From: PIO
To: Clerk of the Board
Subject: FW: South 125 to East 94 interchange
Date: Friday, May 31, 2019 12:22:51 PM

-----Original Message-----
From: KEITH CLEMENTS <keclem@prodigy.net>
Sent: Friday, May 31, 2019 10:51 AM
To: PIO <PIO@sandag.org>
Subject: South 125 to East 94 interchange

I would like to let you know that I am very much in favor of finishing the SR 125 south to SR 94 West interchange, so that we have a freeway to freeway connection. This is a LONG overdue project and needs to be completed as soon as possible. The congestion is a major problem during all hours of the day and really needs be addressed in the next year. I understand that funds are available to do this project and need to be earmarked to complete the connection.

Thank you,

Keith Clements
La Mesa, CA
Hello SANDAG

I'm in fear of misuse of our tax dollars by SANDAG, and I would like my opinion heard.

For more than 30 years I commuted to/from downtown San Diego, I drove, I car pulled, and commuted using public transportation (bus & trolley).

And your system still stinks. Originally, I'm from one of those very large cities where public transportation was accessible on every corner, and the fare was reasonable. San Diego, and metro area is NOT accessible. I remember leaving home two and half hours to three hours early to get to work, using public transportation and always getting home several hours late. When I car pulled I left about an hour earlier, and if I drove myself and left 30 minutes earlier I could be at work in less than 25 minutes. I have some suggestions for you to consider.

1. Today all new vehicles are built more efficient, and environmentally agreeable (gas and electric). Provide tax incentives to purchasers of newer vehicles rather than the reverse, there is no incentive to purchase a "newer" environmentally (gas/electric) friendly vehicle, especially if their NON-environmentally older vehicle pollutes. (the better gas mileage the better the incentive as an example).

2. It's been stated that only about 3% of the county residents use public transportation. I would suggest MORE express buses, & trolleys. Fewer stops more direct routes three maybe four stops. Plan or get suggestions as to best stops / destinations. There really is no reason that the trolley has to stop at each and every station, if there is an express designated trolley, (yes it can be done).

3. Where is the vehicle traffic coming from and going to? What businesses, governments, military, "large employee organizations" are they to/from. Why not suggest to these organizations to create more 'FLEX' hours. Why do courts have to be 8 - 5? Why does schools have to be 9 - 3? Why does government offices have to be 8 - 5? Why do doctor office visits have to be 8 - 5? etc..... After all the retail malls are very flexible, with their hours, WHY? Offer an incident (reduced fares) to employees that travel to/from during NON-PEAK hours.

4. FIX THE ROADS AS PROMISED.

5. I would ask all voters to remove "vote-OUT' any representative that does not keep their promise to "FIX OUR ROADS" and use our tax dollars for what they were intended for. I remember the promise (with our tax dollars) to fix our ROADS, to reduce traffic, and NOT for more trolley tracks or bike lanes. In fact where is my incentive to ride a horse to / from work, are there stables available for parking my horse, do I get a special lane on the road?

James Rue
El Cajon, CA
USA
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: ___________   Agenda Item #: 2   □ In Favor   □ Opposed

Name to be called: John G. Wachtel   Representing: San Diego County

Address (optional): _________________________________

Phone (optional): ______________________   Email (optional): _________________________________

Request to Speak: □ Yes   □ No
If you do not wish to speak, you may write any comments below:

Please Submit to the Clerk
6-7-19 Transportation Committee Meeting

1.0 Roads, Rail, High-Speed Rail, Bridges, Busses, Bicycle, and Ride-share Issues
1.1 Roads
   Gov. Newsom presented a $213E9 State budget.
   Ref: The San Diego U-T 5-13-19 pp. A4

   1.1.1 Road Construction Materials
   1.1.2 Interstate
      1.1.2.1 Truck Issues
   1.1.3 State, County, and City
      Attorney Briggs filed a lawsuit seeking to block a new San Diego policy that eliminates parking requirements for new condominiums and apartment complexes in neighborhoods near mass transit.

• Del Mar declared a local emergency on 5-20-19 when a hillside slope collapsed into Jimmy Durante Boulevard onto the main route from the city to the state fairgrounds and neighborhood communities. The slide was on April 20, 2019.

• Registrations of new cars dropped 5.3% in the 1st-Q-2019 compared to the 1st-Q 2018. Car and truck sales exceeded 2.0E6 every year since 2015 to people that held back during the “Great Recession” and peaked in 2016 at 2.09E6.
   Ref: The San Diego U-T 5-22-19 pp. C1

   1.1.3.1 Carpool Lanes
   1.1.3.2 Sidewalks
   1.1.4 Parking
      1.1.4.1 Parkettes
   1.1.5 Streetlights
   1.1.6 Fatalities
   1.1.7 EV Charging Stations
      1.1.7.1 U.S.
      1.1.7.2 International

1.2 Rail
   1.2.1 Interstate Freight Systems
      1.2.1.1 Locomotives
      1.2.1.2 Positive Train Control—PTC—
   1.2.2 Construction Materials
   1.2.3 Car Types
      1.2.3.1 Oil and Gas Tank Cars
      1.2.3.2 Intermodal
      1.2.3.3 Box Cars
   1.2.4 Urban Light Rail Systems
      1.2.4.1 Street Cars
      1.2.4.2 Autonomous [driverless]
   1.2.5 Amtrak
   1.2.6 International Freight Systems
      1.2.6.1 China’s Belt and Road Initiative
1.2.6.1.1 North Korea
1.2.6.1.2 Vietnam
1.2.6.1.3 China
1.2.6.2 Eurasia Routes: China-Europe-and India Routes -Russia trade Corridor......
   1.2.6.2.1 China’s Belt and Road Initiative TRACECA......
   Europe-Caucasus ......
   1.2.6.2.2 INSTC
   Western China-Western Europe Corridor ..... 
1.2.6.2.3 Trans-Siberian Railway International North-South Transport Corridor .......
1.2.6.2.4 Turkmenbashi Seaport
1.2.6.2.5 Western China-Western Europe Corridor China-Europe Rail Shipments on Russia’s Trans-Siberian Railway
1.2.6.2.6 Port of Batumi and Poti

1.3 High-Speed Rail—HSR—
   1.3.1 Highspeed
   The new plan to prioritize rail over widening freeways are starting to emerge from laying hundreds of miles of high-speed commuter rail to charging drivers to use many of the congested freeways. The current plan calls for running trains along highway corridors up to 100-mph and currently the Trolley System runs an average overall-speed of 35-mph.
   Ref: The San Diego U-T 5-12-19 pp. A1 & A12

   1.3.1.1 U.S. System-in North America—125 to 150-mph
      Gov. Newsom announced he reached an agreement with the Trump Adm. to not redirect funds from the Bullet Train rail grant, while a CA lawsuit against the federal government proceeds for the $928E6 funding for the Bullet Train.
      Ref: The San Diego U-T 5-23-19 pp. A7

   1.3.1.2 International
   1.3.2 Higher-Speed—HrSR—
   1.3.2.1 U.S. Systems in North America—151-230-mph
      The Trump Adm. terminated a 2010 grant of $929E6 for construction of the Bullet Train in the Central Valley but state officials say no immediate construction changes are planned because the actions could be reversed in future legal action. It was terminated based on the states multiple failures to forecast accurate schedules, report key milestones, and show it can meet deadlines to complete work by 2022, says the FRA decision. The project is $46E9 over budget and a decade behind schedule. The Central Valley Section is expected to cost $12.4E9.

      • CA sued on 5-21-19 to block the Trump Adm. from canceling $1.0E9 for the state’s Bullet Train project. The Federal Rail Adm. last week said it would not give CA the award by Congress a decade ago because the state is too slow. The California High-Speed Rail Authority must complete the Central valley Segment by 2022 to keep the money.
      Ref: The San Diego U-T 5-22-19 pp. A2

   1.3.2.2 International
   1.3.3 Hyper-loop Transport System

1.4 Bridges
   1.4.1 Bridge Construction Materials
   1.4.2 Interstate
   1.4.3 State, County, and City
1.4.4 International
1.4.5 Railroad

1.5 Buses
1.5.1 Bus Rapid Transit
1.5.2 San Diego Metropolitan Transit System
1.5.3 Shuttle System
1.5.4 Fueling Terminal

1.6 Bicycle
1.6.1 Accidents
Encinitas teamed up with the bicycle advocacy group Rider Safety Visibility to make cyclists more noticeable to motorists and safer when using roadways.
Ref: The San Diego U-T 5-24-19 pp. B5

1.6.2 Bike Share Program
1.6.3 Bike Trails
The County is one step closer to opening a bike park in Bonita on 4.2-acres.

1.7 Ride-share, Delivery and Transportation-networks
1.7.1 Uber
1.7.2 Lyft
1.7.3 Harley-Davidson
1.7.4 Electric Scooters
Bird Ride’s Inc. will offer new electric scooters for sale at $1,299.
Ref: The San Diego U-T 5-9-19 pp. C3

1.7.5 Skyway System
1.7.6 Segway Tours
1.7.7 self-driving Air Taxi
1.7.8 Wheels

2.0 Port and Military Issues
The 1st-person to circumnavigate the world was a Filipino named Visayan from the islands off Cebu with General Fernão de Magalhães or Ferdinand Magellan who was bought from slave raiders from Sumatra baptized and was his body servant or male nanny. There journey on the Victoria proved the Earth was round and this year marks the 500th anniversary of the trip that started in 1519, culminated in the Philippines 2-years later and wound up in 1522 when one boat and 18-survivors limped back to Spain.

2.1 Ports
Maritime Administration’s—MARAD picked TOTE, Jacksonville, FL as its vessel construction manager, for its National Security Multi-Mission Vessel—NSNV—program.
Ref: Marine Daily 5-21-19

* Update on why looking out the bridge window still matters. Issues of data generated by Automatic Identification System—AIS—transponders and Electric Chart Display & Information System—ECDIS—now mandatory under Safety of Life at Sea—SOLAS—for most vessels, and lastly is the information on the ECDIS what is happening outside the bridge window. Other issues are the dozens of types of ECDISs available and Trainees complain the lack of standardization or the ship they join, does not have the ECDIS thy were trained on. Many mariners do not fully understand or have a solid working knowledge of the
“rules of the road” or the International Regulations for Preventing Collisions at Sea, 1972 [COLREGS] by the IMO.
Ref: Marine Log, March 2019 pp. 28-30

- Marpol Annex VI Emission Control Areas—ECAs—are the Baltic Sea, the North Sea area, the North American area off U.S. and Canada, and the U.S. Caribbean Sea area-around Puerto Rico and the U.S. Virgin Islands. IMO-approved ECAs require up to 5-years to complete an assessment and consultation process and agreement from all Marpol Annex VI signatory countries and emission inventories. China has had its own ECAs since April 2016 at 11-ports to mandate use 0.5% sulfur fuel at the ports of Guangzhou, Huanghua, Nantong, Nigbo-Zhoushan, Qinhuangdao, Shanghai, Shenzhen, Suzhou, Tangshan, Tianjin, and Zhuhai, Hong Kong requires all ocean-going vessels to switch to fuels not exceeding 0.5% sulfur while at berth, starting July 1, 2015. Sydney, Australia imposed a 0.1% sulfur limit for cruise ships berthing at their ports and other future ECAs are: Japan, Norway, Mexico, and the Mediterranean. Switching to Marine Gas Oil—MGO—or—Ultra Low Sulfur Fuel Oil—ULSFO—is an option for complying with IMO regulations and scrubbers and LNG-fueling as well. Present shipping is using 3.2E3-bbl/d of Heavy Fuel Oil—HFO—and 800E3-bbl/d of MGO. The abatement technology of scrubbers sprays alkaline water into a vessel’s exhaust to remove sulfur and other unwanted chemicals-via open-loop system, closed-loop system, or hybrid system. The worlds 3-leading oil majors are: BP, Exxon-Mobil, and Shell. Scrubber manufactures are: Alta Laval, DuPont, and Wärtsilä that eliminate 97-98% of SO, and 70-80% of PMs.
Ref: Google.com: what you need to know: The 2020 IMO Fuel sulfur regulation *see attachment*

2.1.1 Container Ships
2.1.1.1 Regulation
2.1.1.2 CNG, LNG, LPG, and Articulated Tug and Barge—ATBs—vessels

Canada’s Groupe Desgagnés recently took delivery of the 4th-and final ship in a series of custom designed LNG dual-fueled oil/chemical tankers ordered from the Besiktas shipyard in Yalova, near Istanbul, Turkey. The M/T Rossi A. Desgagnés is expected in Canada in mid-June 2019 and join the M/T Gai Desgagnés that was acquired from Sweden’s Furetank Rederi. The 2-ships are an investment of C$500E6.
Ref: Marine Daily 5-8-19

- Houston’s ship channel remained closed this morning between Bayport and Red Fish Island, halting 29-inbound and 17-outbound ships that followed a collision between the 755-ft-foot K-Line Energy LPG tanker Genesis River and 2-barges pushed by the Kiby Inland Marine tug.
Ref: Mainelog News 5-8-19

Voyager. 1-barge was almost sliced in half and was carrying the gasoline blend component reformate, with an unknown release of product from the damaged barge.
Ref: Mainelog News 5-8-19

2.1.1.3 Crude Oil
2.1.1.3.1 Mobile Offshore Drilling Unit—MODU—
2.1.1.3.2 Very Large Crude Carriers—VLCC—

The U.S. has only been loading oil exports into VLCC’s without lightering them from smaller tankers, for just over one year and from just one port the Louisiana Offshore Oil Port—LOOP—. LOOP has picked up from 1-VLCCs/month or two, to 2-VLCCs within a few days in early December 2018 and they picked up 8-future competitors. In the past the U.S. imported crude in Aframaxes from Venezuela, Mexico, and the North Sea. VLCCs were used for long-haul imports from the Middle East. Increasing U.S. production and export of crude changed the dynamics of the U.S. Gulf and Caribbean
tanker market. Expectations are the U.S. will become a net crude exporter. The change came in 2015 when a ban on exporting crude oil from the U.S. to anywhere but Canada was lifted. Since 2015 production has increased through 2016 from exports of 250E3-bbl/d in 2017 without the ban and increased to 1.0E6-bbl/d today and in 10-years to 4-6E6-bbl/d from the Gulf. Most tankers serving the U.S. Gulf are Aframaxes with 100E3-bbl capacity, or Suezmaxes with 150E3-bbl capacity. VLCCs can carry 2.0E6-bbl of crude, offer economics of scale to lower delivered costs and be competitive worldwide. VLCCs require deep drafts and only the LOOP in 100-foot water depth can handle fully loaded VLCCs. Historically VLCCs were discharged at LOOP or lightered in the Gulf with crude moved via Aframaxes to ports at Texas City, and Houston where export terminals are going to be built for the Permian Basin and Eagle Ford. The Port of Corpus Christi and Carlyle Group announced to jointly develop a crude export terminal on Harbor Island—the 1st onshore location in the U.S. capable to export a fully laden VLCC. Moda Midstream—a liquids terminal and logistics company upgraded its facility near Corpus Christi, TX to partial loading of VLCCs. Moda’s berth 2A at the Moda Ingliside Energy Center—MIEC—formally Occidental Petroleum’s marine terminal will be able to load CLCCs at 80E3-bbl/hr. MIEC can load 1.2 to 1.25E6-bbl onto the VLCC at the berth with a channel draft of 47-ft below mean lower low water. After partial loading the VLCC moors offshore and MIEC can load the remaining 800E3-bbl on smaller vessels for reverse lightering operations. In January MIEC had loaded 4-VLCCs in this fashion. The export terminals pay big dividends to be the 1st. The market id good for the next 5-years. A 2019-2023 Tanker Market Outlook in February says 106-dirty tankers and 35-product + IMO III tankers were delivered to the trading fleet in 2018. There were 39-VLCCs added in 2018 and 32-Suezmaxes in 2018 and 32-Suezmaxes in 2018. In 2018 134-ships were sold for demolition or conversion, including 35-VLCCs, 22-Suezmaxes, and 37-Aframaxes. In 2017 62-VLCCs were ordered which fell to 43 in 2018. Suezmax orders decreased to 32-vessels. As of beginning 2019 there were 715-VLCC tankers on the water with 62-expected for delivery in 2019, says McQuilling. McQuilling anticipates 134-dirty petroleum products units delivered in 2019 and 102 in 2020 and freight rates into recovery mode with gradual uptick in freight rates until 2023. Global oil demand growth is expected down to 860E3-bbl/d in 2019 and fall to 394E3-bbl/d by 2023—crude supply growth is projected to slow as downward pressure from OPEC production cuts offset by gains in North American and European Output. ULCC and VLCC are being built Japan and South Korea.


2.1.1.4 Reefers

2.1.2 Cruise Ships

Canada’s Seapar Ferries will add 2-new LNG-battery hybrid ferries to it’s fleet in 2021. Propulsion is by MAN Energy Solutions.
Ref: Marine Daily 5-24-19

• Royal Caribbean in February 2019 expressed an option at Chantiers de l’Atlantique for a 6th Oasis Class and expedition are attracting growing orders. 2019 cruise ship capacity is 30E6 in 2019. Ships are being deployed to: AK-4.7%, Asia-4.3%, Australia/NZ/Pacific-4.8%, Caribbean-34.4%, Europe [without Mediterranean]-11.1%, Mediterranean-17.3%, South America-2.3%, and others16.2%. The industry is providing 1,108,676-jobs with wages and salaries of $45.6E9. There 8-recent shipbuilding contracts in North America.
Ref: Marine Log, March 2019 pp. 4

• The San Francisco Bay Area Water Emergency Transportation Authority—WETA—welcomed Pyxis, a new 445-passenger ferry into the San Francisco Bay ferry fleet—and the 1st-new vessel added to Vallejo ferry service in 15-years. New features of the Pyxis are: A pollution central system to meet CA’s tough emissions limits, capacity to meet growing needs, and comfort and safety for San Francisco Bay Ferry passengers and crews. Pyxis is the 1st of 3-vessels in its class under construction for WETA by Dakota Creek
Industries in Anacortes, Washington. It is a 43.5-m x 12.0-m passenger only aluminum cat and are built to an AMD Marine Consulting, Australia, design and are modeled on a previously delivered WETA vessel, the Solano, to increase passenger capacity to 445 and still meet the required speed. Vancouver, WA Pacific Power Group—PPG—designed and will install and maintaining the propulsion system for all 3-ferries powered by MT series 4000 engines meeting Tier IV regulations. PPG is fitting each vessel with 2-engines, 2-gear boxes, 2-propulsion shafts and a set of control’s. Hamilton water jet propulsion gives the vessels a 34-knot top speed. Sister ships Lyra and Vela are expected to be delivered in the next year and augment WETA’s North Bay-Vallejo and Richmond ferry services. WETAs fleet now has 14-ferries. Pyxis cost $23E6 from Federal Transit Administration grants, bridge toll revenue, and California state proposition 1B and State Transit Assistance.
Ref: Marine Log, March 2019 pp. 7

- Gulf Coast-based Metal Shark delivered a custom welded-aluminum pilot boat to the Brazos Pilots Association in Freeport, TX. The new, Brazos Pilot is 64-ft x 19-ft Defiant-class monohull to replace a smaller, single-engine 40-ft pilot boat, with improved safety for crews and enhancing service to operators providing 24/7 service at Port Freeport. It features a proven deep vee hull for stable operation in heavy seas. It is powered by twin 803-horsepower Caterpillar C-18 diesel engines coupled to Twin disc MGX5146SC transmissions and turning 5-bladed 36” x 43” Nibral propellers with a top speed in excess of 28-knots and nominal cruise speed of 18-knots.
Ref: Marine Log, March 2019 pp. 10

- Cruising is keen to proclaim it’s green achievements but still face environmentalist groups. German based NABU says the cruise industry creates a picture of bright, clean and environmentally friendly tourism sector. The swimming hotels run by Carnival, Roya Caribbean, MSC, and others contribute massively to the air pollution that threatens our climate, our environment, and health. The Cruising industry has set itself some high emissions reductions targets while the IMO agreed to an initial GHG emissions reduction strategy that requires international shipping to reduce total GHG emissions by at least 50% by 2050, compared to 2008 levels, the Cruise Lines International Association—CLIA—has committed to reducing carbon emissions across the cruise fleet by 40% from 2008 levels over the next decade. Arnold Donald, CLIA Chairman and CEO of carnival Corp. says “We aspire to the IMO vision of a carbon free shipping industry by the end of the century. Our commitment to a 40% reduction in the rate of emissions by 2030 is a strong first step toward realizing that vision.” Cruise ships are subject to international and regional limitations. Much has been in ship engine design to limit NOx and PM matter emissions as well as to cut CO2 emissions by reducing the amount of fuel consumed. The sulfur content is often the most concern of today’s heavy fuels that led to the introduction of emissions control areas—ECAs—and the IMO Global Sulfur Cap, due in January 1, 2020 will mandate shipowners burn 0.5% sulfur fuels and 0.1% within ECAs to comply or use other means such as exhaust gas scrubbers. Compliance come down to 3-choices for most ships: switch to low-sulfur fuels, fit costly exhaust scrubbers which allow operators to continue to burn cheap heavy fuels, or with new builds use LNG. The economic case hinges on how much time is spent in ECAs and that most are in coastal regions has guided many operators down the scrubber route. The 4-largest cruise groups—Carnival Corp., Royal Caribbean—RCCL—, Norwegian Cruise Line—NCL—, and MSC Cruises will have scrubbers on most of their fleet by 2020 with just 30% of the worlds cruise fleet expected to use low-sulfur fuel. There are also issues of spillage of heavy fuel oil and disposal of scrubber residues. The lowest cost “open loop” scrubber designs drain the sulfur-rich wash water into the sea that has been coming under restrictions and even outright bans in some regions, so current thinking is toward close-loop or hybrid types where residue may be disposed of ashore. Carnival has a proprietary technology to function in the confined spaces of cruise ships and is based on a proven land-based exhaust gas cleaning technology that is open loop but will meet regulatory requirements. NCL will use closed-loop scrubbers, with RCCL, and MSC opting for hybrid types, resulting in scrubbers being a
short term route to the next new build and an all-round cleaner solution. Update on Cruise ships with green goals with LNG fuel, fuel cells engineered by ABB—100-kW based FCVelocity proton exchange membrane—PEM—pure hydrogen engines from Ballard Power Systems with hotel system power. Norwegian Coastal operator Hurtigruten who expanded in Antarctic and South Atlantic is building new vessels with battery hybrid technology developed by Rolls-Royce. The Roald Amundsen is due to debut in 2019 and its low-NOx diesel electric power plant will burn low-sulfur diesel, with batteries to supply emissions-free propulsion. Sister ship Fritof Nansen, and a 3rd-vessel are expected to use more battery power while Hurtigruten intends to include LNG and biogas in the fuel mix for near future vessels. Use of efficient hull shapes, propellers and rudders that optimized the ships speed and operational patterns will reduce fuel use. 3-new eco-friendly expedition ships for Mystic cruises of Portugal for delivery in 2019 from Portuguese WestSea shipyard will use Rolls-Royce propulsion system with dual Promas combined rudders and controllable pitch propellers with 2-Bergen C25:33L8P main engines and a Bergen C25:33L4-pauxiliary dual generator for each ship connecting to a low voltage power electric system allowing operating at optimum speed for required power. They will reduce fuel consumption and CO2 emissions as well as a dynamic positioning system to avoid using anchors that disrupt marine life. Use of air lubrication on the Princess Cruises, Diamond Princes will increase efficiency. U.K. based Silverstream Technologies says the ship has been a success since June 2017 reducing fuel consumption and related CO2 emissions. Efficiency improvements of over 5% were attained and verified by Lloyd’s Register. 4-new ships for Virgen Voyages at Fincantieri for 2020-23 delivery will use Swedish-based Climeon’s heat power waste heat recovery solution that will reduce 5,400-tons of CO2-savings /ship-yr—an amount that would take 180E3-trees 30-years to absorb. Eniram a Wärtsilä company is targeting cruise vessels with software that monitors engine condition, and weather data to optimize performance at individual ship level or across an entire fleet. It measures hull fouling and optimize hull cleanings. Cruise ships produce enormous amounts of solid and liquid waste and anti-pollution regulations are driving demand for sewage and wastewater treatment and ACO marine has tripled production at it’s factory in the Czech Republic and river cruising has been a driving force. Plastic waste—single use will be reduced on cruise ships along with bottled water, packages, shopping bags, and stirrers. Legislation can reduce discharges of gray water by ships.


- The 930-passenger Viking Jupiter delivered by Fincantieri’s Ancona, Italy shipyard, is the 6th-cruise ship delivered to Viking Cruises and 6th-to be delivered with a Thordon Bearing’s seawater-lubricated propeller shaft system and it is the 6th-Viking cruise ship to be fitted out with the COMPAC bearing arrangement. 2-930-passenger-capacity sister ships Viking Tellus, and Viking Venus are under construction at Fincantieri for delivery in 2021 were specified with Pollution-free Thordon Systems. Future newbuilds of the same class were ordered through 2022-2027 and 4-more are scheduled for launch BY 2023.

Ref: Marine Log, March 2019 pp. 34

2.1.3 LNG and CNG Terminals

President Trump will tour the $10.0E9 LNG facility that Sempra Energy is about to unveil on the Gulf Coast of LA as China promised to slap tariffs on LNG. Effective June 1, 2019. The U.S. is on pace to become the world’s 3rd-largest LNG exporter by the end of 2019 and China is the 4th-largest importer of LNG and is expected to become the world’s largest consumer of natural gas.

Ref: The San Diego U-T 5-4-19 pp. C1 & C4

- President Trump was with Sempra Energy at its LNG Gulf Coast facility in TX with Lisa Glatch.

Ref: The San Diego U-T 5-15-19 pp. C1

2.1.4 U.S.

2.1.4.1 Inland Waterways
U.S. Great Lakes are one of the world's largest surface freshwater ecosystems that encompass 84% of North America's surface freshwater with 10.0E3-miles of shoreline on its border of the U.S. and Canada. With warming and rains the lakes will be reaching record levels in the next 6-months with 20% over normal rain fall in May 2019 with lakes water rising from 7-10-in in Superior, Michigan-Huron, St-Clair and Eire and 23-in in Ontario.

