

Port of Sacramento



2-S01



Sacramento

IMO - adopt
for vessels carrying
bulk (including ordnances,
munitions, chemical
refined products,
persistent cargo)
should use the
or leaving San Francisco

2-859

2-840

2-860

2-850

2-855

IMO - adopt
Tracks for vessels
and above (including
hazardous cargo)

Legend



Potential Places of Refuge



Sensitive Sites

Sacramento R.

San

SUPPLEMENT

Consult U.S.
supplemental info

0 1.25 2.5 5 7.5 10 Nautical Miles

Section 8000-156

October 1, 2011

PPOR Pre-Incident Information SummaryPort of Sacramento: Sacramento US SAC 1 – 8, and**2-S01**

Type:

Latitude 38° 33. **Longitude** 121° 3 **121.55** **CHEM**

County Yolo

Location Description:

The inland Port of Sacramento opened in 1963. It is located 79 nautical miles northeast of San Francisco, and is centered in one of the richest agricultural and industrial regions in the world.

Facilities and Terminals**Depth Alongside:** Project Depth 35ft'**Five (5) berths:** Each 600 ft. (183 m.) long**Trucking:** More than 50 companies provide a versatile range of services and equipment**Railroads:** A 200 railcar terminal area marshaling yard. BNSF Railway, Union Pacific, and Sierra Northern service the Port**Commodity handling capabilities:** Bulk rice and bulk grain elevators, bulk commodities bagging facility, dry bulk cargo warehousing**Fugitive dust, washwater, and stormwater control systems****Three (3) transit sheds****Paved open storage area****Water Depth****(Main entrance channel)****Project Depth 30 ft. (9.1 m)****Natural Resource Concerns and Issues for this Place / Site****Threatened and Endangered Species (TAES):**

Lindsey Slough – Prime (F/S E/E) Delta smelt spawning area and in zone for (F/S E/E) winter-run Chinook salmon (September–June).
Cache Slough – Prime (F/S E/E) Delta smelt spawning area and in zone for (F/S E/E) winter-run Chinook salmon (September–June).
Miner Slough – (F/S T/T) Swainson's hawk, (F/S E/E) critical habitat for winter-run Chinook salmon, (Rare plant) Mason's lilaeopsis.
Sacramento River Deep Water Ship Channel – Artificially constructed channel, no listed species.
Prospect Slough and Liberty Island – Prospect Slough major (F/S E/E) Delta smelt spawning area and in zone for (F/S E/E) winter-run Chinook salmon (September–June).

Sensitive Non-protected (Non-TAES) Species:**SFACP2: 840A,850A,855A,859A,860A; ESI/SFB–No maps for this area.****Subsistence–use Species:****Essential Fish Habitat:****Critical habitat to many migratory fish species, including high**

Sector SF

Section 8000-157

October 1, 2011

Critical Habitat for TAES:**Lower Prospect Island Wildlife Area owned and managed by DFG.**

Area sloughs are part of designated natural resource area with significant habitat values (Delta Master Recreational Plan), and DFG designated significant natural area.

Critical Habitat for Non-protected (Non-TAES) Species:**Critical Habitat for Subsistence Species:****Historic and Cultural Resources:**

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proportion of salmonid stocks for Sacramento Valley: all steel head and salmon runs, striped bass, American shad, Sacramento split-tail, white and green sturgeon. Salmon and other migratory species concentrate in the Deep Water channel during migratory periods. Prospect Slough important smolt rearing area when Yolo Bypass floods.

Commercial Fisheries / Species:

Recreational Species and Habitat:

Miner Slough supports crayfish fishery.

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety

Economic Impact on Maritime Commerce and Shipping:

POPULATION OF SACRAMENTO IS 1796857

Redundant piers and accommodations exist to counter problems that may arise as a result of a Places of Refuge incident. As long as shipping channels are clear of obstructions, most commercial shipping will continue.

Economic Impact on Commercial Fishing and Aquaculture:

Economic Impact on Non-maritime Commerce:

APRIL 2008 HEADLINE: State of Emergency: Sacramento River Fall Run Chinook Salmon PROCLAMATIONby theGovernor of the State of California

Collateral effects due to a disturbance in intermodal transportation systems may happen if the maritime transportation system is obstructed.

Economic Impact on Recreational Fishing and Marine Tourism:

Other Economic Impacts:

APRIL 2008 HEADLINE: State of Emergency: Sacramento River Fall Run Chinook Salmon PROCLAMATIONby theGovernor of the State of California

Airborne release of a hazardous substance or a catastrophic incident will most likely impact population desire to stay away from affected areas or any large metropolitan areas due to a fear factor.

WHEREAS California's salmon runs are a vital component of our great State's resources and contribute significant environmental, recreational, commercial, and economic benefits to the people; and

WHEREAS the Sacramento River Fall Run Chinook Salmon have been significantly impacted by poor ocean conditions, and other environmental factors; and

WHEREAS the Sacramento River Fall Run Chinook Salmon, traditionally a mainstay salmon population for the West Coast, have declined in abundance to a level where California's and Oregon's recreational and commercial fisheries are being provisionally closed;

PPOR Pre-Incident Information Summary

Port of Sacramento: Sacramento US SAC 1 – 8, and

2-S01

Latitude 38° 33. 121.6 Longitude 121° 3 121.55

County Yolo

Type:

Stakeholder List for this Place / Site			
Name / Title	Organization	Phone	more details
Laurie Briden	CA Dept of Fish & Game, Bay/Delta	(209) 955-7800	
Robert Clark	North Delta Water Agency	(916) 446-0197	
Brenda Grewell	Restoration Ecologis	(530) 752-6260	
John Henderson	FWS Biologist	(916) 414-6595	
Damian Higgins	U.S. Fish & Wildlife Service	(916) 414-6548	
Kent Nelson	CA Dept. of Water Resources	(916) 227-7581	
Operations State Water Project	CA Department of Water Resources	(916) 574-2714	

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of Sacramento

Marine Fire Fighting Resources

SF PIER 24: 37–47.42, 122–23.24

Approximate Tug Response Time

4 HOURS

List of Nearby Environmentally Sensitive Sites

ACP Sites: 2–840A,2–850A,2–855A,2–859A,2–860A

Is Containment Possible?

☐

Coast Pilot and Navigation Chart Information							
Prevailing Winds	Tidal Range	Bottom Type	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog
W	6	MUD	30	0		SEASONAL	YES
						Shelter From Severe Storms	Navigational Approach
							Pilot Requirements
							☒

Specific Site Details

Site ID	Site Name	Vessel Capacities		Site Capacities and Facilities	
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face concern
01	Sacramento US SAC 1 – 8, and CHEM	800		30	800 SALMON RUN THROUGH THIS AREA.
					SF PIER 22 1/2 IS FIRE BOAT GUARDIAN AND PHOENIX; OTHER FF RESOURCES MAY COME FROM OAKLAND, CHEVRON AND RICHMOND.

ContainmentPossibilities:

Primary containment potential is very good due to minimal local currents. Secondary containment is equally probable, particularly considering the length of the ship channel before other waterways can be exposed.

Site Contact/Leasee/Owner: