

# Harbor Safety Committee

## of the San Francisco Bay Region

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

### Harbor Safety Committee of the San Francisco Bay Region

Thursday, December 8th, 2005

Port of Oakland, Commissioner's Room, 530 Water Street, Oakland, 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 1007. **Alan Steinbrugge**, Marine Exchange of the San Bay Region (Marine Exchange); confirmed a quorum of the HSC.

The following committee members and alternates were in attendance: **Capt. Marc Bayer**, Tesoro Maritime Company; **Ted Blanckenburg**, AMNAV Maritime Services; **Capt. Pete Bonebakker**, ConocoPhillips; **Margot Brown**, National Boating Federation; **Len Cardoza**, Port of Oakland; **Ron Chamberlain**, Port of Benicia; **John Davey**, Port of San Francisco; **David Dwinell**, Army Corps of Engineers (COE); **Capt. Gary Fleeger**, Matson Navigation; **Capt. Fred Henning**, Baydelta Maritime; **Alan Miciano**, General Steamship; **Capt. Peter Peers**, National Cargo Bureau; **Capt. Robert Pinder**, San Francisco Bar Pilots (Bar Pilots); **Capt. Ray Shipway**, International Organization of Masters, Mates, and Pilots; **Capt. William Uberti**, United States Coast Guard (USCG), Sector San Francisco; **Gerry Wheaton**, National Oceanic and Atmospheric Administration (NOAA); **Thomas Wilson**, Port of Richmond.

Also present and reporting to the HSC were **Mike Coyne**, California Office of Spill Prevention and Response, (OSPR); **Ken Leverich**, California State Lands Commission (State Lands); **Cmdr. Gordon Loebel**, USCG; **Sara Polgar**, NOAA Fellow, BCDC; **LtCmdr. Ross Sargent**, USCG.

The meeting was open to the public.

### Approval of the Minutes

#### Corrections to the minutes of the meeting of November 10<sup>th</sup>, 2005:

Page three, COE report, second paragraph, second sentence to read: "If the problem had not been resolved, the ports of *Oakland* and San Francisco. . ."

Page three, COE report, second paragraph from the bottom, first sentence to read: "Cardoza spoke about the *COE Project Funding Report* by the California Marine Affairs and Navigation Conference. . ."

Page four, Navigation Workgroup report, first paragraph should read: "A draft of recommendations. . ."

Page four, Navigation Workgroup report, fourth paragraph, shall be corrected and amended to include an excerpt from the letter written to the California Air Resources Board (CARB) starting at the third sentence:

A motion to accept the recommended changes to the letter was made and seconded. The change reads as follows:

"While the Harbor Safety Committee takes no position on endorsing the regulations, the Committee urges the Air Resources board to address two safety concerns:

1. That the regulations include a safety clause allowing the Captain or Operator of the vessel to revert to the previous fuel oil if the ship develops maneuvering problems after changing to low sulphur [sic] fuel oil. Many maritime regulations have a safety or seaworthy clause for the Captain or Operator. For example the ballast water regulations have such a clause in Public Resource Code Section 6.Section 71203

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2. That the regulation include a “phase-in” period for implementation. This will allow time to notify all affected vessels and give them an opportunity to fine tune their change-over procedures. Many regulations have a phase-in period.

The Committee further offers its assistance to the Board in acting as a ‘sounding board’ for proposed regulations that may impact safe vessel operations, particularly in confined waters such as San Francisco Bay.”

[New paragraph] The motion passed without further discussion. **Capt. Pinder** abstained from voting.

Page five, Prevention Through People Workgroup report: **Capt. Pinder** observed that no mention was made of **Brown’s** report on a recent resolution passed by the Navigation Safety Advisory Council (NAVSAC). A copy of that resolution is included here:

NAVSAC recommends that Rule 25 [d][i][ii] of the Inland Navigation Rules be amended to read:  
All non-power driven vessels of less than seven meters in length operating in navigable waters shall, if practicable, exhibit the lights prescribed in paragraph a or b of this rule, but if she does not, she shall exhibit one all-round white light of one mile visibility.

A motion to accept the minutes, as corrected, was made and seconded. It passed without discussion or dissent.

### Comments by the Chair – Lundstrom

- The next National HSC conference will be held in Washington, D. C., April 26<sup>th</sup> through 28<sup>th</sup>, 2006. One goal is to give attendees a chance to raise important issues with their Congressional representatives. **Lundstrom** has contacted the sponsors of the conference to see if there are joint issues of concern among the local HSC’s. It might be useful to develop unified presentations on issues of common concern. There will be more discussion at the January meeting.
- **Capt. Peers** is a new member of the Tug Escort Workgroup. His expertise will be valued as the workgroup deals with the ongoing issue of state regulation of chemical tankers.
- A staff person from CARB attended a meeting of the Navigation Workgroup and was impressed by the expertise of the group. CARB is open to the idea of the HSC as a sounding board for safety issues. This type of outreach to other bodies affecting local maritime safety is a good role for the HSC.

### Coast Guard Report – Captain Uberti

**LtCmdr Sargent** read from reports that were attached to the minutes.

**Capt. Uberti** said that Homeport, USCG’s new web portal, would be operational in January. Homeports main purpose is to enhance security and environmental communication. **Capt. Uberti** encouraged people to register to get full benefit from the web portal. The address is: <http://homeport.uscg.mil>.

**Capt. Pinder** said that USCG efforts to educate crab fishermen had worked out well this season. Problems with sodium vapor work lights have been easily resolved.

**Capt. Bob Reynolds**, one of the public attendees and a Chevron employee, asked if Sector San Francisco kept reports on trends in casualties. After a brief discussion of what type of data was being sought, **Capt. Uberti** said that there would be a trend report on loss of propulsion casualties for the January meeting.

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## Clearinghouse Report – Alan Steinbrugge

**Steinbrugge** read from a report that was attached to the minutes.

## OSPR Report – Coyne

- OSPR is looking for someone to serve as an alternate barge operator representative to the HSC. The deadline for applications is January 13<sup>th</sup>, 2006.
- **Ron Chamberlain**, Port of Benicia, was sworn to service on the HSC as a port authority representative. **Alan Miciano**, General Steamship, was sworn to service as a dry cargo alternate representative.
- OSPR is investigating two escort incidents. One involved a failure to notify the clearinghouse and the other was a bollard pull certification issue.
- The budget change proposal to fund the Physical Oceanographic Real Time System (PORTS) is dead. OSPR will restructure its secretariat contract with the Marine Exchange to keep PORTS running till the end of May. The California Department of Boating and Waterways will be able to contribute money for June and July.
- **Lisa Curtis**, Acting Administrator OSPR, sent a letter to CARB regarding their proposed regulations. The letter advised CARB of the role played by OSPR and the state HSC's regarding "oversight of the safe operation of ocean going vessels." The letter recommended that CARB sponsor a "navigational risk and hazard analysis" before implementing regulations.

**Lundstrom** asked if our HSC was the only one to comment. **Coyne** said that the option to reply was left open to all HSC's. He said that **Curtis's** letter advised CARB that they might expect separate correspondence from HSC's.

**Capt. Bayer** commented on inaccuracies in a recent newspaper article about the regulations. **Lundstrom** advised all members of the committee, and other interested parties, to contact the newspapers and express their point of view.

**Wheaton** said that **Al Storm**, OSPR, had led a discussion of the Brown Act at a recent meeting of the Los Angeles/Long Beach HSC. The discussion had particularly covered the participation of Federal government members in the HSC's. **Lundstrom** said that there had been extensive discussion during the last revision of the by-laws. She said that it might be a good time to review the situation because of recent turnover among Federal members.

## NOAA Report – Wheaton

- There is a new edition of chart 18650.
- The operational concept governing chart updates will focus on commercial waterway charts first.
- Navigational Response Team (NRT) 6 will be back in the Bay Area in January 2006.

**Wheaton** responded to questions:

- **Wheaton** had not participated in any working group touching on issues regarding the Union Pacific Railroad Bridge in Suisun Bay. He would like to do in the future so that appropriate notation can be added to the charts and *Coast Pilot*.

**Lundstrom** encourage everyone to contact **Wheaton** with ideas for priorities.

**Wheaton** resumed his report:

- The *Coast Pilot* is continuously updated through *Local Notices to Mariners*. He said that NOAA is looking to publish their information on the internet with pop-up links between the *Coast Pilot* and the charts.

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## COE Report -- Dwinell

**Dwinell** read from a written report that was attached to the minutes.

**Dwinell** responded to questions:

- Redwood City would be dredged at the end of December 2005.

There was a discussion of the organization of regional COE management for various projects. **Dwinell** said that the process is partly driven by sponsors of projects. **Cardoza** said that the COE is generally organized by watershed, with the San Francisco district controlling the bay and regional coast but not the delta - which is controlled by the Sacramento district. **Cardoza** said that the COE had institutional reasons to try and balance workflow between adjacent districts to prevent budgetary reductions in force and loss of local expertise. The San Francisco district should be the first point of contact for most in the region.

## State Lands Commission Report – Leverich

- There were 295 transfers of which forty-eight percent were monitored. Eleven million barrels were loaded and nineteen million barrels were discharged.
- There were two minor spills
- The next customer service meeting will be in February.
- The Valero Selby facility was nearly finished constructing a truck-chute entry system after a recent bomb scare.

## Water Transit Authority (WTA), Technical Advisory Committee Report – Cardoza

**Cardoza** read from a report that is attached to the minutes.

## Bay Area Water Trail – Sara Polgar

**Lundstrom** introduced **Polgar** to the HSC and others in attendance. **Lundstrom** provided a brief background on the HSC's interest in the safety issues of the water trail and the paddle sports community described in previous minutes. **Polgar** has already met with **Lundstrom** and **Brown**.

**Polgar** gave a report on the structure and phases of the water trail planning process:

- BCDC is the lead agency solely tasked with planning a process to create operational, management, and public education policies for the water trails. At the same time, BCDC is to work with the Coastal Conservancy, Association of Bay Area Governments (ABAG), the HSC, and others, to collaboratively plan guidelines.
- The process will work out in three stages. Currently the process is in stage one, which involves the collection of background information and the identification of issues, users, and stakeholders.
- The second stage will involve scheduled public meetings, workgroups, solicitation of feedback, and milestone briefings.
- The third stage will involve the written recommendations for presentation to BCDC and the Coastal Conservancy.
- The HSC will have direct input into, and monitoring of, the process since **Brown** is a member of the steering committee guiding the process. **Polgar** will also provide regular updates at HSC meetings and participate in meetings of the Navigation workgroup and Prevention Through People workgroup.

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**Lundstrom** said that it was a good thing that the HSC was in on the ground floor of the process. She said that USCG would have the opportunity to discuss security concerns through their representation in the HSC workgroups. **Lundstrom** reminded everyone that workgroup meetings are open to all who wish to attend.

## **Tug Escort Workgroup – Capt. Henning**

**Capt. Henning** read from a report that was attached to the minutes. Of particular interest were recommendations to change bollard pull testing regulations that would require a vote of the HSC.

**Lundstrom** said that OSPR had requested a formal vote on the proposed changes to indicate that the HSC understood the proposed changes and agreed with the process that would create “draft language with OSPR” per **Capt. Henning’s** report.

**Capt. Bonebakker** said it was a good thing that the regulations were adjustable according to lessons learned over time. He supported the HSC’s collaborating at the state level to create common standards.

There was no further discussion. A motion was made, and seconded, to endorse the proposals and process described in the attached report. The motion passed unanimously.

**Lundstrom** drew the HSC’s attention to the second part of **Capt. Henning’s** report regarding proposed state regulation of chemical tankers. She thanked the workgroup for their efforts to date and asked them to stay on top of the process.

## **Navigation Workgroup – Capt. Pinder**

Nothing to report.

## **Ferry Operations Workgroup – Davey**

- The last meeting of the workgroup had been very well attended. The number one topic was discussion of ferry routing and communications protocols.
- The workgroup is in the process of conducting briefings and outreach to operational personnel at the ferry companies including private companies like Blue and Gold and Red and White.
- Vessel Traffic Service (VTS), Sector San Francisco; has created a web site to hold information and models created by Scott Humphrey in collaboration with the *ad hoc* workgroup on ferry routing and protocols. That information can be found at: <http://www.uscg.mil/D11/vtssf/Training/special/trp/trp.htm>.
- The Water Transit Authority (WTA) has provided funding to create further models of the proposed routing protocols. Those models should be created by the end of January.
- The next meeting of the workgroup is scheduled for February 3<sup>rd</sup>. The agenda will be to discuss and collate work done since the last meeting. It is a goal for that meeting to begin to create an outline report of completed work and steps forward to present to the HSC in March.

## **Prevention Though People Workgroup – Brown**

- The workgroups new project is to create warning decals to place on rental kayaks and canoes destined to be used on the Bay. The decals will warn the renters that they are essentially invisible to other mariners in larger vessels; that larger vessels are moving much faster than they appear to; and that it is up to the paddlers to be alert and to keep a look out. The goal is to have the decals ready by March for the start of the spring rental season.

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- The workgroup was working with sponsors of the annual lighted boat parade in the Oakland estuary to make them aware of the new requirement that they have visible 360 degree lights. **Capt. Uberti** and the Department of Boating and Waterways were helping.

## **Physical Oceanographic Real Time System (PORTS) Workgroup – Steinbrugge**

- The infusion of new money from the state will help to get the system back on line and up to standards. The Richmond tidal station has been pulled and will be reinstalled to a new location when the money is available.
- The process of installing a current sensor at the Tesoro Amorco dock continues.

**Steinbrugge** responded to questions:

The phone company has recently changed standards which means the old modems don't work anymore. There is money in the new budget to buy new modems and the data will be available after they are installed.

## **Public Comment**

It was announced that the next TAC meeting would be at 0930 January 17<sup>th</sup> at Pier One, Port of San Francisco.

## **Old Business**

**Cmdr. Loebel** said that the Sector was beginning to prepare its new mass mailing on the marine event process for the coming year. He said that now was the time for the HSC to get involved. **Lundstrom** asked the Navigation and Prevention Through People workgroups to take up the task. **Cmdr. Loebel** said there could be a meeting if there were hot issues; otherwise comments were due by January 15<sup>th</sup>.

## **New Business**

There was none.

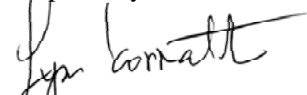
## **Next Meeting**

**Lundstrom** said the next meeting of the HSC would be at 1000, January 12th, at the Port of Richmond.

## **Adjournment**

A motion to adjourn was made and seconded. There was no discussion. The motion passed without dissent. The meeting adjourned at 1200.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

# USCG SECTOR SAN FRANCISCO

## PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

**November-05**

### PORT SAFETY CATEGORIES

TOTAL

1. Total Number of Port State Control Detentions for period: SOLAS (0), MARPOL (0), ISM (0), ISPS (2)	<b>2</b>
2. Total Number of COTP Orders for the period: Navigation Safety (0), Port Safety & Security (1), ANOA (0)	<b>1</b>
3. Marine Casualties (reportable CG 2692) within SF Bay: Allison/Collision (1), Fire (1), Grounding (0), Sinking (0), Steering (0), Propulsion (1), Personnel (1), Other (3)	<b>7</b>
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation Radar (2), Steering (0), Gyro (1), Echo sounder (0), AIS (2), AIS-835 (0)	<b>5</b>
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay	<b>0</b>
6. Significant Waterway events or Navigation related cases for the period:	<b>1</b>
7. Maritime Safety Information Bulletins (MSIBs): 05-25	<b>1</b>
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>27</b>

### MARINE POLLUTION RESPONSE

TOTAL

Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	<b>31</b>
<b>* Source Identification</b> (Discharges and potential Discharges):	
Deep Draft Commercial Vessels	<b>2</b>
Facilities (includes all non-vessel discharges)	<b>2</b>
Military/Public Vessels	<b>0</b>
Commercial Fishing Vessels	<b>2</b>
Other Commercial Vessels	<b>2</b>
Non-Commercial Vessels (e.g. recreational vessels)	<b>3</b>
Unknown Source (as of end of the period)	<b>11</b>
Storm Drain Runoff / Vehicle (vehicle accident)	<b>7</b>
<b>*Spill Information</b>	
Unconfirmed	<b>11</b>
No Actual Spill	<b>3</b>
Pollution Cases Requiring Clean-up	<b>11</b>
Federally Funded Clean-up Cases (OSLTF-(2) / CERCLA-0)	<b>2</b>
<b>Oil Discharge and Hazardous Materials Release Volumes by Spill Size Category:</b>	
1. Spills < 10 gallons	<b>11</b>
2. Spills 10 - 100 gallons	<b>4</b>
3. Spills 100 - 1000 gallons	<b>2</b>
4. Spills > 1000 gallons	<b>1</b>
<b>Total Oil Discharge and/or Hazardous Material release volumes (And by vessel type):</b>	<b>5,388</b>
1. Estimated spill amount from deep draft vessels:	<b>130</b>
2. Estimated spill amount from commercial vessels:	<b>37</b>
3. Estimated spill amount from recreational vessels:	<b>200</b>
4. Estimated spill amount from facilities / shore side point discharge:	<b>5,020</b>
5. Estimated spill amount from unknown sources:	<b>1</b>
<b>ENFORCEMENT ACTION:</b>	

Marine Violation (MV) Cases for Period	0
Notice of Violations (TKs)	7
Letters of Warning	6

## \*\* SIGNIFICANT PORT SAFETY & SECURITY (PSS) CASES \*\*

### \* A. MARINE CASUALTIES - PROPULSION / STEERING

**1. Marine Casualty - Loss of Propulsion, M/V PANAGIA TINOU, Panama (29 Nov):** Vessel was unable to gain propulsion after mooring lines had been released from OAK 37. Tug was on-scene & 3 others arrived to assist. Vessel was routed to A8 after propulsion was regained. Problem was found to be faulty solenoid valve in air start system. Valve was replaced & main engine started with no problems. CG Form 2692 requested & received. Vessel cleared to sail.

### \* B. MARINE CASUALTIES - VESSEL SAFETY CONDITIONS

**1. Marine Casualty - Fire, USNS HENRY J. KAISER, United States (05 Nov):** Received report that vessel caught fire around noon when a shore power cable shorted and ignited several wooden pallets on dock adjacent to vessel. Alameda Fire Department extinguished fire. Vessel was found to be undamaged.

**2. Marine Casualty - Allision, Tug MUDCAT, United States (07 Nov):** Vessel was downbound on Sacramento River enroute Mare Island with 2 construction barges (one in tow, one being pushed ahead). The barge ahead had 2 spuds in the up position during transit. These spuds struck the Union Pacific RR Bridge while passing beneath bridge. Vessel backed away from bridge, alliding with bridge fendering system. Bridge operator notified VTS of allision. CG Investigator and UP Railroad Bridge personnel inspected bridge, tested bridge operations, and deemed bridge operable. Bridge's walkway and fendering system were minimally damaged; barge's spuds were bent and rendered inoperable. Alcohol/drug testing were conducted on vessel crew after vessel moored at Mare Island. CG Investigators are continuing with investigation.