Ref: MSN News 5-23-19

- The Mississippi River that runs 2,350-mi from MN's Lake Itasca to the Gulf of Mexico, is a conduit for shipping agriculture products and construction materials to petroleum and coal. Flooding has affected it's routes that connect to the Missouri River. The flooding and shipping disruptions are combining with the Trump Adm.'s trade disputes, that are driving down commodity prices. Farmers would normally send soybeans, corn, and other grain harvested last fall, down the river where it is exported to China. Shipments of fertilizer that moves up to St. Louis to St. Paul, MN haven't made it through the Inland waterways. Many locks and dams that closed due to flooding that stalled in March, are reopening say U.S. Army Corps of Engineers—ACE—and there could be delays until June 2019. The rivers water is so high there's not enough clearance under some bridges. On average 31E6-tons of goods are shipped between March-May says a 5-year average by ACE, with mostly 11E6-tons of grain, coal, sand, and gravel, and chemicals and petroleum products. One 15-barge tow can ship as much as 6-locomotives pulling 216-rail cars or 1,050-large semitrailers, reducing carbon emissions.


2.1.4.2 Drayage Truck Issues

2.1.5 International

A search is on for a new owner to pick up the financially distressed Hanjin Industries and construction, the largest shipyard in the Philippines at Subic Bay Freeport as Hanjin Philippines plunges toward insolvency. Defense Secretary Lorenzana suggested the Philippine government adopt the shipyard and appoint the Philippine Navy to manage the facility and benefit the coast Guard in need of more ships. Foreign investors from China and Japan are the top 2-leading shipbuilders alongside South Korea firms that could also take over the shipyard located in a former U.S. Naval base. Japan has the advantage and they worry about a Chinese takeover with Beijing's strategic calculations like its militarization of illegally reclaimed islands in the South China Sea. The Philippines and Japan are not embroiled in Maritime disputes. Since 2016 the Japanese have been supplying military equipment to the Philippines under the transfer of Defense Equipment and technologies Agreement. The Philippine coast Guard acquired 10-44-m multi-role response vessels—MRRVs—built by Japan Marine United Corporation. Japan also transferred 5-TC-90 aircraft units for the West Philippine Sea. Japan will also supply radar equipment. Tsuneishi Heavy Industries [Cebu] Inc. with Tsuneishi Holdings and Filipino-owned Aboitiz Group is also in the stage. Hanjin and Tsuneishi account for nearly all exports with 75% employment and 97% of revenues on the Philippines shipbuilding industry. Hanjin declared bankruptcy.

Ref: Asia Journal, May 17-23, 2019 pp. 1 & 10

2.1.5.1 China's 21-Century Maritime Silk Route Economic Belt—Belt and Road Initiative—B&RI—
Mohammed Ali al-Houthi—head of Houthi rebels in Yemen’s Supreme Revolutionary Committee (Shiite Islam) said they started to pull out of Hodeida, he main conduit for humanitarian aid into Yemen and 2-nearby ports, Salif and Ras Issa. The Saudi-led coalition fighting the Houthi’s, who’s troops are stationed on the Southern and Eastern edge of Hodeida, had no comment. UN envoy to Yemen, Martin Griffiths said the process is a “fragile vessel” and could result in another round of fighting. Some 80% of Yemeni’s population requires relief aid, said the UN.

2.1.5 2 Mexico’s Rail line between the Pacific and Atlantic Oceans

2.1.6 Maintenance Operations

SAAM SMIT Towage Canada has taken delivery of the 1st-IMO Tire III emissions-compliant escort tug to operate in British Colombia. Named Tsimshian Warrior, the tug was handed over February 22, 2019 by Turkey’s Uzmar Shipyard. Built to Robert Allan Ltd.’s RAstar 3200W design was modified to suit extreme local conditions with upgraded systems. It is powered with a Cat 3516E 2,525 bkw engines.

2.1.6.1 Icebreakers

There’s Good news for the Coast Guard in the February spending bill signed into law February 15 by President Trump and it includes 7-appropriations bills for FY-2019, including the Department of Homeland Security Appropriations Act 2019. The Act provides $655E6 for a 1st-Polar Security Cutter—PSC—heavy icebreaker and $20E6 for long lead time materials for a 2nd-PSC. It also funds $5E6 for post-delivery activities for the 10th-National Security Cutter; $26.6E6 for post-delivery activities for an 11th-National Security Cutter, $5E6 for survey and design work to support the acquisition of a Great
Lakes icebreaker; and $100E6 for additional Fast Response Cutters. Senators and Representatives from NH have urged the Trump Adm. to reconsider planes to reallocate funding for a border wall from the defense budget over projects funding it would have on their Portsmouth Naval Shipyard and New Hampshire National Guard to meet critical national security requirements. The plan of 2018 from the Navy Shipyard Infrastructure Optimization Plan to address deficiencies across the naval shipyards calls for $21E9 over the next 20-years for drydock recapitalization, facility layout and optimization, and capital equipment modernization. These improvements are necessary to ensure our carriers and submarines can support national security missions around the world.

Ref: Marine Log, March 2019 pp. 16

2.1.7 Logistics
   2.1.7.1 E.U.-China Logistics and Supply

2.1.8 Hybrid and Electric Fleets

Corvus Energy holdings AS, a supplier of Marine Energy Storage Systems—ESS—signed an agreement to acquire all shares in Norway based Greenland Energy AS. It adds lightweight and subsea batteries to Corvus Energy’s existing portfolio of large-scale maritime ESSs.

Ref: Marine Log, March 2019 pp. 11

• Corvus Energy signed a contract with Norwegian Electric System for Electric Storage Systems—ESS—that will see the marine world’s largest battery packages be installed on board Havila Kystruten’s coastal vessels. The system will allow vessels to enter fjords and ECA’s on zero emissions mode 5-years before the IMO mandated deadline. They will deliver an air-cooled ESS with Corvus patented single-cell thermal isolation, that exceeds class requirements for maximum safety with a capacity of 6.100-MWh—double the capacity of any existing battery-operated ferries.

Ref: Marine Log, March 2019 pp. 35

2.1.9 Autonomous Navigation Systems
   Update on meeting Dynamic Positioning—DP—to satisfy the requirements of the Offshore Vessel Dynamic Positioning Authority—SVDPA—DNV GL and National Institute—NI—. Article covers what STCW Section B-V/f says. The NI requires a minimum of 120-days of sea time on board a DP vessel.

Ref: Marine Log, March 2019 pp. 40

2.1.10 Offshore Wind Operations Support Ships

2.2 Military

Current and former military officers urged the White House not to pardon service members and security contractors implicated in war crimes, warning forgiving the offenses sends a dangerous signal to U.S. troops and adversaries.


• The Pentagon will present plans to the White House to send 10.0E3-more troops to the Middle East to beef up defense against potential Iran’s threats.

Ref: The San Diego U-T 5-23-19 pp. A4

2.2.1 Ships and Planes

The crash of a U.S. Marine Corps. F-35 that grounded the entire fleet in 2018 was caused by a United Technologies subcontractor says Congressional investigators. The defect caused an engine fuel tube to rupture during flight, resulting in a loss of power to the engine says U.S. GAO. 117-aircraft—40% of the worldwide F-35s had the same type of fuel tubes that had to be replaced. Pratt & Whitney’s John Thomas said the company had no comment, and Marine Corps. Capt. Chris Harrison had no comment but said the crash probe is continuing.

Ref: The San Diego U-T 5-12-19 pp. A4
- A pilot with the Air National Guard ejected moments before an F-16 fighter jet crashed on 5-16-19 outside March Air Reserve Base in Riverside County, CA—The Air National Guard’s armament will be removed from the F-16 that crashed in CA on 50-16-19 and be disposed of at a undisclosed area in Riverside.  

- Thoma-Sea Marine Contractors LLC., Lockport, LA won a Navy contract worth $11,638,510 to purchase and convert an existing offshore supply vessel into an Atlantic undersea test and evaluation center, range support vessel. The project is projected to be complete by January 2020. The Naval Sea Systems Command, Washington D.C. is the contracting authority.  
  Ref: Marine Daily, 5-24-19

- The Navy is moving forward with plans for the FFG [X] guided missile frigate. A February 22, 2019 notice solicited for the detail design and construction—DD&C—of up to 10 of the guided missile frigates is planned for the 4th-Q-2019. It may go to 1 of 5 shipbuilders awarded conceptual design phase contracts in February 2018. Costs are projected to be $950E6/ship. The vendors are: Austal USA; Ingalls Shipbuilding, Lockheed Martin Inc, Fincantieri Marinette Marine, and General Dynamics Bath Iron Works. Designs offered are existing LCS, an Italian FREMM frigate, a Spanish shipbuilder Navantia’s Álvaro de Bazán class F100 Frigate. The Navy wants to build 20-FFG [X] ships in line with its FY-2019 Report to Congress on the Annual Long-Range Plan for Construction of Naval Vessels.

Ref: Marine Log, March 2019 pp. 10

- The U.S. Coast Guard said its 43-year-old Polar Star last month had an incinerator room fire when it was 650-mi north of Antarctica. It was 1 of many incidents to affect the ship on its deployment in support of Operation Deep Freeze—a contribution to the National Science Foundation—NSF—managed U.S. Antarctic Program. The Coast Guard says the incinerator fire occurred on February 10, 2019 and the crew spent 2-hours putting out the fire. Several electrical systems were damaged along with insulation in the room. Repairs are planned for its maintenance period. The ship is over its 30-year service life. Repairs were made to the electrical switchboard, but the evaporator was repaired only after parts were received during a port call in Wellington, New Zealand. The ship also experienced a propeller shaft leak that halted ice breaking operations to allow a diver to enter the water to make repairs in a hyperbaric chamber. They also had a power outage and had to reboot the electrical system.

Ref: Marine Log, March 2019 pp. 13

2.2.2 International Issues
North Korea fired several unidentified short-range projectiles into the sea off its eastern coast on 5-4-19. The South Korean Joint Chiefs of staff say it’s a sign of growing frustration at the stalled diplomatic talks with Washington meant to provide coveted sanctions relief in return for nuclear disarmament. The Missiles traveled about 125-mi and splashed into the sea. President Trump says he’s still with Kim. Kim want’s sanctions relief and North Korea has issues with Pompeo and Bolton’s actions. Nam Sung-wook of Korea University says they may fire more missiles. Present Moon is pursing talks with North Korea, South Korea’s Foreign Minister Kong Kyung-wha talked with Pompeo about the North’s launches and said South Korea’s Lee Do-hoon had talks with Stephan Biesum — special representative for North Korea that will travel to Seoul next week for talks. Japan’s Defense Ministry says the projectiles were not a security threat and Prime Minister Abe seeks a summit with Kim.

Ref: The San Diego U-T 5-5-19 pp. A4

- North Korea State media on Sunday showed leader Kim Jong Un observing live-fire drills of long-range multiple rocket launches and a new short-range ballistic missile a day after South Korea expressed concern the launches were a violation of an inter-Korean agreement to cease all hostile acts. U.S. Secretary of State Mike Pompeo still wants to strike a deal with Kim to get North Korea to denuclearize.

Ref: The San Diego U-T 5-6-19 pp. A3

- North Korea’s Ambassador Kim Song took questions from attendees at a news conference at the U.N. headquarters on 5-21-19 over seizure of a North Korean ship and its effect on U.S.-North Korean relations. The U.S. said it was transporting coal in violation of a U.N. sanction’s order and in violation of the 6-12-18 summit between President Trump and Kim Jong Un.

Ref: The San Diego U-T 5-22-19 pp. A3

- South Korea says North Korea’s missiles are short range solid-fuel ones, modeled after Russia’s Iskander short-range ballistic missile system launched from a tracked launch vehicle, unlike Saturdays, when they used a wheeled vehicle.

Ref: The San Diego U-T 5-11-19 pp. A3

- Palestine militants on 5-4-19 fired more than 200-rockets into Israeli territory drawing dozens of retaliatory air-strikes across the Gaza Strip. 7-people were killed in the actions.

Ref: The San Diego U-T 5-5-19 pp. A4

- Fighting between Israel and Gaza escalated rapidly on 5-5-19 in the worst combat since the last full-blown war in 2014 with missile attacks killing Israeli civilians and 22-palestinians.

Ref: The San Diego U-T 5-6-19 pp. A1 & A10

- Some 70-migrants trying to reach Europe from Libya drowned on 5-10-19 when their boat capsized in the Mediterranean Sea with 16-refugees rescued.
• The U.S. will move a Patriot missile battery into the Middle East to counter threats from Iran, of an attack on American Forces or interests in the region. Iran loaded military equipment on boats controlled by Iran’s Revolutionary Guard. The U.S. removed Patriot missile batteries from Bahrain, Kuwait, and Jordan in 2018. The U.S. will also send an aircraft carrier and strike group, and bombers to the region.

Ref: The San Diego U-T 5-11-19 pp. A3

• Iran’s Supreme Leader Khamenei chastised the country’s moderate president and foreign minister on 5-22-19 saying he disagreed with the 2015 nuclear deal they negotiated with World Powers.

