.32%	198	27.54%
Tank barges	47	21.36%	67	19.42%	0	0.00%	46	29.87%	160	22.25%

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 2009

San Francisco Bay Region Totals

			<u>2008</u>	
Tanker arrivals to San Francisco Bay	810		769	
Barge arrivals to San Francisco Bay	494		474	
Total Tanker and Barge Arrivals	1,304		1,243	
Tank ship movements & escorted barge movements	4,418		4,045	
Tank ship movements	2,482	56.18%	2,417	59.75%
Escorted tank ship movements	1,153	26.10%	1,143	28.26%
Unescorted tank ship movements	1,329	30.08%	1,274	31.50%
Tank barge movements	1,936	43.82%	1,628	40.25%
Escorted tank barge movements	860	19.47%	712	17.60%
Unescorted tank barge movements	1,076	24.35%	916	22.65%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 8 4

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,622		4,208		0		1,933		8,763	
Unescorted movements	1,295	49.39%	2,298	54.61%	0	0.00%	973	50.34%	4,566	52.11%
Tank ships	862	32.88%	1,319	31.35%	0	0.00%	451	23.33%	2,632	30.04%
Tank barges	433	16.51%	979	23.27%	0	0.00%	522	27.00%	1,934	22.07%
Escorted movements	1,327	50.61%	1,910	45.39%	0	0.00%	960	49.66%	4,197	47.89%
Tank ships	770	29.37%	1,120	26.62%	0	0.00%	475	24.57%	2,365	26.99%
Tank barges	557	21.24%	790	18.77%	0	0.00%	485	25.09%	1,832	20.91%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
DECEMBER 1 - 31, 2008	248	104	41.94
DECEMBER 1 - 31, 2009	248	107	43.15

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2008	11,799,000		11,342,930	17,931,473	29,274,403
DECEMBER 1 - 31, 2009	11,860,000		13,587,537	19,988,181	33,575,718

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
DECEMBER 1 - 31, 2008	1	0	0	1	1 gal / Fuel Oil
DECEMBER 1 - 31, 2009	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.