### \* C. COAST GUARD - GENERAL SAFETY/SECURITY CASES

**1. NAVIGATION SAFETY - LOD, M/V AVRA, Greece (04 Nov):** Vessel was inbound with an inoperable gyrocompass. Vessel noticed 12 degree gyrocompass error while inbound 1 NM west of Mile Rock. Vessel transited safely and anchored at A8. Letter of Deviation (LOD) issued requiring repair prior to departure from San Francisco Bay.

**2. NAVIGATION SAFETY - LOD, M/V KEN OCEAN, Liberia (04 Nov):** LOD issued for inoperable 12 cm radar requiring repair prior to departure from San Francisco Bay.

**3. SECURITY PLAN - M/V TOKYO EXPRESS, Germany (14 Nov):** Vessel discovered a stowaway on 12 Oct 2005 after departing the Port of Oakland for Yokohama, Japan. Sector SF noted in CG database that vessel is to conduct a security audit upon its next US port call. On 14 Nov 2005 when M/V TOKYO EXPRESS returned to the Port of Oakland, Sector SF issued a COTP Order requiring the vessel's Recognized Security Organization to conduct an audit of its Security Plan prior to the vessel's departing the Port of Oakland. Audit was completed and COTP Order was rescinded on 15 Nov 2005.

**4. NAVIGATION SAFETY - LOD, M/V APL CHINA, Singapore (29 Nov):** A Letter of Deviation was issued for a non-operational 10 cm radar. The vessel is scheduled to have repairs made while in Sector San Francisco area of responsibility.

## SIGNIFICANT MARINE ENVIRONMENTAL RESPONSE (MER) CASES:

**1. OFFSHORE OIL RELEASE - M/V MOL THAMES, Panama (10 Nov):** The vessel discharged approximately 100 gals of light lube oil, 22 miles off the Monterey Coast. The discharge was due to an equipment failure of the lube oil cooler, which was secured upon discovery. Because of the sea state and location, Sector and Cal Fish and Game determined that the discharge was non-recoverable. A Notice of Violation was issued to the vessel.

**2. ANCH 9 OIL RELEASE - T/V BALTIC CHIEF, Cyprus (12 Nov):** The vessel discharged approx 20 liters of fuel oil at Anchorage 9 in SF Bay while conducting bunkering operations with fuel barge PEBBLE BEACH. Bunkering Ops secured. Sector investigated & determined cause to be tank burp that discharged oil out of deck vent & into SF Bay. COTP Order 05-062 was issued requiring Letter of Undertaking to cover Notice of Violation amount, a CG 2692, and the oil to be cleaned from hull prior to vessel's departure. Requirements for COTP Order were met & Order rescinded.



**3. JET FUEL SPILL, Oakland Airport (10 Nov):** A fuel truck struck a cement post causing 5,000 gallons of jet fuel to spill onto the pavement at Oakland International Airport. 14,000 gallons could have spilled, however, the leak was stopped after the 5,000 gallons had discharged. Approximately 200 gals of fuel leaked into the storm drain and was recovered in the catch basin by a clean-up contractor.

## SIGNIFICANT PORT SAFETY INFORMATION or EXERCISES

**1. Maritime Safety/Security Information Bulletin 05-25 (16 Nov): "Deployment of Homeport Internet Portal and Homeport User Registration Guidance"** - MSIB was issued to inform the maritime community of the Coast Guard's newest tool for providing information and service to the public over the internet. Homeport is the Coast Guard's primary communication tool to support the sharing, collecting, and dissemination of Sensitive But Unclassified (SBU) information, to include Sensitive Security Information, For Official Use Only, and Law Enforcement Sensitive. Through this portal, the public is able to access information related to Marine Safety, Security, and Environmental Protection missions including but not limited to regulations, policy, publications, and forms. The public can also access information specific to a chosen COTP Zone by choosing the "Port Directory" tab and the appropriate location from the drop down menu.

## VTS Vessel Transit Stats

<b>Transits include: all inbound, outbound &amp; intrabay transits</b>	<b># Transits Last month</b>	<b># Transits this month</b>	<b>Pct chg fm last month</b>	<b># Transits a year ago</b>	<b>Pct chg fm a year ago</b>
<b>Vessel Category</b>	<b>Oct-05</b>	<b>Nov-05</b>		<b>Nov-04</b>	
<b>PUBLIC</b> (incl ACOE, Research, USCG, Naval etc.)	177	412	133%	178	131%
<b>TANKER</b> (incl: ITB's)	218	165	-24%	197	-16%
<b>CARGO</b> (incl container, bulker, & freight vsls)	980	405	-59%	560	-28%
<b>TUGs with TOWS</b> (incl: ATB's and tank barges)	2149	1994	-7%	2597	-23%
<b>FERRIES</b> (incl both commuter and bay cruise ferries)	7098	5918	-17%	6235	-5%
<b>MISC</b> (incl: school ships, recreation, fishing, & unknown vsls)	1491	1516	2%	304	399%
<b>PASSENGER</b> (incl cruise ships, and smaller charter vessels)	209	101	-52%	108	-6%
<b>TOTAL vsl transits</b>	<b>12322</b>	<b>10511</b>	<b>-15%</b>	<b>10179</b>	<b>3%</b>

# San Francisco Bay Clearinghouse Report For November 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	70		51
Tank ship movements & escorted barge movements	330		279
Tank ship movements	213	64.55%	155
Escorted tank ship movements	95	28.79%	76
Unescorted tank ship movements	118	35.76%	79
Tank barge movements	117	35.45%	124
Escorted tank barge movements	59	17.88%	60
Unescorted tank barge movements	58	17.58%	64
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	1		1

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	214		301		0		174		689	
Unescorted movements	103	48.13%	162	53.82%	0	0.00%	85	48.85%	350	50.80%
Tank ships	76	35.51%	115	38.21%	0	0.00%	54	31.03%	245	35.56%
Tank barges	27	12.62%	47	15.61%	0	0.00%	31	17.82%	105	15.24%
Escorted movements	111	51.87%	139	46.18%	0	0.00%	89	51.15%	339	49.20%
Tank ships	68	31.78%	89	29.57%	0	0.00%	54	31.03%	211	30.62%
Tank barges	43	20.09%	50	16.61%	0	0.00%	35	20.11%	128	18.58%

### 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 2005

## San Francisco Bay Region Totals

			<u>2004</u>
Tanker arrivals to San Francisco Bay	724		690
Tank ship movements & escorted barge movements	3,698		3,229
Tank ship movements	2,191	59.25%	1,869
Escorted tank ship movements	1,025	27.72%	917
Unescorted tank ship movements	1,166	31.53%	952
Tank barge movements	1,507	40.75%	1,360
Escorted tank barge movements	752	20.34%	703
Unescorted tank barge movements	755	20.42%	657
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	15		24

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	2,292		3,404		0		1,899		7,595	
Unescorted movements	1,070	46.68%	1,777	52.20%	0	0.00%	907	47.76%	3,754	49.43%
Tank ships	742	32.37%	1,152	33.84%	0	0.00%	505	26.59%	2,399	31.59%
Tank barges	328	14.31%	625	18.36%	0	0.00%	402	21.17%	1,355	17.84%
Escorted movements	1,222	53.32%	1,627	47.80%	0	0.00%	992	52.24%	3,841	50.57%
Tank ships	709	30.93%	964	28.32%	0	0.00%	523	27.54%	2,196	28.91%
Tank barges	513	22.38%	663	19.48%	0	0.00%	469	24.70%	1,645	21.66%

### 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.



<http://www.dfg.ca.gov>  
1700 K Street, Suite 250  
Post Office Box 944209  
Sacramento, California 94244  
(916) 327-9946



December 1, 2005

To: Parties Interested in Serving on the San Francisco Bay Region Harbor Safety Committee

Subject: Harbor Safety Committee Vacancy

The Office of Spill Prevention and Response (OSPR) is announcing an opening on the Harbor Safety Committee for an alternate member representing **barge operators**. The vacancy was created by the retirement of Mr. Ern Russel of Foss Maritime Company.

Qualified persons representing barge operators located in the San Francisco Bay Area are encouraged to apply. Internet site <http://www.dfg.ca.gov/ospr/forms/miscforms/appform.pdf> contains a printable Harbor Safety Committee application. Applicants must complete this form and attach a current resume which indicates their qualifications. Also, provide a copy of your U.S. Coast Guard Merchant Marine Deck Officer's License, if using such a license to qualify. Mail application materials to:

Mr. Michael Coyne  
Office of Spill Prevention and Response  
P.O. Box 944209  
Sacramento, California 94244-2090

The vacancy will be announced at the December 8, 2005, Harbor Safety Committee meeting, and the informational materials for that meeting will include a copy of this announcement.

Applications for the position must be post marked no later than **January 3, 2005**. OSPR intends to appoint the new member at the January 12, 2006, Harbor Safety Committee meeting in Richmond.

Questions regarding the position, requirements or the application process may be directed to Mr. Michael Coyne at: the above mailing address, e-mail address [mcoyne@ospr.dfg.ca.gov](mailto:mcoyne@ospr.dfg.ca.gov), or telephone number (916) 324-5659. We look forward to hearing from qualified applicants.



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>  
1700 K Street, Suite 250  
Sacramento, CA 95814  
Telephone: (916) 445-9338



December 6, 2005

Mrs. Barbara Riordan  
Interim Chairperson  
California Air Resources Board  
1001 I Street  
Sacramento, California 95814

Dear Mrs. Riordan,

The Department of Fish and Game, Office of Spill Prevention and Response (OSPR), wishes to comment on the California Air Resources Board's (CARB) proposed regulation entitled "Emission Limits and Requirements for Auxiliary Diesel Engines and Diesel-Electric Engines Operated on Ocean-going Vessels within California Waters and 24 Nautical Miles of the California Baseline" (Title 13 CCR § 2299.1). We understand that the comment period will close following the public hearing scheduled for December 8, 2005.

According to Government Code, Title 2, Section 8670.7 the Administrator of the OSPR has the primary authority to direct prevention and response efforts with regard to any oil spill in the marine waters of the State. This responsibility carries with it oversight of the safe operation of ocean going vessels.

The OSPR sponsors California's five Harbor Safety Committees (HSCs) created by Government Code, Title 2, Section 8670.23. Among other duties, the HSCs are tasked with reviewing proposed federal, State or local regulations that may impact the safe navigation of vessels in marine waters. If warranted, the HSCs make recommendations for amendments to a proposed regulation and/or makes recommendations to the Administrator of OSPR to improve safe navigation. The Administrator of OSPR must rely on the expertise provided by the members of the HSCs, and be guided by their recommendations in making decisions that relate to navigation safety. In addition to making the following comments, OSPR advises the CARB that additional comments are being sent by the HSCs under separate correspondence.

Our office is concerned that your proposed regulation, in its present form, may interfere with navigational safety. When shifting fuels, such factors such as contamination, equipment failure and human error can suddenly cause a vessel to lose propulsion and steering in the heavily congested traffic and confined waters of California's harbors.

Mrs. Barbara Riordan  
Page Two  
December 6, 2005

Prior to implementation of the proposed regulation, we recommend that CARB sponsor a navigational risk and hazard analysis. This analysis should include, but not be limited to, the risks to environmental resources by vessels subject to the proposed regulation. The regulation should then be amended to minimize any risk or hazard identified by the analysis.

I commend CARB for taking the proactive measures to better the air quality standards in the State of California. We wish to work closely with CARB and we offer our technical knowledge and understanding of the maritime industry in hopes of achieving the best achievable protection of California's natural resources.

If the OSPR can be of any assistance during this regulatory process or the CARB needs additional information on our comments, feel free to contact Mr. Ted Mar, Marine Safety Branch Chief, at telephone number (916) 323-6281 or by email [tmar@ospr.dfg.ca.gov](mailto:tmar@ospr.dfg.ca.gov).

Sincerely,



Lisa Curtis  
Acting Administrator  
Office of Spill Prevention and Response

Enclosures

cc: Ted Mar  
Office of Spill Prevention and Response  
Marine Safety Branch  
Sacramento, California

# Harbor Safety Committee

of the San Francisco Bay Region

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

November 20, 2005

Clerk of the Board  
California Air Resources Board  
1001 'I' Street, 23<sup>rd</sup> Floor  
Sacramento, CA 95814

**Re: Proposed Emission Limits for Auxiliary Diesel and Diesel-Electric Engines  
on Ocean-going Vessels Within California Waters**

Dear Sirs:

The proposed Air Resources Control Board regulations for emission limits were recently brought to the attention of the San Francisco Harbor Safety Committee (HSC). The Committee was established by state legislation in 1991 to make recommendations to prevent maritime accidents in the Bay Region. The twenty-member HSC is composed of a wide group of the maritime community, including the Port authorities, state and federal government, recreational boaters, and an environmental representative. San Francisco Bay is the fourth busiest port in the nation relative to oil shipments, so we are vitally concerned with safety.

