

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, August 14, 1997

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

The public meeting was called to order at 10:05 a.m. by **A. Thomas**, Chair. The following committee members or alternates were in attendance: **Ronald Kennedy**, Port of Richmond; **Margo Brown**, National Boating Federation; **Rich Smith** (alternate for **Stuart McRobbie**), SeaRiver Maritime; **Geoff Landon** (alternate for **Maurice Croce**), Chevron Shipping Co.; **Scott Merritt**, Foss Maritime; **Mary McMillan**, Westar Marine Services; **Arthur Thomas**, San Francisco Bar Pilots; **Joan Lundstrom**, San Francisco Bay Conservation and Development Commission; **Gunnar Lundeberg**, Sailors' Union of the Pacific; and **Roger Peters**, Member at Large; U. S. Coast Guard representatives, **Cmdr. Chip Sharpe**, **Capt. Harlan Henderson** and **Capt. Dennis Sobeck**; and OSPR representative, **Barbara Foster**. Also in attendance, more than thirty-five representatives of the interested public.

1. The Secretariat confirmed the presence of a quorum.
2. MOTION by **J. Lundstrom**, seconded by **G. Lundeberg** "to approve the minutes of the previous meeting as corrected.." Motion passed without objection.
3. The Chair, **A. Thomas**, welcomed those in attendance noting the importance of the presentation on the USCG's Prevention Through People program, which was rescheduled from the June meeting. With the implementation of tug escort regulations, the HSC, like the USCG will be focusing more and more on people as the most important factor in safety.
4. **COAST GUARD COTP'S REPORT, Capt. Harlan Henderson**. Written reports of pollution statistics for the period 5-1-97 to 7-31-97 and significant port safety events for the period 6-4-97 to 8-12-97 are made a part of these minutes. (1) There were no significant spills during the last quarter. There were two SOLAS detentions since the last meeting, involving inadequate lifesaving and firefighting equipment and/or drill response. There were ten partial propulsion/steering casualties. This may seem like a lot, but the high number is a result of better system of reporting working through VTS and the pilots. (2) Representatives of the Marine Safety Office have met with representatives of the class societies and are working with ABS to start addressing the types of problems that lead to SOLAS interventions. This is the only area on the west coast where this is being done. The group will develop a hand-out like that distributed on the east coast.

5. **CLEARINGHOUSE REPORT, A. Steinbrugge.** (1) Statistics for the months of June and July and year-to-date are made a part of these minutes. (2) There were three occasions during the two month period where tanker or barge that was not required to have an escort did not check in with the Clearing House. Since the beginning of the year, there have been 20 reported violations, an average of 2.8 per month. (3) **T. Hunter** reported that the process has begun to begin tug testing between now and the end of the year. There will be no testing the last week of the year. All tugs must be tested before 1-1-98 to be certified for escort work. Testing will be conducted at the Port of Richmond.

6. **OSPR REPORT.** The Chair introduced **Barbara Foster** who will be attending meetings as a representative of OSPR. (1) OSPR has contingency plan regulations out for public comment. (2) Tug escort crew training requirements are published but are not yet in the comment phase. The chair requested a copy for the HSC TES to review.

7. **PREVENTION THROUGH PEOPLE.** The Chair introduced **Cmdr. Chip Sharp**, Senior Investigating Officer for MSO, who gave a presentation on the history and findings to date in connection with the USCG's *Prevention Through People* program, which was initiated by Vice **Admiral Card** in July of 1995. After an analysis of casualty statistics, it was found that 80% of all casualties result from human causes. A complete set of rules and regulations for safe equipment and vessel has been developed and the focus is shifting to human factors. Effective 7-1-98 ISM Code mandates that the management of all tanker companies establish a system for safe operations that includes preventative maintenance and review of feed back from personnel. In July of 2002, the provisions of the ISM Code will apply to all cargo vessels. A working group with representatives from the passenger vessel industry and the towing industry (AWO) will address these same issues for their vessels.

8. The local MSO office has taken a proactive approach to prevention, initiating a voluntary tow vessel inspection program and a coordinated attempt to visit fishing vessels and update the fishing industry on these issues. Representatives of MSO are meeting with representatives of the classification societies on a quarterly basis and are scheduling working meetings with various focus groups. *Prevention Through People* is not a regulatory issue, but rather a program for sharing lessons learned. PTP has established a website. Latest PTP initiatives include a new marine casualty product with a review of statistics for the period 1992-1996. Near-miss numbers were up for the period because the pilots and VTS have developed a better reporting system; 7 of 19 reports

resulted in civil penalty. Near-misses for the first six months of 1997 are way down as a result of an educational program and civil penalties. The data indicates that there is no clustering of casualties in the SF Bay Area—no particular spot experiences more frequent casualties than others or needs specific attention. The statistics indicate that when equipment fails, people are doing the right things to minimize the repercussions.

9. Question—Do civil penalties and liability issues cause a reduction in reporting? No because the persons doing the reporting have no liability. Legally, the results of a casualty investigation cannot be used for a finding of fault in civil litigation. Half of those identified as being responsible for the near-miss situation and called into the MSO took extraordinary steps to educate others within their specific groups. This month's USCG MSO's publication *Proceedings* is dedicated to lessons learned.. Question—In addition to meeting with various representatives of industry, has MSO met with representatives of labor? To date, no, not to this point. With STCW training going into effect, this will happen now. The Chair noted that the HSC will need periodic updating on the PTP program. **J. Lundstrom** stated that, in working with SF MSO on the Harbor Safety Plan Review, she was impressed with how the data MSO has gathered is being used to develop programs here in the SF area. Is this being done in other ports? Yes, the Commandant is looking at national trends, while locally the data for this area is being evaluated. The Chair stated that he will be appointing an HSC sub-committee to address human factors.

10. **PORTS STEERING COMMITTEE.** (1) **David McKinnie** introduced **Linda Maxon** from NOAA's Seattle office, and **Cmdr. Bruce Hillard**, who will replace **Capt. Tom Richards** when he retires on 9-30-97. **B. Hillard** stated that, after 1 ½ weeks in the area, he is impressed with the PORTS program and the DGPS measurement of squat study. He invited anyone with questions, comments or requests to call him at the same number used for **T. Richards**. (2) **D. McKinnie** noted that, regarding PORTS, the final phase of adding and replacing instruments will be launched in September. Future meetings will be scheduled with the Ad Hoc PORTS Committee to assess the value of the system. In connection with state funding for maintenance of the PORTS for the next two years, **A. Steinbrugge** will be assuming more responsibility for the administration of the system, working with NOAA to learn how to keep the system up and running, including training on the east coast to learn how to trouble shoot instrument problems. **T. Hunter** added that OSPR will pick up PORTS maintenance funding on 9-30-97 and the MX will provide maintenance. **A. Steinbrugge** will report on PORTS at each HSC meeting. (3) **J. Lundstrom** announced that the next meeting of the PORTS Ad Hoc Committee will meet on 9-10-97 at 10:00 in the Port of

Richmond's Harbor Master's Office. The committee will be looking at ways to evaluate who the users of the system are. Call **J. Lundstrom** to get on the mailing list.

11. The Chair noted that **Cmdr. Dennis Sobeck**, VTS, is retiring. **D. Sobeck** introduced his replacement **Cmdr. Danny Ellis**. He invited all to attend the change of command ceremony on his last day 8-29-97 at VTS headquarters at 10:30 and to visit the new facility operating with new equipment. The old equipment is all gone. The Chair welcomed **Cmdr. Ellis** and thanked **Cmdr. Sobeck** for his invaluable input to the HSC over the past years.

12. **UNDERWATER ROCKS SUB-COMMITTEE, J. Lundstrom**. The federal legislation to appropriate \$100,000 for a reconnaissance study has passed the House of Representatives and is now going to conference committee on the Senate side. It appears that the COE will be able to begin soon. Assemblyman Ted Lempert (San Mateo) has indicated interest in providing state matching funding for the next phase of study. Both Senators Feinstein and Boxer have been apprised of the needs of the SF Bay Area by the HSC. Individuals and companies are encouraged to contact them with letters of support.

13. **UNFINISHED BUSINESS:** None.

14. **NEW BUSINESS:** (1) **P. Moloney**, Council of American Master Mariners, reported on meetings of the Monterey Bay Sanctuary group over the past few months. Representatives of the pilots, tanker industry, NOAA, USCG, **P. Bontadelli** for OSPR and various professional and environmental organizations are meeting to address concerns over vessel traffic routing through or around the sanctuary. This will impact approach lanes to the SF area. There is considerable public interest in the issue and the meetings have been well-attended. The group is still in the educational process. There are a variety of suggestions, but no decisions have been made. U. S. tankers in coastwise trade now voluntarily remain 50 miles off the coast, while some may be 85 miles off. One concern is that pushing vessels out of regulated commercial lanes and together at sea may not improve safety. In addition, you cannot enter or leave SF Bay without passing through a portion of the Monterey Bay Sanctuary. Another question that arises is what is possible in international waters? Passing things through IMO is time consuming. There was no opposition to the Olympic Peninsula Sanctuary provisions, and the process took two years. The chair asked that **P. Moloney** report on the work of the committee at each HSC meeting.

15. **J. Lundstrom** introduced her newly appointed alternate, **Charlotte Robertson**.

Harbor Safety Committee of the SF Bay Region

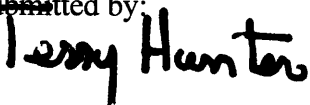
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The next meeting is scheduled for 9-11-97 at 10:00 at the Port of Richmond Harbor Master's Office.

MOTION to adjourn by **M. McMillan**, seconded by **R. Peters**. Meeting adjourned without objection at 12:10.

Submitted by:

Handwritten signature of Terry Hunter in black ink.

T. Hunter
Executive Secretary