

2010 California Maritime Technical Working Group - OSPR Report



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California Department of Fish & Game
(DFG)

Office of Spill Prevention and Response
(OSPR)

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OSPR

- California enacted legislation in 1990, OSPR established a year later
- OSPR's mission: to provide best achievable protection of California's natural resources by **preventing**, preparing for, and responding to spills of oil and other deleterious materials,...
- **Harbor Safety Committees (HSC)** formation an important component of prevention
- <http://www.dfg.ca.gov/ospr/index.html>

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California Harbor Safety Committees

- Responsible for planning safe navigation and operation of vessels within their respective harbors
- Developing a Harbor Safety Plan containing elements critical to safe navigation and vessel operations
- Five in California: Humboldt, San Francisco, Port Hueneme, LA/LB, and San Diego that meet regularly
- Each Committee composed of representative cross section of the harbor stakeholders, including vessel & terminal operators, tug operators, pilots, non profit environmental organizations, organized labor, commercial fishing, ferry boat operators, pleasure boaters, Port Authorities, USCG, NOAA, etc.

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California Harbor Safety Committees

San Francisco Harbor Safety Committee (HSC)

- Discussions at the Committee meetings regarding vessel safety concerns about proposed regs for new fuel requirements began in 2005
- Committee's Navigation Work Group (subcommittee) met with representatives of the California Air Resources Board (CA ARB) to express concerns over vessel safety and establish an ongoing dialog which continues through to today

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California Harbor Safety Committees 2009

San Francisco HSC July meeting –

- Committee discussed renewed safety concerns over recent reports of vessel engine performance problems and increase in loss of propulsion (LOP) incidents which could be related to fuel switching
- Committee agreed to convene special meeting between the CA ARB and Nav Work Group to discuss above issues of concern

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California Harbor Safety Committees 2009

San Francisco HSC August special meeting

- Attended by representatives from CA ARB, USCG, LA/LB HSC, Pilot organizations, Port Authorities, Class Societies, and other stakeholder representatives
- Discussed vessel safety issues related to use of Low Sulfur Distillate Fuels (LSDF)
 - Up-tick in number of LOP incidents occurring
 - Following proper fuel switching procedures alone may not prevent potential LOP
 - Poor engine performance at low RPM
 - LSDF low viscosity issues
 - Other related issues, vessel route congestion

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California Harbor Safety Committees 2009

San Francisco HSC August meeting

Action items -

- CA ARB agreed to report on Fuel Rule waivers at subsequent Committee meetings
- USCG and Pilots to continue compiling & sharing info on LOP data and poor engine performance observations and to provide info to CA ARB
- Continue to track vessel traffic patterns & trends in approaches to SF Bay and LA/LB
- Request that CA ARB to convene public forum to discuss problems associated with fuel switching

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California Harbor Safety Committees 2009

San Francisco HSC October

- Letter to OSPR Administrator in reference to Committee resolution regarding CA ARB Regulation for Ocean-Going vessel's fuel mandate which was later forwarded on to the Air Resources Board
 - Stated concerns of engines reliability operating on low sulfur distillate fuels but did not advocate suspension of CA Fuel regulation
 - Requesting CA ARB to suspend issuance of financial penalties for a period of one year, to provide industry the time necessary to collect data on these performance issues, identify and address root causes and apply corrective measures and develop Best Maritime Practices (BMP) beyond current vessel operations procedures
 - Recommended phased in approach to enforcement during interim

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California Harbor Safety Committees 2009

Los Angeles / Long Beach HSC June meeting –

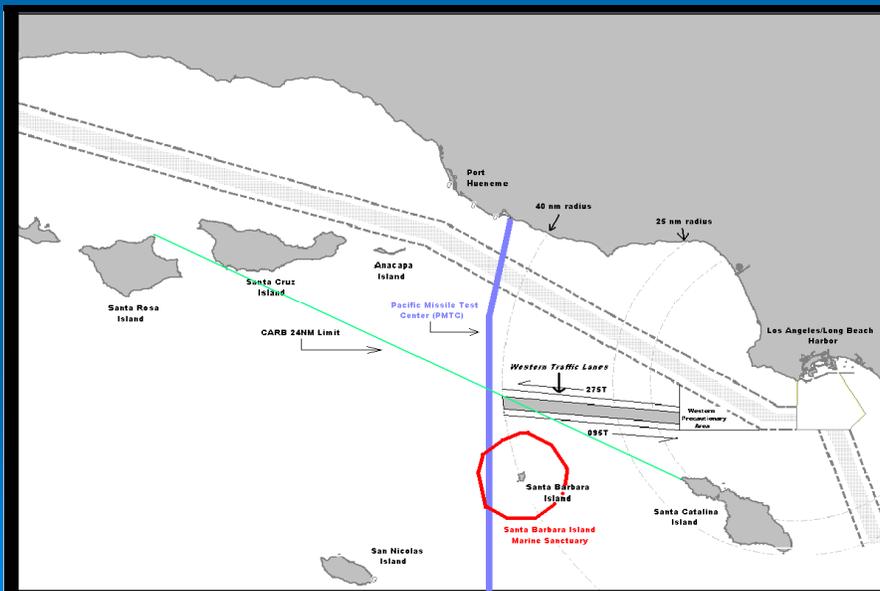
- Vessel operation issues related to use of LSDF were brought to attention of the Committee

August special meeting –

- To discuss safety issues associated with the significant increase in vessel traffic density in the western area off LA/LB (south of the Santa Barbara Channel Islands)
- Better part of August saw 22-25% increase in arrivals approaching LA/LB from the west
- HSC Subcommittee #1, formally tasked with developing recommended voluntary traffic lanes to help facilitate safe navigation in the area of concern off LA/LB

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Voluntary Western Traffic Lanes for Los Angeles / Long Beach Harbor



California Harbor Safety Committee Summit 2009

Harbor Safety Committee Summit November 3 –

- Convened by OSPR over concerns for vessel safety and incident prevention while complying with the current California Fuel Regulations
- Participants included, all five HSC Chairpersons, representatives from CA ARB, USCG D-11, Sectors SF and LA/LB, CA Pilots associations, others from the maritime industry
- Primary objective to discuss fuel switching issues and how to improve safety in California ports to help mitigate potential oil spills

California Harbor Safety Committee Summit 2009

Action Items and Coordinating Efforts

- CA ARB continue to track and monitor vessel surveys re: LSDF experiences
- Pilots continue to submit observations re: poor engine performance to CA ARB
- USCG continue to submit LOP data to CA ARB
- Distribute charts of proposed recommended voluntary traffic system modification for western approaches to LA/LB
- Continue to work cooperatively in solving the safety issues at hand

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California Harbor Safety Committees 2010

Vessel safety issues related to fuel switching continue to be discussed at Committee meetings to some degree in particular the San Francisco HSC

San Francisco HSC

- January – Nav Work Group met to discuss existing ops procedures, possible development of best practices or modified vessel operation procedures to manage potential impacts of LOPs short of any engineering solutions
 - OSPR agreed to compile attendees input and circulate back to the group
 - To date the compilation continues, examples to follow in this presentation as well as other efforts developed outside San Francisco Bay

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Vessel Operational Procedures Port of SF

- Laden oil tankers required to be under tug escort as per OSPR regs
- Most all loaded tankers transit with a tethered tug within the SF Bay
- Tanker escort tugs tethered west of the Golden Gate Bridge done at Master/pilot's discretion as sea conditions, safety permit
- Assist tugs made fast to vessels earlier in the berth approach as a precaution
- Assist tugs remain on station longer upon leaving a berth as a precaution

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Vessel Operational Procedures Port of SF

- Pilots continue to track observations of poor engine performance
- Maintain internal communications and info exchange among Pilot organization re: fuel switching problems
- Master/Pilot conference specific questions raised re: engine performance problems related to use of LSDF
- AIS has proven to be valuable aid in locating & identifying other assist tugs in proximity
- Tugs tied to mooring buoy in Anchorage #8, capable of rendering assistance quicker vs. transiting from Oakland Alameda home docks

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Vessel Operational Procedures Port of LA/LB

- Pilots continue tracking observations of poor engine performance and communicating among Pilot organizations
- Assist tugs meet arriving Non tank vessels or empty tankers at breakwaters (inside or outside as required by the pilot or Captain of the Port)
- Most all vessels transit with a tethered tug within the harbors (inside breakwaters)
- Laden oil tankers required to be under tug escort as per OSPR regs
 - As dictated by pilot organizations, escorts are tethered to tankers seaward of the breakwater

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LA/LB HSC Traffic Congestion Issue

- Recommended voluntary western traffic lanes to aid in improving navigation safety during transits to/from LA/LB
- Increased communication between Navy, VTS and vessel operators to better coordinate vessel traffic and minimize impact on the pacific missile test range
- Increased outreach with pleasure boat operators concerning heavier vessel traffic to south and west of Santa Barbara Channel Islands

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Vessel Operational Procedures Other Ports

- Port Hueneme –
 - Pilot boards inbound ships from tug and so tug is on station at arrival all the way to berth
 - Two tugs are required for all petroleum, petrochemical and chemical tank vessels (one as dedicated escort)
- San Diego HSC –
 - In discussions regarding possible modifications of their Best Maritime Practices section of the Harbor Safety Plan to determine if there is a need to address guidelines for vessels while operating on LSDF

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In Summary

Harbor Safety Committees continue to play a critical role in promoting vessel navigation and operational safety

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Thank You