The HSC Navigation Work Group met on October 25, 2005 with two representatives of the Air Resources Board to discuss the pending regulations relative to the safe operation of ships. The concerns of the Work Group were forwarded to the full Harbor Safety Committee for discussion at our regular monthly meeting of November 10.

After discussion, the San Francisco Harbor Safety Committee unanimously voted as follows:

"While the Harbor Safety Committee takes no position on endorsing the regulations, the Committee urges the Air Resources Board to address two safety concerns:



1. That the regulation include a safety clause allowing the Captain or Operator of the vessel to revert to the previous fuel oil if the ship develops maneuvering problems after changing to low sulphur fuel oil. Many maritime regulations have a safety or seaworthy clause for the Captain or Operator. For example, the ballast water regulations have such a clause in Public Resources Code Section 6, Section 71203.
2. That the regulation include a "phase-in" period for implementation. This will allow time to notify all affected vessels and give them an opportunity to fine tune their change-over procedures. Many regulations have a phase-in period.

The Committee further offers its assistance to the Board in acting as a 'sounding board' for proposed regulations that may impact safe vessel operations, particularly in confined waters such as San Francisco Bay."

Thank you for your consideration.



Joan Lundstrom, Chair  
San Francisco Harbor Safety Committee

Cc: Peggy Taricco, Manager, Technical Analysis Section, California Air Resources Board

Lisa Curtis, Acting Administrator, Office of Spill Prevention and Response

Captain William Uberti, U.S. Coast Guard Captain of the Port

Commander Gordon Loebel, U.S. Coast Guard Waterways Management

San Francisco Harbor Safety Committee

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

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

**December 8, 2005**

**1. CORPS 2006 O&M DREDGING PROGRAM**

The FY 2006 budget has been signed. We are planning for our FY 2006 projects.

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

- a. **Main Ship Channel** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at SF-08 and off Ocean Beach. Dredging is scheduled to start mid May.
- b. **Richmond Outer Harbor and Southampton Shoal** – Scheduled to be dredged with the government dredge “Essayons” and will be disposed at the Alcatraz dredged Material Disposal Site (SF-11). Dredging is scheduled to start first part of June.
- c. **Richmond Inner Harbor** – The Corps is preparing a contract to dredge this material. The material is scheduled to go to the Ocean. Hamilton was considered as an alternate disposal site, but it will not be ready with the off loader by the time this project is dredged. Corps plans to issue a new contract for this project.
- d. **Oakland Outer and Inner Harbor** – The Corps plans to issue a new contract for the Oakland maintenance material this year. Material is scheduled to go to the Ocean.
- e. **Suisun Bay Channel** – The government dredge “Yaquina” started Pinole Shoal on approximately October 1, 2005 and then continued on to dredge the Suisun Bay Channel and New York Slough. Because the “Yaquina” was not able to finish Pinole Shoal, Suisun Bay Channel and New York Slough, the Corps was able to get some additional days on the government dredge “Essayons” to complete these projects. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start in June or July. Material is likely to be disposed of in bay.
- f. **Pinole Shoal** – The “Yaquina” started dredging Pinole Shoals on October 1, 2005. The “Yaquina” was not able to complete this project and approximately 60,000 cubic yards remained to be dredged. Because the “Yaquina” was not able to complete this project, the Corps was able to get some additional days on the government dredge “Essayons” to complete this project. The “Essayons” started dredging on November 7,

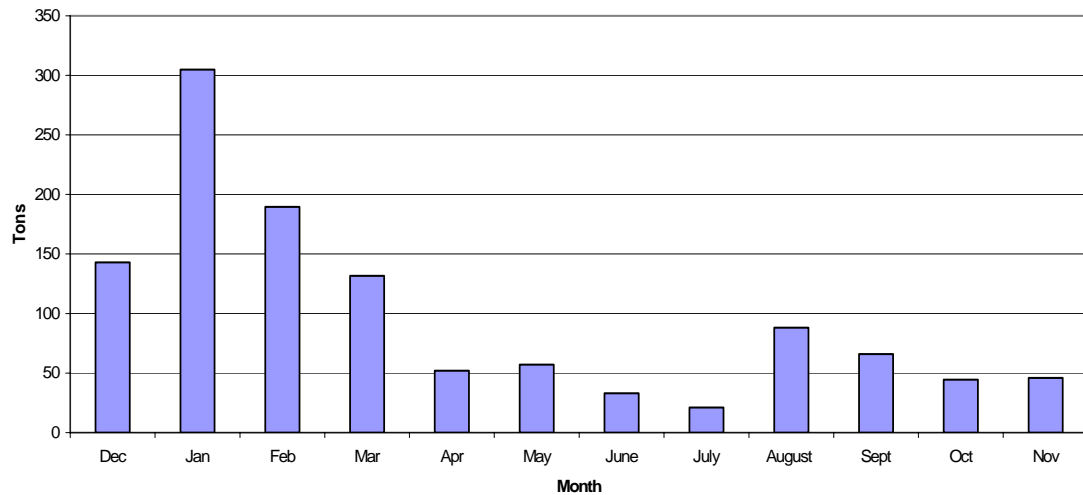
2005. Corps plans to combine Pinole Shoal and the Suisun Bay Channel in a single contract this year. We plan to award this contract in the June 2006 timeframe. Dredging should start in June or July. Material is likely to be disposed in bay.

- g. Redwood City** – Corps performed full testing on this material in FY05 – The Corps was able to reprogram approximately \$1,300,000 in funds in order to start dredging Redwood City in FY05. The contract was awarded to Dutra on September 13 and the notice to proceed was issued on September 23. Dutra started dredging Redwood City on October 31, 2005. The contractor is scheduled to complete this project before the end of December. The Corps consulted with the National Marine Fishes Service (NMFS) to allow dredging to continue into December. However, one issue remains, NMFS placed a 390,000 cubic yard limit on this project and contractor has been dredging some unpaid over depth. The Corps is working with the contractor to stay under the 390,000 cubic yard limit.
- h. San Bruno Shoal** – The San Bruno Shoal is officially part of the Redwood City Project. This area does not normally require dredging. However, this year it has shoaled and is limiting access to the rest of the project. This area was not included in the Redwood City Contract. To alleviate this problem, the Corps was issuing a contract to perform a knockdown in this area. However, the area has continued to shoal and it appeared that a knockdown would not be effective. Therefore, the Corps had the government dredge “Essayon” dredge this material and take it to SF-10 and SF-11.

## **2. DEBRIS REMOVAL**

The total tonnage of debris collected on the San Francisco Bay for November 2005 was 46 tons; this is up from the 45 tons collected in October 2005. Item of interest was the 30 foot sunken vessel on the bottom behind the Sequoia dock near Rodeo. It was not in the channel and it was not moving. There were also a few weather testing instruments.

Debris Removal  
2004/2005



### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

#### a. Oakland 50-ft –

The project goals are to get the Outer Harbor down to 46 feet first, then to get the Inner Harbor down to 46 feet. After the 46 foot depth is achieved, then we will take the project down to the 50-foot depth. By phasing the project in this way the project sponsor will get a greater utilization until the 50-foot depth is achieved. We continue to make progress, but there have been some delays. The Corps has four contracts underway. The first contract is for the containment structure for middle harbor. This contract should complete in the next several weeks. The second contract is the dredging contract. It combined the dredging of the Outer Harbor to an interim depth of 46 feet and the Inner Harbor to an interim depth of 46 feet. This contract is complete. We dredged approximately 3,400,000 cubic yards or more under this contract. The third contract is a marine construction contract for the last phase on the Inner Harbor Turning Basin. This contract is scheduled to complete this summer.

The Corps awarded an additional contract. This one is to deepen the entrance channel to 50 feet. This material is scheduled to go to the Montezuma Wetlands Restoration Project. This contract was awarded on October 18, 2005. Dredging under this contract should start after the first of the year.

The Corps is preparing to award another contract in March to dredge the remainder of the project in the Inner and Outer Harbors from 46 feet to 50 feet. This contract is expected to take approximately two years to compete.

There is approximately 48 million dollars in the budget for this year.

#### **4. EMERGENCY (URGENT & COMPELLING) DREDGING**

There has been no emergency dredging in FY 2005 and the Corps is working hard in its dredging program to try to eliminate the need for emergency dredging. For example, in FY 2004 we continued to perform advanced maintenance in the Suisun Channel at Bull's Head Reach. However, we did perform a knockdown on a shoal in the Redwood City Channel.

#### **5. OTHER WORK**

##### **San Francisco Bay to Stockton**

##### **Project continues to move forward**

The San Francisco District is looking at a General Re-evaluation Report (GRR) to deepen the John F. Baldwin Ship and Stockton Deep Water Ship Channels. This would be only 1 or 2 feet. Division has given ok to proceed with study. The Corps received approximately \$250,000 for this project in FY 05. For FY06 there is approximately \$200,000 in the budget and another \$67,000 is scheduled to be provided by the sponsor under the cost share. The Corps has finalized the scope for the full General Re-evaluation Report (GRR) and we have completed the Project Management Plan. The Project Management Plan and the Design Agreement were approved by the Port of Stockton's Board on April 5, 2004. Contra Costa County has existing agreement in place with the Port of Stockton that they can utilize for this project. The goal is to complete the GRR by 2007. The San Francisco District has brought in the Corps Engineer Research and Development Center (**ERDC**) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. The hydrographic survey has been completed and a salinity model for the non project condition has been completed and we are planning to complete the salinity model for the 40 foot project condition by January 2006. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. We were able to reprogram some funds which enabled us to complete this work. We are looking at how to address the areas of low dissolved oxygen and agriculture runoff for portions of this project.

The San Francisco District is working with the Sacramento District to help develop a Long Term Management Strategy (LTMS) the dredging and disposal of dredged material for the Delta. We have met with the agencies that developed the San Francisco Bay LTMS to see the best way to go about this and to learn from their experiences. There is approximately \$225,000 in the budget for the Delta LTMS in the budget this year. The Project Manager for the Delta was in the Sacramento District, but this position has been moved to the San Francisco District. The Port of Stockton and Contra Costa County have been incorporated into the LTMS group. The Division will have a Project Manager to coordinate all of the Corps issue in the Delta.

##### **Sacramento River Deep Water Ship Channel Deepening**

**Status – Project has continued to move forward at a slow pace. The Sponsor was able to come up with approximately \$50,000 to continue this project.**

The San Francisco District has taken over the Sacramento River Deep Water Ship Channel Deepening Project from the Sacramento District. This project is looking to continue the authorized deepening project of the channel from 30 feet to 35 feet. The Corps has received approximately \$350,000 for this year. The Corps developed a Project Management Plan (PMP) and the Port concurred to initiate the study in July 2002. We are doing a Limited Re-evaluation Report (LRR) that focuses on economics and updating the environmental documentation. The studies should take approximately 24 months. We are continuing to work on this project. We have awarded the contract for the salinity model and have received the draft report. The initial estimate is we will need capacity to dispose of approximately 6.5 million cubic yards of material. In reviewing the project we have had to reestablish the channel location and the review shows that some portions of the channel were never built to the required specifications. The San Francisco District has brought in the Corps Engineer Research and Development Center (ERDC) to address the issue of no return water from a dredge material disposal site that is being required by the Central Valley Regional Water Quality Control Board. We have developed a sampling and analysis plan (SAP) for sediment testing and it has been submitted to the Central Valley Regional Water Quality Control Board for review and approval. We have flown the orthophotos (corrected photo map) of the project while the vegetation was at a minimum. The data is being processed. The maps are due in May. The hydrographic survey has been completed. This project is not in this years budget.

### **Hydrographic Survey Update**

#### **Address of Corps' web site for completed hydrographic surveys**

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

Main Ship Channel – complete November 15, 2005

Pinole Shoals – complete November 19 & 20

Suisun Bay Channel and New York Slough – not complete

Redwood City – not complete

San Bruno Shoal – should be completed this week and posted on the web site

Survey crew is tied up with surveys on Oakland deepening and the Redwood City Contract.

## Memorandum

**Date:** December 8, 2005

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

**From:** Len Cardoza

**Subject:** Water Transit Authority Technical Advisory Committee Report

**Background:** The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "to develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation, Chapter 1011 of the Statutes of 1999 requires the formation of a Technical Advisory Committee (TAC) and sets the criteria for membership as follows:

- Members representing local, regional, state, and federal agencies, operating ground transportation agencies, and operating water transit agencies.
- Members representing fish and wildlife, recreational boating, private environmental protection entities, business, real estate development, architecture, urban planning, private sector vessel operators, and organized labor, as well as the public at large.

**Mission Statement:** As specified in the enabling legislation, the TAC will "assist and advise the Board in carrying out its functions."

### Roles of the TAC:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that were prepared in the development of the Implementation and Operations Plan and in future terminal and vessel construction and operation.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Information about the WTA can be found at: <http://www.watertransit.org>. Click onto "Meetings" for information about the TAC.

### Report:

1. Project Funding. Congress recently passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA). Assuming that adequate appropriations follow, SAFETEA, together with previous Federal allocations, will result in nearly \$20 million in Federal funding for the San Francisco Bay Area's regional ferry system. Local / regional funding should include an additional \$645 million for a total of \$665 million for the next 25 years.

(over)

2. New Terminals. The South San Francisco and Albany/Berkeley ferry terminal projects are moving forward. Both are currently in the planning / conceptual design phase, with service tentatively scheduled to start in 2008 and 2010, respectively.
3. Ferry Berthing / Maintenance Facility. The Bay Area Water Transit Authority is currently considering potential locations for the proposed ferry berthing / maintenance facility.
4. Fleet. The WTA has solicited bids for its first two 149 passenger ferries for the proposed South San Francisco – Oakland service.
5. Schedule. The current schedule reflects the WTA operating an existing ferry service by 2006 and a new ferry system by 2008. The WTA is currently seeking an Operations Manager for its future ferry service / fleet.
6. The next TAC will be meeting is scheduled on Jan 17 at Pier One, San Francisco. The specific timing and agenda are not yet available. The agenda is anticipated to include the status of the Regional Maritime Contingency Plan; an update on the proposed South San Francisco and Berkeley/Albany terminals and proposed ferry runs; vessel acquisition, etc.
7. Special thanks to Mark Kasanin, Wes Staratt, and Steve Castleberry for providing information for this report.



**December 8, 2005**

**Harbor Safety Committee Meeting**

**PRESENTATION: The San Francisco Bay Area Water Trail Project**

Sara Polgar, Project Manager, Tel: 415-352-3645, Email: [sarap@bcdc.ca.gov](mailto:sarap@bcdc.ca.gov)

(NOAA Coastal Management Fellow with the Bay Conservation and Development Commission)

**I. PROJECT BACKGROUND**

1. Water trail concept is, generally, a “series of access sites along a waterway.”
2. Water trail legislation (AB1296) adopted in October...
  - a. Directs BCDC to do the water trail planning to develop recommendations on policies, criteria and guidelines for appropriate location, design, operation and maintenance of the water trail.
    - i. The recommendations must also identify sensitive wildlife areas where access should be managed or prohibited, and describe an organizational structure and procedures for trail management and operation in a manner that advances navigational safety, protects wildlife and fosters environmental stewardship.
  - b. Places responsibility for implementation of the water trail on the California Coastal Conservancy in partnership with other agencies and organizations.
3. Final product is a set of recommendations on...
  - a. what the water trail should be
  - b. how it should be implemented and managed long term and by whom, and
  - c. policies for choosing where to have trailheads and how to design them

**II. PLANNING PROCESS**

1. Background work (August – December 2005)
2. Developing policy guidance (January 2006 – March 2007)
  - a. Convening public stakeholder meetings and focused workgroup sessions
  - b. Coordinating with stakeholder agencies and groups on issues through participation in these other organizations’ ongoing meetings and processes
  - c. Soliciting feedback on developing guidance through milestone briefings (made available to the public) and presentations at BCDC Commission and California Coastal Conservancy Board meetings
3. Preparation of final report (April – July 2007)
  - a. Writing and revising
  - b. Presentations to the BCDC Commission and the Conservancy’s Board and other agencies and organizations that are integral to the water trail

**III. HARBOR SAFETY COMMITTEE (HSC) & WATER TRAIL PLANNING PROCESS**

1. Direct input into the development of policy guidance through HSC representation (by Margot Brown) on the water trail stakeholder Steering Committee
2. Participation by Ms. Polgar in HSC meetings
  - a. Periodic updates to the Committee
3. Leveraging ongoing work of the Prevention Through People and Navigation Workgroups
  - a. Participation by Ms. Polgar in Workgroup meetings
  - b. Incorporating outreach messages and methods into water trail recommendations

## TUG ESCORT WORK GROUP

From: Fred Henning, Work Group Chair  
Subject: Meeting results from December 2, 2005  
Date: December 7, 2005

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We met at State Lands office on Friday Dec 2 to discuss two items:

1. As previously reported the Escort Tug Action Team (ETAT) was formed for the expressed purpose of examining current bollard pull testing of escort tugs statewide.

Our recommendation, which we have presented to the administrator, and she has agreed to, are to establish a new set of state escort tug inspection guidelines in lieu of required periodic bollard pull testing. These will correspond with already conducted inspections based on ABS dry-dockings conducted at specified periods. Even non-ABS classed tugs are dry-docked and inspected periodically. During these dry-dockings the tug will be made available to state inspection. A report will be submitted by the tug company following the inspection to re-certify the tug for a specified period. This inspection program will be an option to the current period bollard pull test. All current escort tugs statewide have bollard pull tests certified by a marine surveyor. So a new bollard pull test will only be required when a change is made to the engine, drive train, or propulsion system. Also all new escort tugs will be required to submit a certified test prior to entering escort service. OSPR will maintain a state wide database of all escort tugs allowing for companies to move equipment from port to port. The next step is for the tug escort workgroups from the various regions to work with OSPR on new draft language to be added to the Escort regulations for each region. *Vote needed to work on draft language with OSPR.*

2. Second, we discussed Senate Bill 403-Tug Escorts for Chemical Ships which was dramatically amended in April of this year. It now creates a task force to gather information and make any necessary recommendations regarding hazardous waste being shipped in state waters. The bill is currently in the Senate Committee on Environmental Quality and Senator Machado plans on moving the bill along this January, in this basic form.

The workgroup felt that it is important for us to again reiterate the misinformation in the text of the bill. While we are not taking a formal stand on the bill in its current form, we feel obligated to work with the Senators office to correct the findings listed. I am working on a draft letter of correction to the Senators office.

Respectfully,

Fred Henning