

From: Nagasaki, R (R.Nagasaki) [R.Nagasaki@chevron.com]  
Sent: Tuesday, June 27, 2006 7:30 AM  
To: kstrelo@ci.pittsburgh.ca.us  
Cc: Miller, Randolph (RNML); Quan, Stuart (capt.quan)  
Subject: Trans Bay Cable

M. K. Strelo  
City of Pittsburgh  
Trans Bay Cable Comments for Draft E.I.R.

Mr. Strelo,

In addition to the comments made by Captain Quan the Richmond Refinery would like to have these comments also included.

In the DEIR, pg. 51 of the Executive Summary, there is a "Potentially Significant Impact", MTRANS-1, for Vessel Navigation Hazards. Presently, there is no process to routinely check and precisely identify the routing of the transmission wire. We recommend an additional Mitigation, MTRANS-1d, to survey or otherwise check the transmission wire's precise route, and to post or otherwise make available to mariners that route, in GPS-verified latitudes and longitudes, to ensure that mariners have clear understanding of the wire location, in order to avoid damage to the wire while deploying anchors.

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In the DEIR, pg. 51 of the Executive Summary, there is a "Potentially Significant Impact", MTRANS-1, for Vessel Navigation Hazards. Presently, there is no process to require the wire-laying vessels to temporarily slow down or suspend wire-laying operations to allow inbound vessels, or departing vessels, to complete their business. This omission could significantly delay vessels having business in the upper San Francisco Bay and along the Sacramento River, potentially causing adverse economic impact on the terminals these ships may have business at. We recommend an additional Mitigation, MTRANS-1e, to require the wire-laying vessels to give way to arriving or departing vessels, reducing or eliminating any adverse economic impact.

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Thank you for your attention.

Regards,

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Richmond Refinery  
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