Ref: The San Diego U-T 5-23-19 pp. A3

• The aircraft carrier Abraham Lincoln and escort passed through the Suez Canal and are now in the Red Sea. Iran was said to move short-range ballistic missiles onto small boats called dhows along its shore. Iran could also use Proxies such as Shia militia’s in Iraq.


• Commercial airlines flying over the Persian Gulf could be targeted by “miscalculation or misidentification” from Iranian military over tensions between the Islamic Republic and the U.S. American diplomats warned on 5-18-19 even as Washington and Tehran say they don’t seek war. Iraqi officials said ExxonMobile Corp. began evacuating staff from Basra, and the island nation of Bahrain over escalations and threats, as the U.S. moved the carrier Abraham Lincoln with F-18 Super Hornets and B-52s into the area.

Ref: The San Diego U-T 5-19-19 pp. A4

• Iran quadrupled its production of low-enriched uranium amid tensions with the U.S. over Tehran’s unraveling nuclear accord. The uranium is enriched to the 3.67% limit, set by the 2015 nuclear deal with world powers but will exceed the stockpile limitations agree on. In May 2019 the United Arab Emirates alleged 4-oil tankers sustained damage in a sabotage attack and Yemeni rebels allied with Iran, launched a drone attack.

Ref: The San Diego U-T 5-21-19 pp. A3

• Venezuela’s President Maduro ensured his generals loyalty and opposition to Guaidó, wooed the military to abandon Maduro.

Ref: The San Diego U-T 5-5-19 pp. A7

• U.S. Secretary of State Pompeo said on 5-5-19 the Trump Adm. is making plans for U.S. military intervention in Venezuela but nothing about Congressional approvals of any actions.

Ref: The San Diego U-T 5-6-19 pp. A3

13
- Venezuela's Supreme court charged 6-oppositon lawmakers on 5-7-19 of attempts to spark a military uprising against President Maduro.
  Ref: The San Diego U-T 5-8-19 pp. A3

- President Trump says John Bolton underestimated President Maduro of Venezuela who said the U.S. was attempting a 'foolish' coup.
  Ref: The San Diego U-T 5-9-19 pp. A3

- Diplomatic efforts to resolve Venezuela's crisis accelerated on 5-16-19 as envoys were sent to Norway but mistrust of the 2-sides could prevent quick solutions. The Norwegian Center for conflict Resolution has worked with Israelis and Palestinians, in 1993; and Maoist rebels in 2011, and a cease-fire between the Sri Lankan government and Tamil Tiger rebel negotiators. Columbia also sent representatives to Caracas, Norway.
  Ref: The San Diego U-T 5-17-17 pp. A3

- U.S. sanctions on oil-rich Venezuela were taking hold resulting in mi-long lines for fuel in the South American nation's 2nd-largest city Maracibo with some waiting as long as 24-hrs to fuel up. Venezuela doesn’t have cash to import key ingredients to keep up production in a country with the world’s largest oil reserves with state oil firm PDVSA that is producing 10 to 15% of the capacity. The Trump Adm. sanctioned PDVSA in an effort, to drive President Maduro from office, and supply leader Juan Guaidó. The U.S. sanctions cut off Maduro’s government from its Houston-based subsidiary Citgo, depriving officials of $11E9 in cash from exports this year. The U.S. said the cash flow bankrolled Maruño’s “dictatorship”.
  Ref: The San Diego U-T 5-20-19 pp. A3

- The White House announced the U.S. will deploy an aircraft carrier and Air Force bombers to counter Iranian threats and a specific threat and request from the top U.S. General overseeing Middle East operations. The Abraham Lincoln with escort ships and Airforce bombers was requested by Marine Gen. Kenneth McKenzie Jr. head of Centcom—that includes the Middle East countries including Egypt in Africa and Central Asia-Afghanistan and Iraq.

- Secretary of State Pompeo wade a trip the Baghdad on 5-7-19 as U.S. officials warned Iran was positioning missiles to be used against American forces in the region.
  Ref: The San Diego U-T 5-8-19 pp. A3

- Trade talks between China and the U.S. ended on Friday without a deal, as President Trump raised tariffs on $200E9 worth of Chinese imports, signaling a prolonged economic fight. Both sides indicated there would be future discussions at a trade agreement summit.
• President Trump and Chinese President Xi Jinping could meet at a Group of G-20 summit meeting in Osaka in June 2019. Trump saying he would like to leave tariffs in place indefinitely, and they would not knock the U.S. economy into recession, but would hurt economic growth. The U.S. imported $540E9 of goods from China in 2018. Tariffs enacted in 2018 reduced the inflation—adjusted income of U.S. consumers by $4.4E9 each month—by November $419/household-y. President Trump said he would meet President Xi Jinping at the G-20 meeting summit in Japan.


• Iran’s President [Shiite Islam] declared on 5-8-19 he would stop complying with 2 of it’s commitments under the Iranian nuclear deal—a year after President Trump withdrew entirely from the 2015 agreement which limited Iran’s capacity to produce nuclear fuel for 15-years. Secretary of State Pompeo says we need to wait but President Trump is planning more sanctions on Iran.

Ref: The San Diego U-T 5-9-19 pp. A3

• Secretary of State Pompeo warned China and Russia against “aggressive” actions, in the Artic, at a meeting of the Arctic Council.

Ref: The San Diego U-T 5-7-19 pp. A8

• Russia and the U.S. voiced hope on 5-14-19 that their strained relations could improve over multiple fronts and mutual suspicions by issues of American elections issues. Tensions in Iran, Syria, Ukraine, and Venezuela are stressed locations of involvement. Secretary of State Mike Pompeo was the mediator.


• North Korea launched 2-short range ballistic missiles on 5-9-19 says the South Korean military. It was on the same day the U.S. seized a North Korean ship—the Wise Honest, that was flouting exports of coal and the public revelation of a huge, years-old base that appears to have been designed to hide and protect the North’s growing arsenal of long range missiles. A new North Korean base of over 3-mi² of mountainous terrane was revealed, issues of some 20 to 60-nuclear weapons North Korea is thought to have, and a range of nuclear and missile facilities that they hold.


• Taliban militants overran government outposts in Northwest Afghanistan [Sufi Islam] on 5-10-19 leaving more than a dozen Afghan soldiers dead including some from an elite police unit. It was a day after the Taliban ended their 6th-round of peace negotiations and the militant group said they would mount attacks including car bomb attacks on Western aid organizations in Kabul that killed some 20 people.

Ref: The San Diego U-T 5-11-19 pp. A8

• Sudanese prosecutors charged ousted President Omar al-Bashin with involvement in killing protesters during uprising that drew him from office in April 2019.

Ref: San Diego U-T 5-14-19 pp. A3

• Power-sharing talks in Sudan between the ruling military junta and leaders of a powerful protest movement collapsed on 5-15-19 after violent clashes in the capital, Khartoum for the 2nd-time in the week. The leader of the military Transitional council, Lt. Gen. Abdel Fattah al-Burhan said talks would be suspended for 72-hrs and continue with conditions.

Ref: The San Diego U-T 5-16-19 pp. A3

• Houthis is at war with Saudi Arabia [Sunni of the Hanbali school], said they launched drones that targeted Saudi Arabian pipelines pumping stations leading to the Red Sea port from the kingdom’s oil-rich Eastern Province and days after the attack on 2-Saudi Arabian oil tankers in the Persian Gulf. Saudi Arabia has been at war with Houthis and their allies in Yemen since March 2015.

• Yemen’s Iranian-allied Houthi rebels attacked a Saudi Arabia airport and military base with a bomb-laden drone.
Ref: The San Diego U-T 5-22-19 pp. A3

• The U.S. ordered all non-essential government staff to leave Iraq and the Netherlands suspended their military assistance programs in the Persian Gulf over threats from Iran.
Ref: The San Diego U-T 5-16-19 pp. A4

• A rocket landed less than a mi from the U.S. embassy near the Parliament building inside Baghdad’s fortified Green Zone that houses the U.S. embassy, said Iraq security officials on 5-19-19. Suspicion is, it came from a Shilte military support unit in Iran. The militias have ties with Tehran, and they have been gaining political and military power over the last 3-years using rocket launches toward American diplomatic missions over displeasure with U.S. policies. Trump says if Iran fights it will be the end of Iran.
Ref: The San Diego U-T 5-20-19 pp. A3

• Air strikes by U.S.-led NATO coalition in Afghanistan killed some 18-afghan police officers on 5-14-19 during heavy ground fighting with Taliban forces near Helmond province.

• 2-Chinese Coast Guard maritime surveillance ships that were shadowing a visiting U.S. Coast Guard cutter crossed into the Philippine water on May 21, 2019 near Subic Bay.
Ref: Asia Journal, May 17-23, 2019 pp. 1 & 10

• Article on who controls what in the South China Sea. President Duterte Claims Pag-as Island—a 37-hectare island that the Chinese military and private fisherman frequent. Officially disputes of this nature are regulated at the Association of Southeast Asian Nations—ASEAN’s “code of conduct”. Duterte made friendly overtures to China and a State visit in November 2016 and signed 29-agreements, including a MOU on cooperation with a plan for oil and gas development in the South China Sea.
Ref: Filipino Press, April 6, 2019-April 12, 2019 pp. 1 & 7

• The UAE said 4-commercial ships off its eastern coast “were subjected to sabotage operations” after Iranian and Lebanese media outlets aired false reports of explosions at a nearby Emirati port.

Ref: The San Diego U-T 5-13-19 pp. A5 and Google.com: list of ports in united emirates
• Syrian opposition fighters said on 5-22-19 they captured a village on the edge of that strong hold in Northwest Syria that wrecked a months old cease fire.
  Ref: The San Diego U-T 5-23-19 pp. A3

2.2.3 Army Corps of Engineers—ACE—

2.3 Shipping Canals
  2.3.1 Panama Canal
  A 6.1 earthquake shook Panama near the border with Costa Rica on 5-12-19. The U.S. Geological Survey says the quake was 6.1 and was centered 4-mi southeast of Plaza de Caisan at a depth of 22-mi.

• The Panama Canal Board of Directors named Ricaurte Vasquez as the next Panama Canal Administrator effective Sept. 4, 2019 succeeding the current Jorge L Quijano who concluded his 7-year term.
  Ref: Marine Log, March 2019 pp. 33

2.3.2 Suez Canal
2.3.3 Nicaragua Canal—Nicaraguan canal and Development Project
2.3.4 Arctic Route

3.0 Water Issues
The San Diego Water Department is just one step higher than the lowest, on a survey of 24-agency’s in the Western U.S., for customer service satisfaction.

3.1 Regulation
  3.1.1 Water Rights
  3.1.2 Conservation Mandates
  3.1.3 Funding

3.2 Rivers and Lakes
  3.2.1 Dams
    A new assessment by the U.S. Army Corp’s of Engineers raises concern about the potential for failure of the spill way of a flood control dam—Peado Dam on the Santa Ana River in Corona. The 96-mi-long river runs from the San Bernardino Mountains, through southern CA and Orange County to the ocean. Typically, it has little water but in Winter it becomes a raging torrent historically causing floods. It was designed in the 1930s and constructed in 1941. Risk factors are the poor spillway performance on 29-cities with $61E9 in property value.

3.3 Reservoirs and Aqueducts
3.4 Ground Water
3.5 Recycled Water
  3.5.1 Municipal Waste
  3.5.2 Desalination
    The company that built the Carlsbad seawater desalination plant took stewardship of the Agua Hedionda Lagoon that allows power boats, kayaks, paddleboards, and other activities. Poseidon Water will be responsible for dredging Agua Hedionda Lagoon to keep it open and deep enough for public and private uses including a YMCA Aquatic Park, the Hubbs SeaWorld Fish Hatchery, the Carlsbad Aquafarm shellfish operation, and lagoon and nature center.
    Ref: The San Diego U-T 5-10-19 pp. B1 & B4
• Process that increases water-recovery from reverse osmosis—RO—while producing a salt byproduct being developed by Hyrec in Turkey that uses osmotically assisted RO that will be beneficial in coal-t-chemicals plants in China that requires large volumes of water on water stressed regions.

Ref: Chemical Engineering February 2019 pp. 7

3.5.3 Storm Drain
3.6 Municipal Water System Contamination

The southern shoreline of Imperial Beach has been closed since November 2018 due to water pollution spilling over the border from Mexico, including 110E6 gal of toxic stormwater runoff in the last 2-months [April-May 2019]. Last week 57E6 gal of sewage-tainted water gushed into the U.S. through the Tijuana River says the U.S. Section of the International Boundary and Water Commission.


4.0 Pipelines and Tunnel Issues
4.1 Pipelines
  4.1.1 Water
  4.1.2 Sewer Lines
  4.1.3 Storm Lines
  4.1.4 Gray Water
  4.1.5 Oil and Gas
    4.1.5.1 U.S.
      4.1.5.2 International
      4.1.5.3 Natural Gas Leaks

A blowout at a Los Angeles natural gas storage well in 2015 had the largest release of methane in U.S. history, was caused by a corroded pipe casing and safety failures by SoCalGas, who failed to investigate a previous ruptures cause at the Aliso Canyon storage field, and didn’t asses its aging wells for disaster potential before October 23, 2015 says a report by CPUC. The blowout lasted 4-months, sickening thousands who moved from Porter Ranch homes to escape a sulfurase stench and headaches, nausea, and nose bleeds.


4.1.5.4 Oil Spills

4.2 Tunnels
  4.2.1 Transportation
  4.2.2 Water
  4.2.3 Tunnel Boring Machines—TBMs—

5.0 Transportation Environmental Issues
5.1 Maritime Transportation Emissions
  5.1.1 Ship Engines Fuels

To maintain compliance to the 2020 Global Sulfur Cap mandate IMO warned shipowners not to use or carry non-compliant fuel when the IMO CAP on sulfur content of marine fuels comes into effect on January 1, 2020. This outlaw’s the use of Fuel Oil Non-Availability Report FONAR after 1-1-2020. The International Chamber of Shipping notes that, in exceptional circumstances safety or operational concerns about the quality of low sulfur fuels may be a valid reason for shipowners to be issued with a FONAR. The International Chamber of Shipping—ICS—, notes: in some parts of the world shipowners may initially encounter quality or compatibility problems with the new 0.5% blended fuels which they may have intended to use. The use of alternative compliant fuel such as 0.1% distillates will not be a valid basis for claiming non-availability of safe and compliant fuel. Further guidance on “Compliance with the 2020Global
Sulfur Cap" states ships will be expected to bunker other fuels including 0.10% Smax distillates where 0.5% Smax fuels are unavailable. Exceptions to this option may only be accepted by Port State Control—PSC—authorities after abilities of the ship's fuel system to safely store, process and consume other compliant fuels and the need for cleaning out the tanks of all remaining fuel residue prior to loading non-compliant alternatives into the same tank. The operators must ensure availability of documentary evidence on board to prove these limitations during subsequent PSC inspections following the issuance of any FONAR. Only the minimum possible quantity of non-compliant fuel should be bunkered if a FONAR is issued and the remaining non-compliant fuel will be required by PSC to be debunkered at the next port.

Ref: Marine Log, March 2019 pp. 14

5.1.1.1 Methanol—CH₄O—
A consortium of Netherlands Navy joined forces to investigate the feasibility of methanol as a sustainable alternative transport fuel in the maritime sector. Research institutes TNO, TU Delft, NLDA, and Marin will provide knowledge-building and research capacity for the project by studying operational profiles, ship configurations, engine configuration, performance, emissions, and other topics. Shipowners in the Green Maritime Methanol—GMM—project include: Van Oord and Wagenborg Shipping, while shipbuilders Damen, Feadship, Royal IHC are involved along with engine distributor Pon Power and Wärtsilä. Marine equipment suppliers Marine Service Noord and maritime service providers including C-Job Naval Architects are also participating. Work to study infrastructure and supply chain for methanol will involve the Ports of Rotterdam and Amsterdam ailing with methanol suppliers Bio MCN and Helm Proman and trade organization. The GMM is supported by TKI Maritime and Netherlands Ministry of Economic Affairs will be completed within 2-years.

Ref: Marine Log, March 2019 pp. 11

5.1.1.2 Liquified Natural Gas—LNG—
5.1.1.3 Heavy Fuel Oil—HFO—3.5% sulfur max
5.1.1.4 Marine Gas Oil—MGO—below 0.5% sulfur
5.2.2.5 Ultra Low Sulfur Fuel Oil—ULSFO—0.1% maximum sulfur
5.2.2.6 Heavy Distillate Marine ECA 50—HDME 50—0.1% sulfur

5.1.2 Ballast Water Management Systems
Alaska Tanker Company—ATC—will retrofit the Ecochlor ballast water management system—BWMS— on 3-of its VLCCs with an option for a 4th-vessel that will start in the fall of 2019-2021 at the Sembawang Shipyard, Singapore. AK’s tanker fleet of 4-U.S.-built U.S. flagged CLCCs is time chartered to carry all of BP’s Alaska North Slope crude oil. ATC has performed crude oil deliveries for ConocoPhillips and ExxonMobil through contracts of Affreightment—CO’s—and cargo exchanges. The USCG type approved Ecochlor BWMS is approved for installation in both U.S. flagged and International vessels in hazardous areas, rated Zone 1 or Zone 0. The Ecochlor BWMS uses a 2-step treatment process—filtration followed by chlorine dioxide. Maynard, MA headquartered Ecochlor sees significant upsurge in orders. It’s partner Pro Flow, Inc. opened a new factory in North Haven, CT to produce the chlorine dioxide generator used in the system. They produce 200-units/month.

Ref: Marine Log, March 2019 pp. 11
5.2 CO\textsubscript{2} Emissions

Man Energy Solutions reports its highly compact MAN 175D selective catalytic Reduction system recently completed its final Type approved test and was awarded IMO Tier III certification by all major classifications societies. The system was also tested at the Frederikshavn, Denmark test center. It has an excellent power-to-weight ratio, airless operation, and closed-loop NO\textsubscript{x} emissions control.


5.4 SO\textsubscript{2} Emissions

Parsippany, NJ based CR Ocean Engineering LLC, was awarded a contract for exhaust gas scrubbers by a major U.S. shipping company and the contract will take the total number of ships in its fleet with CROE scrubbers, to over 35. All systems will enter commercial operations during 2019 and be ready for operation when the IMO Global Sulfur Cap goes in full effect worldwide on June 1, 2020. CROE has 60-years of experience in air pollution control to develop scrubbing systems for the industry and have systems in more than 150-ships. CROE's ship exhaust gas cleaning technology is available in 3-configurations: Open loop, closed loop, and hybrid—a combination of both designs.


5.5 PM Emissions

5.5.1 PM\textsubscript{10-mm}
5.5.2 PM\textsubscript{2.5-\textmu m}
5.5.3 PM\textsubscript{0.1-\textmu m}

5.6 Ozone-O\textsubscript{3} Emissions

5.7 Industrial and Commercial Emissions

5.8 Surface Transportation Emissions

5.8.1 Rail
5.8.2 Automobile
5.8.3 Truck

5.9 Air Transportation

5.10 International

Under pressure from the U.S. the Arctic Council issued a short joint statement on 5-7-19 that excluded any mention of Climate Change.

Ref: The San Diego U-T 5-8-19 pp. A3

5.1.1 China

6.0 Transportation Financial Issues
The San Diego County proposed a $6.21E9-budget for 2019-20—a 1% decline from $6.27E9 a year earlier. Spending in Health and human services and public and safety issues will go up.

Ref: The San Diego U-T 5-7-19 pp. A1 & A9

6.1 Ports
   6.1.1 Inland Waterways
6.2 Container Ships
6.3 Federal Highway Trust Fund
   6.3.1 Gasoline Tax
   6.3.2 Millage-based Driving
   6.3.3 Diesel Tax
6.4 State, County, and City
   6.4.1 Parking
   6.4.2 Gasoline Prices
   6.4.3 Diesel Prices
6.5 Rail, HSR, and Light Rail
6.6 Airport

7.0 Airport and Global Space Issues
7.1 Airport
   7.1.1 Planes
   Update on pilots concerns of the 737 Max with Boeing.—FAA acting head says Boeing should have done more to explain the automated flight-control system on its 737 Max before the 2nd-deadly crash but defended his agency’s certification and held back on grounding the planes until other regulators around the world did so. Boeing is expected to submit a fix to the flight control software in the next week or so. The FAA will analyze it, conduct test flights and determine additional pilot training before letting them fly again was indicated to the House aviation Subcommittee.—Boeing says it’s finished with its updates to the flight-control software for the 737-Max and move on to flight tests and certification.

• A San Diego man was among 6-people killed on a 5-13-19’s 2-plane’s head-on collision in AK near Ketchikan.
   Ref: The San Diego U-T 5-16-19 pp. A5

7.1.2 Regulation
7.1.3 Infrastructure
   San Diego’s public system will focus on 4-options for transport to the San Diego International Airport including an underground people mover, one partially above ground, and an extension of the existing trolley system. 3-are dependent on a “grand central” station on 1 of 2-sites.
   Ref: The San Diego U-T 5-22-19 pp. C1 & C4

7.1.4 Air Freight
7.1.5 Safety
   Pilots of a chartered jet that ran into a river at a FL military base made a last-minute change to the runway where they would make a landing. The pilot requested the change to the Naval Air station Jacksonville Friday night. The 9,000-ft long runway where the Boeing 737 landed was limited to 7,800-ft because of a cable that is used for Naval aircraft during training.
   Ref: The San Diego U-T 5-6-19 pp. A2
The Coast Guard said the bodies of 2-people missing after a mid-air collision of 2-small planes were recovered, bringing the number of people killed to 6. 10-people were injured—all Americans and were passengers from a cruise ship near Ketchikan. The planes were a DHC-3-T turbine Otter and a DHC-2 Beaver.

Taquan Air suspended operations after a 2nd-float plane crashed in a week in AK, with Beaver float planes—one crashed in Metlakatla Harbor on Monday 5-20-19 and follows a collision of a Taquan Air Otter plane with another float plane with 10-people injured. There was a crash in 2015 with a De Havilland DHC-3 Otter operated by Promech Air Inc. into mountainous terrane.
Ref: The San Diego U-T 5-22-19 pp. A9

7.1.6 U.S.
The U.S. on 5-15-19 suspended all commercial, passenger, and cargo flights between the U.S. and Venezuela.
Ref: The San Diego U-T 5-16-19 pp. A3

7.1.7 International

7.2 Global and Space
7.2.1 NASA
7.2.2 U.S.
7.2.3 Moon
Amason.com and Blue Origin founder Jeff Bezos unveiled a mock-up of a lunar lander that would help build out infrastructure on the Moon.
Ref: The San Diego U-T 5-10-19 pp. C1 & C4

7.2.4 Planets
7.2.4.1 Mars
7.2.4.2 Saturn
7.2.4.3 Pluto
7.2.4.4 Jupiter
7.2.4.5 Neptune
7.2.5 Comets and Asteroids
7.2.6 Deep Space
7.2.7 International
7.2.7.1 International Space Station—ISS—

8.0 Border and Culture Issues
8.1 Border
Acting Defense Secretary Patrick Shanahan visited TX on 5-11-19 saying he will accelerate planning to secure the border without the Pentagon’s continuous help. He also told officials the Pentagon would not withdraw its military support prematurely.
Ref: The San Diego U-T 5-12-19 pp. A4

Immigration and customs enforcement want’s up to 5,600 more people in custody in CA says a Request for Information document by the agency. The agency works with private prison companies. They want San Diego County to house 1,600-people, Los Angeles County to handle 3,000-people, and San Francisco to handle 1,000-people. Facilities need to be 30-min from a hospital and a 90-min drive of an ICE airport. A CA law of 2018 prohibits local or state officials from creating, renewing, or modifying contracts that were issued by the federal government.
The Pentagon will set up temporary tent housing for 7,500 adult migrants to alleviate humanitarian and security crises on the Southern border.

8.1.1 Import-Export

President Trump said he would increase tariffs on Chinese imports on Friday 5-10-19 over a new deadline to produce a deal or trigger an escalation of the year-long U.S.-China Trade War. Days before Chinese negotiators are scheduled to arrive in Washington. The President threatened to increase tariffs on $200E9 worth of Chinese goods from 10% to 25% and levy a new 25% fee on all remaining Chinese imports shortly.

Accusing Beijing of “reneging” on commitments it made in earlier talks U.S. Trade Representative Robert Lighizer says the Trump Adm. will increase tariffs on $200E9 in Chinese goods on 5-10-19. A Chinese trade delegation is expected to arrive in Washington to resume negotiations on Thursday. Treasury Secretary Steven Mnuchin said China was trying to go back on some of the language they negotiated in 10-earlier rounds of talks.

President Trump’s son-in-law Jared Kushner outlined a draft plan to update border policies that would make sure all people, vehicles, and packages are scanned at the U.S. POE’s.

Chinese negotiators including Vice Premier Liu He—member of Politburo of the Communist Party of China and one of China’s top economic officials and confidant of President Xi Jinping are headed to Washington to salvage a trade agreement.

President Trump increased tariffs on $200E9 of Chinese imports at 12:01 Eastern time on 5-10-19. The tax was raised from 10% to 25%. China’s government will take necessary countermeasures in response to the tariff hike. The Tariffs will be imposed on products when they reach the U.S. in its 3-to-4-wk voyage across the Pacific.

The Chinese government increased tariffs on nearly $60E9 worth of U.S. goods and the U.S. plans to tax nearly every sneaker, computer, dress, and handbag that China exports to the U.S.

The U.S. government will replace barriers throughout 100-mi of the southern border in CA and AZ including through a national monument and wildlife refuge. The Department of Homeland Security waved environmental and dozens of other laws to build more barriers along the U.S.-Mexican borders. Democrats are signaling a willingness to include elements of President Trump’s $4.5E9 request for humanitarian and security needs on the border, an unrelated backed disaster bill, that appears to be breaking through the partisan logjam.

Prime Minister May of Britain returned from the E.U. with an agreement for a Brexit extension to October 31, faces political threats from her Conservative Party in an open revolt with Nigel Farage that could oust her. She will seek a 4th-final vote to leave the E.U.
• Prime Minister May fed off pressure on 5-16-19 from conservative Party lawmakers demanding she set a date for resignation as she set a date for resignation as she tries to unblock Britain’s Brexit impasse but agreed to her departure in June 2019, raising prospects of Britain getting a new Prime Minister before October 31, 2019.
Ref: The San Diego U-T 5-17-19 pp. A3

• Prime Minister May will reopen Brexit talks with the E.U. on a future customs deal with the 28-country trade bloc.

• British PM May dug in against rivals and former allies to push her out, over her attempts to lead Britain out of the E.U. appeared to be headed for a dead end.
Ref: The San Diego U-T 5-23-19 pp. A3

• The U.S. China trade war could threaten sales of the Polestar 2-the 1st-EV to compete with Tesla’s 3 that is made in Lugiao China and was planned to enter the market by Summer 2020 and is owned by China’s Zhejiang Geely Holding Group. The Polestar has a range of 275-mi and priced at $45E3 to $65E3 before federal and state incentives that reduce that by $10.0E3 for CA buyers. They will build 50E3 of the cars in its 1st-year of production—40% will be sold in China and Norway will be a 2nd-market.
Ref: The San Diego U-T 5-16-19 pp. C1 & C4

• President Trump will delay for 6-months any decision to slap import taxes on foreign cars that would hit European and Japan hard as moves are under way to pressure Japan and the E.U in concessions in ongoing trade talks. Trump is using the Section 232 of the Trade Expansion Act of 1962, to see if there are threats to the U.S. auto industry from imports.
Ref: The San Diego U-T 5-18-19 pp. C1 & C4

• The Trump Adm. filed criminal charges against Huawei for stealing technology and restricted the Chinese tech sales company in the U.S., calling it an espionage threat. Washington is not taking it seriously.
Ref: The San Diego U-T 5-17-19 pp. C3

• Update on China’s restrictions on scrap from the U.S. has created U.S. companies to take on the scrap domestically and created a $1.0E9 investment in recycling in the U.S. including China’s Hong Kong-based Nine Dragons, one of the world’s largest producers of cardboard boxes with a division that will build facilities in the U.S. cities of ME, WI, and W VA. Chinese-Global Win Wickliffe is reopening a paper mill in KY. GA-based Pratt Industries is building a mill in Wapakoneta, OH to recycle 425E3-tons of recycled paper/yr into boxes. Plastic recycling plants are being built in TX, PN, CA, and NC that recycle plastic bottles into new bottles. The Chinese are investing in recycling plastic and scrap metal in GA, IN, and NC, to make feed stocks for manufactures in China. NJ’s recycling plant GDB is also building recycling plants in the northeast U.S.

• Update on Trump’s trade war and its effects on products from countertops to rubber bands, China’s industries of the future, and cars from Europe. President Trump is looking at 162-investagations of trade product dumping in the U.S. at cut-rate prices, up 224-products over what former President Obama dealt with. With help of the U.S. Commerce Department to serve the $21E9 economy. China’s quartz slabs anti-dumping duties as of as much as 337%, with countervailing duties of some 191%.

• San Diego’s Qualcomm and other semiconductor firms took a hit after the Trump Adm. made it harder for China’s Huawei to purchase U.S. components and their stocks slid 5%. Skywork’s shares dipped 10% and Qorvo’s fell 12%.
• British and Japanese mobile phone companies said they will hold off selling new devices from Huawei in fallout aimed at the Chinese company. British EE and Vodafone and Japan’s KDDI and Y! Mobile are pausing the launch of Huawei smart phones with ability to use 5-G technology. British carriers plan to rollout 5-G service while Japan will follow in 2020 for connected cars and remote medicine.

Ref: The San Diego U-T 5-18-19 pp. C1 & C4

• The Trump Adm. reached an agreement with Canada and Mexico to lift tariffs on metal imports resolving a year-long stand-off that inflamed North Atlantic tensions and complicated efforts to ratify a revised trade deal.


• A U.N. Commission presented a roadmap to boost economic development in 3-Central American nations to lower poverty and violence to stop desperate migrants from traveling to the U.S. It will increase social spending, stop corruption, and improving security with financial support and investment from the U.S. The plan by the UN Economic Commission for Latin America and the Caribbean—ECLAC—was the U.S.’s best option for stemming the flow of immigrants, says Mexican President Obrador. Obrador will develop Southern Mexico, together with Guatemala, Honduras, and El Salvador. Mexico and the Northern Triangle governments, need to up their social spending, create an environment for economic development, invest in the energy sector, and improve logistics. Mexico proposes $10.0E9/yr in investment for 10-years for a total of $100E9.

Ref: The San Diego U-T 5-21-19 pp. A3

• Analysis of tariffs: President Trump escalated tariffs on $200E9 of Chinese goods from 10% to 25%; tariffs—a relic had been long fading since the 19th and early 20th-centuries that were harmful to both sides; recent tariffs are being used on Europe, Canada, and their partners, but especially China, the largest economy after the U.S. The U.S. says China is using predatory tactics to get artificial intelligence, robotics, and electric vehicles. The U.S. also accused China of hacking into U.S. company computers for trade secrets and sensitive technology in exchange for access to Chinese companies. After Fridays-5-10-19 increases, the Adm. is now imposing 25% tariffs on $250E9 of Chinese goods. Beijing counter-punched by taxing $110E9 of American products, focusing on agricultural goods such as soybeans. Tariffs are a tax on imports—a percentage of the transaction price that the buyer pays a foreign seller. The tariffs [duties or levies] are collected by Customs and Border Protection agents at 328-ports of entry in the U.S. The proceeds go to the Treasury, are published by the U.S. International Trade Commission in the Harmonized Tariff Schedule. Sometimes the U.S. will impose additional tariffs on imports being sold at unfairly low prices or supported by foreign government subsidies. Tariffs increase government revenue and protect domestic industries from foreign competition. Before federal income taxes started in 1913, tariffs were big money raised for Washington and from 1790 to 1860 were 90% of federal revenue. In recent years they were only 1% of federal revenue. It makes it easier for domestic companies to raise prices. Trade restrictions make an economy less efficient.

Ref: The San Diego U-T 5-12-19 pp. A7

• Pakistan will get a $6.0 bail out from the IMF over an account deficit-measure of imbalances between imports and exports with China and its slowing economy is expected to contract further in 2019.


8.1.2 Ports of Entry
The number of unauthorized immigrant’s detained at the southern border in April was 109,144—the 2nd—month it exceeded 100E3. Defense Secretary Patrick Shana said the Pentagon
redirected enough money to build 256-mi of barriers along the southern border including 63-mi within 6-months.

- The Tohono O'odham Nation want's a virtual wall on the Mexican border with 10-towers up to 140-ft high with night vision and radar on the 75-mi border area to deter migrants and smugglers.
Ref: The San Diego U-T 5-9-19 pp. A6

- Acting Defense Secretary Patrick Shanahan notified Congress on 5-9-19 he intended to shift, $1.5E9 from the war in Afghanistan and other projects, to pay for the work on President Trump's border wall—a 80-mi section of fencing and barriers on the southern border. It's in addition to the $1.0E9 from the Army's personal budget in March 2019, for a total of $2.5E9.

The Department of Homeland Security—DHS—on 5-15-19 issued environmental wavers permitting expedited construction in 4-sections of the state's borders and waivers for AZ in all totaling 93-mi of construction says DHS, with 30-mi in CA and 63 in AZ. The CA sections are at the Tecate POE and the EL Centro sector where there are many illegal crossings.
Ref: The San Diego U-T 5-16-19 pp. A9

8.1.3 Rail
8.1.4 Colorado River Water
8.1.5 Roads
8.2 Culture
Remains of Denisovans found in a Siberian cave is related to Neanderthals DNA were found in China's Gansu Province.

![Photo](image_url)

This Photo by Unknown

Author is licensed under CC
Ref: The San Diego U-T 5-5-19 pp. A21

- Villagers of Santiago Xalitzintla prepared for offerings to The Sleeping Woman—a dormant Iztaccihuatl volcano above the town in Central Mexico at a alter 12,420-ft above sea level.
Ref: The San Diego U-T 5-6-19 pp. A7

- Researchers found the last ship that brought enslaved people from Africa to the U.S.—the schooner Clotilda was identified near Mobile, dating from a year before the civil war.
Ref: The San Diego U-T 5-23-19 pp. A15
• The Trump Adm. will allow 30E3 more foreigners in the U.S. with H-2Bs visas to do seasonal work in the U.S.
Ref: The San Diego U-T 5-7-19 pp. C2

• The “Remain in Mexico” policy will continue says a federal appeals court on 5-7-19
Ref: The San Diego U-T 5-8-19 pp. A5

• Marijuana is legal in Colorado but psilocybin mushrooms will be illegal as a schedule 1 controlled substance under federal law and selling them will be a felony.
Ref: The San Diego U-T 5-9-19 pp. A5

• Law enforcement agents raided a small butane hash oil extraction lab on 5-17-19 in Point Loma. The discovery is the 4th-lab found since May 5, 2019. Another was found in El Cajon.

• Update on 49,100-migrant children sent to refugee resettlement centers in the U.S. by the Department of Health and Human Services.
Ref: The San Diego U-T 5-10-19 pp. A5

• The Trump Adm. identified 1,712-potential cases of families separated under the zero-tolerance policy at the border in reviewing 47E3-cases files.

• President Trump will unveil a plan to overhaul parts of the nation’s immigration system to impose new security measures at the border and increase the educational and skills requirements for people allowed to migrate to the U.S.

• A woman from Honduras with her 2-young daughters had to go to Tijuana from a migrant shelter in Mexicali for her asylum case hearing in San Diego. The program called Migrant Protection Protocols or “Remain in Mexico” began under the Trump Adm. in January at the POE.

• The House passed a $19.1E9 disaster relief package for communities including Puerto Rico for areas ravaged by hurricanes, tornado’s, flooding, and wildfires since 2017.
Ref: The San Diego U-T 5-11-19 p. A4

• San Diego restored its ability to prohibit homeless people from living in cars on city streets, as beach communities have been flooded with homeless people living in cars. The city wants them to move into “safe” parking lots.

• Mayor Faulconer wants to spend $7E6 in new city revenue on homelessness programs, an anti-graffiti campaign, housing incentives for new police officers, and safety efforts for electric scooters. Other projects are wildfire management in a $1.57E9 spending plan.

• San Diego will spend $3.8E6 for security for homelessness and for more portable bathrooms in the city and restrooms. 5-year contracts will be issue to All-State Security for $24.9E6 and Able Patrol and Guard for $1.9E6. The measure was passed by the Municipal Employees Assoc. with 4,000-city workers.

• More on new rules for education and skills of immigrations seekers of the migrates from Central America.
• The 1st-official flight of migrants arrived in San Diego from TX on Friday under a new plan to handle the influx of Central American families and will send 3-planes/wk to San Diego to help agents in the Rio Grande Valley sector to process everyone in it’s custody. That sector had more than 6,000-people compared to 800 in custody in the San Diego area says Chief Patrol Agent Douglas Harrison, after the section’s chief was sent to Washington on special assignment. In April agents in the Rio Grande Valley Sector apprehended 36,681-people crossing the border illegally says C&BP—that’s 37% of all apprehensions along the southwest border, made up of 9-sections. In San Diego 6,191-people were caught. A federal judge in Oakland wants to stop the wall and the U.S. court of Appeals vowed to move to remove the Obama-era DACA program.


• South Korea will provide $8.0E6 in humanitarian aid to help North Korea’s malnourished children and pregnant woman in the severe drought and food crisis caused by its worst harvest in a decade. The World Food Program and Food and Agriculture Organization said about 10.0E3 North Koreans were facing severe food shortages.


• Homeless populations increased by double-digit percentages in 3-San Francisco Bay area counties over 2-years including 17% in San Francisco, 43% in Alameda County that included Oakland, that numbers some 25E3-people. The area has to little housing stock and a roaring tech-economy with median price of a 2-bedroom home at $1.3E6 and a family of 4 earning $117,000/yr is low income. San Francisco Counties counted more than 8,000-homeless now.


• Hybrid wild pigs, a cross between domestic and wild boar were imported to Canada from Europe in the 1980s to diversify Canadian livestock and for hunting. They escaped into the wild and are the most rapidly multiplied invasive mammal in Canada.—Along with radioactive waste, plastic was also found at the bottom of the Mariana Trench at 35,850-ft-deep by Victor Vescovo. There are also exotic sea creatures at the depth.—The sea in the Chukchi Sea, north of AK was at its lowest extent on record for early May, says U.S. Natural Snow and Ice Data Center, at the 2nd-lowest since 1979. Antarctica was at its lowest level on record.


• A San Diego U-T based network that used FedEx and the U.S. Postal Service to ship methamphetamine throughout the U.S. on behalf of the Sinaloa cartel was dismantled on 5-21-19. 43-people were charged—the drugs were produced in massive quantities in Mexican Cartel “superlabs” and are known as a “date rape” drug.


• Mexico will build a migrant shelter in Chiapas near the Southern Border of Mexico with Guatemala. They are looking at a 37-acre property in Tapachula.
The Cuban government on 5-10-19 launched rationing of chicken, eggs, rice, beans, soap, and other products says the Commerce Minister Betsy Diaz Velazquez. The actions are caused by President Trump's U.S. trade embargo.

Ref: The San Diego U-T 5-12-19 pp. A13

Update on unaccompanied migrant children missing in Tijuana, including 15-year-old about to give birth in some cases. Issues of who will do initial interviews that asylum seekers go through and if they have a "credible fear" of being persecuted in their home country.

Al Hudaydah

Al-Hudaydah (Arabic: المدنية, romanized al-hudayda), also transliterated as Hodea, Hodeida, Hudaida or Hodeidah, is the fourth-largest city in Yemen and its principal port on the Red Sea. It has a population of 2,400,000 people and is the centre of the Al Hudaydah Governorate.

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History

In the Islamic chronicles, the name Al-Hudaydah was first mentioned in the year 1454/55 and the city became a popular and important one in the 1520s when the Ottomans took over Yemeni Tihāmah.[1] The Malay writer Abdullah bin Abdul Kadir visited Al Hudaydah on his pilgrimage to Mecca in 1854, and describes the city in his account of the journey, mentioning that the custom of chewing khat was prevalent in the city at this time.[2]

In 1914, during the First World War German troops led by Major Freiherr Othmar von Stotzingen established "Stotzingen-Mission", a wireless station, at Al Hudaydah, which was used during the Arab Revolt to relay communications from Constantinople to German East Africa as well as broadcast propaganda to the Anglo-Egyptian Sudan.[3]

The city was briefly occupied by Saudi forces during the Sa'udi–Yemeni War of 1934.[4][5]

After a disastrous fire in January 1961 destroyed much of Al-Hudaydah, it was rebuilt, particularly the port facilities, with Soviet aid. A highway to Sana'a, the capital, was completed in 1961. The city was also the site of a Soviet naval base in the 1970s and 1980s.

Al-Hudaydah has a large number of historical places; particularly in Zabid, which is regarded as one of the most important Islamic towns in the world. The city is not large but it has more than one hundred old mosques. Furthermore, it used to have a university, that was as old as al-Azhar.

https://en.wikipedia.org/wiki/Al_Hudaydah

5/29/2019
Economy

Situated on the Red Sea, it is an important port, exporting coffee, cotton, dates and hides. It was developed as a seaport in the mid-19th century by the Ottoman Turks. As of June 2018, three quarters of humanitarian and commercial cargo entering Yemen arrived via the port of Hudaydah. It serves as the entry point for Yemen’s humanitarian aid and around 70% of commercial imports.

As of 1920, the British described Al Hudaydah’s port as being a "poor harbour." With two entrances, it was only able to provide adequate storage and shelter for small boats, with larger boats and ships having to dock over two miles away. In 1908, a new pier was built, which had trouble with depth, leading most imported items to be dumped on the beach instead of delivered by dock. Coal was often available for visiting vessels. A new harbour was built 10 miles northwest of the town by the Ottoman government, with a small train line leading to Al Hudaydah, and connected to the Sana-Hodeida Railway. A French company built the rail system, which was halted upon the Italo-Turkish War breakout. As of 1909, the port was bringing in less than the port at Jeddah. That year, 172 steam ships visited the port. The majority of the goods were from the United Kingdom, followed by Italy, Russia and Germany. German imports had grown from 1905 to 1909, with British shipping declining. Despite struggles with a good quality harbour, the town was described as being the centre of dhow building.

The city was known for producing striped coarse cotton cloth, woven by hand. The artisans making the cloth were relocated to Al Hudaydah from Zahid and Beit el-Faki due to tribal conflict. The city was also a centre for tanning and sandal making.

In the late 19th-century, Al Hudaydah was a chief exporter of coffee, with that export business shifting to Aden in the early 20th-century due to more secure routes at Aden. Al Hudaydah had to transport their goods usually through Yemen and Indian ports for security reasons, making exportation to the United Kingdom troublesome. During this time period, the region imported cereal and rice from India, cotton from Manchester, England and the United States, iron and steel from Germany, and general goods from Italy and Austria. As of 1920, the city was exporting fuller’s earth, hides and coffee. The coffee produced in Al Hudaydah was considered some of the finest in the region.

Yemeni Civil War

The port of Al Hudaydah plays a crucial role in allowing food to be imported into the country. This role has been disrupted several times over the course of the Yemeni civil war.

In June 2018, pro-Hadi government forces with the backing of the United Arab Emirates and Saudi Arabia entered the port of Al Hudaydah, in an effort to dislodge Houthi forces. Due to the risk of a humanitarian crisis if the port is besieged, the United Nations has attempted to secure an agreement with the Houthis to place the port under UN control, but has been unsuccessful until December 13th, 2018 on which date, there was an announcement by the UN general secretary Antonio Guterres that the two sides to the civil war have reached an agreement on a ceasefire.

Climate

Al Hudaydah has a hot desert climate (Köppen climate classification: BWb).

https://en.wikipedia.org/wiki/Al_Hudaydah
Climate data for Al Hudaydah

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Source: Climate-Data.org[8]

See also

- Hodeida International Airport

References


This page was last edited on 10 January 2019, at 13:31 (UTC).

https://en.wikipedia.org/wiki/Al_Hudaydah

5/29/2019
What you need to know:
The 2020 IMO fuel sulphur regulation

Written by Lee Hong Liang, Asia Editor, Seatrade Maritime News

The bunker fuel supply and availability landscape is set to change when IMO’s global 0.5% fuel sulphur content cap regulation is enforced from 2020. Shipowners have a few options to choose from for them to comply with the regulation, while refiners are expected make changes to refinery configuration and production in response to market demand. Thus far, there is no silver bullet solution ahead of 2020 and the involved parties will have to decide on the most appropriate approach to take so as to suit their operations and remain commercially sustainable in the long run.
1B) The IMO fuel sulphur regulation: ECAs

Ships trading in designated ECAs have to burn bunker fuel with a sulphur content of no more than 0.1% since 1 January 2015, against the limit of 1% when ECAs were first introduced in 2010.

The Marpol Annex VI ECAs are the Baltic Sea area, the North Sea area, the North American area (covering designated coastal areas off the US and Canada), and the US Caribbean Sea area (around Puerto Rico and the US Virgin Islands).

Further formation of country-based or continent-wide IMO-approved ECAs, however, is not an easy process. In the case of establishing a region-wide ECA, it may take up to five years to complete an entire assessment and consultation process including gathering agreement from all the Marpol Annex VI signatory countries and receiving submission of emission inventories.

Many emerging economies, and even some established ones, see designating their territorial waters on ECAs as discounting their ports’ competitive edge. But there are exceptions as some countries have voluntarily made positive steps to clamp down on shipping emissions in view of their own environmental agenda.

China has its own version of ECAs, enforced in phases since April 2016, requiring ships berthing at 11 ports to use 0.5% sulphur fuel. The 11 ports are Guangzhou, Huanghua, Nantong, Ningbo-Zhoushan, Qinhuangdao, Shanghai, Shenzhen, Suzhou, Tianjin, and Zhuhai.

Hong Kong has required all ocean-going vessels to switch to fuel not exceeding 0.5% while at berth starting 1 July 2015.

While Sydney, Australia has imposed a 0.1% sulphur limit for cruise ships berthing at the port, some areas touted as possible future ECAs include Japan, Norway, Mexico and the Mediterranean.

Existing ECA zones and possible future ECAs

Heavy fuel oil (HFO), which is high in sulphur content and considered the bane in terms of emissions for environmentalists, is the traditional source of energy to power ships.

In 2016, global demand for HFO accounted for 70% of a mixed grade of bunker fuels, including the low-sulphur marine gas oil (MGO) with below 0.5% sulphur content and the ultra low sulphur fuel oil (ULSFO) of 0.1% maximum sulphur content. The switch to burning either MGO or ULSFO is an option for shippers to be in compliant with the IMO regulation, and two other alternatives are installing abatement technology such as scrubbers or using LNG as fuel.

Unni Einemo, IMO representative, media and communications manager, International Bunker Industry Association (IBIA), warned that the global sulphur regulation is "not step changes but brutal changes", requiring "paradigm shifts on ship engines" that are designed to run on HFO.

"We are looking at a virtually overnight shift from 3.5% fuel sulphur content to 0.5%. There is a real risk that the change would cause a period of severe product shortages and inflated prices," she said.

Moreover, the production and supply of up to 3.5% sulphur marine fuels would need to continue until the day before the 0.5% requirement kicks in, and immediately demand for HFO will shrink dramatically the day after, creating a never-before known situation of severe supply/demand mismatch.

Einemo said the transition from 3.5% to 0.5% is not as easy as flicking a switch as she highlighted the near-impossible undertaking for global refining to switch production overnight, the need for huge logistics involving transport between refineries, storage and delivery vessels, and the massive work for ships to clean out fuel systems to avoid sulphur contamination.

Analyst Wood Mackenzie suggested that the shipping industry would need to fork out an additional $50bn annually by 2020, based on an expected rise in MGO and ULSFO demand and their premiums over HFO.

According to data from specialist bunker news and price provider Ship & Bunker, the premium of MGO over 3.5% sulphur 380 cst in Rotterdam, for example, has averaged $225 per tonne over the last five years between 1 March 2012 and 1 March 2017. At present, shipping is consuming around 3.2m barrels per day (bpd) of HFO and 700,000-800,000 bpd of MGO. From 2020, this proportion will change to 700,000 bpd of HFO and 3.4m bpd of MGO.

Sushant Gupta, director - Asia Pacific, refining and chemicals research, Wood Mackenzie, noted that switching to the use of the compliant low sulphur products is a costly solution for shipping, hence the industry will try to pass the cost to consumers and freight rates from the Middle East to Singapore could increase by up to $1 a barrel.

Higher bunker bills, on the other hand, may make the installation of scrubbers a more attractive solution as the price differential between low sulphur fuels and HFO would widen and consequently the scrubber repayment period would be quicker.
What it means for the refiners

It is without doubt that the 0.5% sulphur rule will have huge implications for the global refining sector in terms of refinery configuration and operations. Simple refineries that produce a substantial share of their crude run into HFO may face margins pressure, while complex refineries may potentially boost margins with a larger production of low-sulphur products.

The International Energy Agency (IEA) mentioned that by 2020 the price of fuel oil is expected to drop in tandem with demand. This will put pressure on (fuel oil) cracks and simple refineries with high fuel oil yields. On the other hand, it could become more attractive to modern, complex refineries who have the secondary units capable of upgrading fuel oil into higher value lighter products.

The IEA stated: “Global refiners will be put under enormous strain by the shifting product slate. If refiners ran at similar utilisation rates to today, they would be unlikely to be able to produce the required volumes of gas oil. If they increased throughputs to produce the required gas oil volumes, margins would be adversely affected by the law of diminishing returns. In order to increase gas oil output, less valuable products at the top and bottom of the barrel would be produced in tandem, which would likely see cracks for these products weaken and weigh margins down.”

The world’s three leading oil majors - BP, ExxonMobil and Shell - have not mentioned anything on a mass production of 0.5% blends, neither have they announced commitments to invest in reconfiguring their crude runs on a global scale to produce 0.5% fuels. “At present, we have not heard of new refinery investments announced as a result of this regulation. It is too early to have that, as IMO’s decision in July will influence many of these uncertainties,” said Serena Huang, research analyst downstream, Asia Pacific, Wood Mackenzie.

In general, oil majors and refiners are looking to support the shift in bunker fuel demand arising from the new sulphur regulation in various ways. Firstly, refiners can increase ULSFO production by extracting low sulphur fuel oil streams that are currently blended into LSFO or HSFO to be made available to the market as ULSFO. ExxonMobil, for instance, has launched a relatively new product, Heavy Distillate Marine ECA 50 (HDME 50), that can be handled on board like HFO and has only 0.1% sulphur content.

Secondly, refiners in general have an issue of managing their surplus residue. “In some instances, exploring residue destruction investments may make sense, but this option comes with higher risk on returns of investment, as gas oil demand is predicated on shippers’ uptake of alternative options such as scrubber installation and LNG bunkering,” said Huang.

Thirdly, refiners can raise LNG bunker supplies in major bunkering hubs. In Singapore, Shell and ExxonMobil are working with Maritime and Port Authority of Singapore (MPA) to supply LNG as fuel. In Rotterdam, Shell this year launched a LNG bunker tanker to supply LNG from Rotterdam’s Gate Terminal.
4A) Abatement technology

The use of exhaust gas cleaning systems, also known as scrubbers, is a commercially available option for the shipping industry. Ships installed with scrubbers mean they can continue to burn high-sulphur bunker fuel from 2020 and comply with the 0.5% sulphur limit.

The abatement technology works by spraying alkaline water into a vessel’s exhaust to remove sulphur and other unwanted chemicals, either via open-loop system, closed-loop system, or hybrid (open-and-closed loop) system.

The use of scrubbers will enable the eradication of almost all the harmful emissions from ships, with major scrubber manufacturers like Aefa Laval, DuPont and Wartsila having systems that eliminate 97-98% of sulphur oxides (SOx) and 70-80% of particulate matter (PM), which makes up most of the visible smoke.

Despite an initial hefty investment ranging from $5m to $10m per vessel, depending on the number and capacity of the main engines, installing scrubbers can potentially be an economically attractive option, according to Wood Mackenzie. Shipowners can expect a high rate of return of between 20-50% depending on investment cost, MGO-HFO price spread and ships’ fuel consumption.

The uptake of scrubbers could be limited by access to finance, scrubber manufacturing capacity, drydock space and technological uncertainties. Wood Mackenzie forecast that the retrofitting or installation of scrubbers will not pick up substantially until 2020 while McQuilling Services noted that players with difficult access to financing for a scrubber can look to potential cooperation with trading companies as alternatives to banks and investors. The availability of dry-docking space at shipyards is definitely an issue if a large number of ships are sent for scrubber retrofit work.

4B) LNG

The viability for ships to burn LNG as fuel depends very much on the availability of a worldwide network of LNG bunkering infrastructure, which to-date is severely underdeveloped. Global LNG bunkering infrastructure is considered to be at an infant stage today, as most LNG-powered ships are mainly coastal vessels limited to European waters, and major bunkering ports in the world have yet to develop full-scale LNG bunkering facilities.

There continues to be interest in some countries such as Singapore, Japan and the Netherlands in pursuing the development of LNG bunkering infrastructure. But there has not been any indication that developments will blossoms to a global scale to offer any real change for LNG to become a viable option come 2020.

The LNG option in itself is facing a “chicken and egg” situation. There is a need for demand to increase in order to generate greater supply, but the same is true vice versa. LNG as bunker fuel continues to face issues such as the need for increased and dedicated storage space, a gap in supply chain logistics, and requirements for costly modifications to existing port infrastructure. Additional costs to carry out LNG bunkering include delivery of the clean gas to the import terminal, breakbulk charges, the need for shuttle vessels delivering to LNG bunker tankers, and the fee of bunker tankers delivering LNG fuel ship-to-ship. Moreover, there is the unforeseen factor of fossil fuel prices, which have now fallen and making the economic business case for LNG less attractive.

Another stumbling block is the retrofitting of ships to burn LNG as it is a sizeable, complex operation that requires modification of existing engines or addition of gas tanks, as well as the huge cost of fitting LNG tanks and gas piping systems. The LNG option makes more sense for newbuilds over conversions of existing ships. On top of these, a good-sized LNG bunker tanker costs $60-80m to build, vastly more expensive than a fuel oil barge.

Last but not least, there is an absence of a global regulatory standard on LNG fuel propulsion. All the above factors make LNG as bunker fuel a distant option for shipowners.

www.seatrade-maritime.com
4C) Compliant fuels

The most straightforward way for ships is to simply switch to burning MGO or ULSFO to meet IMO’s sulphur limits. The operators will have to either absorb the cost of the higher fuels or pass it on to their customers whenever possible.

Baseline demand for fuel oil in Asia has already been steadily declining in recent years, falling by about 20% from 2011 to 2016. The HFO imports into Asia – mainly Singapore, China, and Japan - averaged about 6.22m tonnes each month last year, down from the monthly average of about 8.5m tonnes between 2011 and 2012.

Operators can procure the ULSFO of 0.1% maximum sulphur content, a grade that already exists and is used in the ECA zones as a cheaper alternative to MGO. The ULSFO is a category of fuel that sits between MGO and HFO. The ULSFO has lower sulphur content than HFO but higher viscosity and low volatility than MGO. The quality difference also means a price difference with ULSFO typically trading at $20 per ton or more discount to MGO in Rotterdam, according to Platts data.

In 2016, the use of ULSFO has risen by 9% year-on-year in the North Sea and ARA (Amsterdam-Rotterdam-Antwerp) region and matched up about 2% on a worldwide scale, according to data from Veritas Petroleum Services (VPS).

By 2020, there will be around 900,000 bpd of ULSFO made available to the market by various stream optimisation, according to Huang of Wood Mackenzie. "In case there is a hard deadline from IMO in 2020, we expect the MGO demand could increase from 1.3m bpd in 2019 to 3.4m bpd in 2020. This will be new demand from the marine sector and meeting the compliant fuels demand from the shipping sector will bring a significant change for refiners. Refiners will be challenged to increase global refining run rates to unprecedented levels."

Wood Mackenzie expects a shift in bunkering locations starting 2020 based on compliant fuels availability, with Singapore potentially losing some of its market share to China as fuel buyers look for alternative locations that have a surplus of compliant fuels.

China is anticipated to continue to hold ample MGO supply and will be well positioned to attract fuel buyers looking for MGO. Singapore, currently the world’s largest bunkering port, will need to repurpose some storage tanks and other infrastructure to prepare for a shift from HFO to MGO bunkering.

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Conclusion

The shipping industry is faced with several options ahead of 2020 with no silver bullet solution.

If refiners indeed move to significantly restrict the sale of HFO as they see higher margins from selling MGO, ships fitted with scrubbers and potential scrubber users would be left wondering if there will be enough supply of HFO to use. The surge in use of MGO will then lead to the question of what will refiners deal with the surplus of HFO which is a natural by-product of the cracking process. The double-edge sword is that refiners also worry that any extra production of MGO would go unsold if more ships continue to equip themselves with scrubbers and seek to purchase the less costly HFO.

Refiners are certainly not taking the plunge first by making huge investment costs to change production configurations, while most shipowners are adopting a wait-and-see approach as they consider the options before them. It is a dilemma for the parties involved.

All the different options will be assessed by all the involved parties and they will have to choose one that they consider the most cost-effective, suitable for their operations, and commercially sustainable for the long term.
HOW U.S. OIL EXPORTS ARE Changing Tanker Markets

CAN CRUISING EVER GET GREEN ENOUGH?
WHAT'S NEXT FOR EURONAV CEO PADDY RODGERS?
DEALING WITH DIGITAL DISTRACTIONS ON THE BRIDGE
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 06/07/19
Agenda Item #: 2

Name to be called: Antonio Marquez
Representing: Office of Congress

Address (optional):
Phone (optional): Email (optional): 

Request to Speak: Yes No
If you do not wish to speak, you may write any comments below:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please Submit to the Clerk
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Date: 2019-07-07

Name to be called: Claire Richard

Address (optional):

Phone (optional): Email (optional):

Request to Speak: □ Yes □ No
If you do not wish to speak, you may write any comments below:

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Date: 6-7-19

Name to be called: Rachel Clawson

Address (optional):

Phone (optional): Email (optional):

Request to Speak: □ Yes □ No
If you do not wish to speak, you may write any comments below:

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Date: _________________________ Agenda Item #: _______ □ In Favor □ Opposed
Name to be called: __________________________ Representing: ______________________
Address (optional): _________________________________________________________________
Phone (optional): ___________________ Email (optional): ________________________________

Request to Speak: □ Yes □ No
If you do not wish to speak, you may write any comments below:
______________________________________________________________________________
______________________________________________________________________________
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Date: 6/7
Agenda Item #: 7

In Favor  Opposed

Name to be called: Dianne Jacob
Representing: Board of Supervisors

Address (optional):

Phone (optional): __________________________ Email (optional):

Request to Speak: ☑ Yes  ☐ No

If you do not wish to speak, you may write any comments below:

____________________________________________________________________
____________________________________________________________________

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REQUEST TO COMMENT
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Date: 6.7.19
Agenda Item #: 7

Name to be called: Liz Laverne
Representing: 94118 Community

Address (optional):

Phone (optional): [removed]
Email (optional):

Request to Speak: ☑ Yes  ☐ No
If you do not wish to speak, you may write any comments below:

☐ 12 min Presentation

Please Submit to the Clerk

(SANDAG)

GMWAP
June 5, 2019

SANDAG Transportation Committee
Chair Jim Desmond
401B Street 7th Floor
San Diego, CA 92101

Re: Right of Way Acquisition Funding for 94/125 Interchange Project Update

Dear Members of the Committee,

The Spring Valley Community Planning Group unanimously and respectfully requests you, the SANDAG Transportation Committee, vote in favor to recommend funding the estimated $12 million to acquire the Right of Way for the 94/125 Interchange Project.

Our Community Planning Group unanimously voted to support the 94/125 Interchange Project on April 23rd including Right of Way acquisition,

In 1974, the connector alignment was shown on the original interchange plans but was never fully designed nor constructed. In the subsequent build of the 125 which opened in 2007, this connector was also shown on the plans but, again, the connector was not constructed. Because this connector alignment was never built, the problem for our community and all communities that utilize these lanes is traffic stoppage created by severe and immediate lane reduction and backup from traffic exiting Spring Street to catch the 94 East bound.

Science tells us steady-state traffic flow improves air quality. At this bottleneck air quality severely diminishes because of thousands of stopped cars daily. This impacts the quality of life for the homes, schools, churches and communities at this junction. The East portion of San Diego County is now the area with the bulk of affordable housing. Our population using these lanes increases on almost a daily basis. The more cars, the more idling, the more CO2 is pumped into the air. The greater the traffic back-up from the lane constriction up and down both the 94 and the 125, the more people who are impacted by CO2 being pumped into the air.

Our goal is to acquire ROW during the design phase which will be finished around Spring of 2020. If SANDAG approves funds to acquire the ROW, the project can break ground in 2021-22. Time is of the essence, so we ask for your vote in support of funding the ROW now for these reasons and for so many more. The proposed project has been identified by SANDAG in the 2012 Regional Transportation Improvement Program (RTIP) for the San Diego Region as MPO ID: Cal68. The project description provided in the 2010 RTIP states the following:

From SR 94 to SR125 – near La Mesa and Lemon Grove on SR125 from Mariposa St to SR94 and on SR94 from SR125 to Bancroft Dr. Construct freeway connector, replace and widen bridges. The project (which consists of a south to east freeway connector) is also identified in the approved 2050 RTP under the Constrained Revenue scenario as a freeway connector improvement with an estimated cost of $139 million.

Thank you for your votes to assist the community of Spring Valley and all other cities and communities which utilize this interchange from the Border to Lakeside and beyond, including Chula Vista, San Diego, Spring Valley, Lemon Grove, La Mesa and El Cajon.

Sincerely,

Liz Lavertu & Lora Lowes
Co-Chairs
619.807.6947
June 7, 2019

San Diego Association of Governments
Transportation Committee
Attn: Jim Desmond, Chair
401 B Street, 7th Floor
San Diego, CA 92101

RE: Request for Right-of-Way Funding for SR-94 / SR-125 Interchange Project

Chair Desmond and Transportation Committee Members,

I serve as Chair of the County of San Diego Valle de Oro Community Planning Group (VDO CPG). As an elected official, it is incumbent upon me to advocate for responsible planning and quality of life concerns in my community. On behalf of the VDO CPG, I wholeheartedly request SANDAG’s prioritization and immediate funding of Right-of-Way (ROW) acquisition and utility relocation activities in support of the proposed SR-94 / SR-125 Interchange construction project. Currently proposed ROW costs, estimated at $12 Million, will only increase if funding is further delayed.

Construction of this “missing link” is vital to ensuring quality of life and safety of East County communities. Within the County’s Valle de Oro Community Planning Area, my constituents experience congestion on local streets, increased pedestrian and cyclist safety concerns, increased noise from automobile activity, speed enforcement deficiencies, and auto accidents resulting in fatalities and private property damage. These occurrences are attributed, in part, to the missing SR-94 / SR-125 Interchange, which was intended for funding in 2018. Diversion of funds from the SR-94 / SR-125 Interchange has left our East County circulation patterns a mess. These negative impacts will intensify as additional housing units are proposed and constructed in the unincorporated communities, including by-right Accessory Dwelling Units at existing residential parcels, new planned developments resulting in hundreds of single-family homes at previously undeveloped land, and potentially increased commercial development along Campo Road as revitalization activities progress. More people are living in our semi-rural residential communities, and thousands of non-local vehicles speed through our communities daily to bypass the bottleneck created by the current SR-94 / SR-125 configuration. This bottleneck represents a regional concern. Motorists commuting between South Bay and Santee are bogged down as SR-94 traffic merges with the SR-125 at a point where the SR-125 is reduced to three lanes. The interchange will resolve the regional bottleneck, reduce traffic on local streets, and improve safety and quality of life in our unincorporated communities.

Immediate funding and prioritization of ROW activities is vital to moving the interchange project forward. Immediate and simultaneous ROW acquisition must occur in order to achieve the desired shovel-ready status by 2022. Shovel-ready status would increase the chance of funding opportunities for the proposed project.

East County citizens and advocacy organizations have long requested completion of the missing link. This greatly needed interchange has been considered by SANDAG for more than one decade. Now is the time to move forward with the funding approval for the ROW acquisition.

Respectfully Submitted,

Wendy L. Tinsley Becker, RPH, AICP, Chair

Representing the unincorporated communities of Mt. Helix, Casa de Oro, Hillsdale, Rancho San Diego, and Singing Hills
June 3, 2019
County Supervisor Jim Desmond
Chair, Transportation Committee
SANDAG
401 B Street, Seventh Floor
San Diego, CA 92101

RE: Request for Right-of-Way Funding for the SR-94 / SR-125 Interchange Project

Honorable Chair Jim Desmond and Members of the Transportation Committee:

The Jamul Dulzura Community Planning Group (JDCPG) urges SANDAG's Transportation Committee to recommend, to its Board, funding approval of $12 million for Right-of-Way (ROW) acquisition for the SR-94 / SR-125 Interchange Project.

In the past 20 years, Jamul has witnessed a significant population increase; with more residential construction on the horizon as the County tries to mitigate the housing shortage crisis, as mandated by the State of California. The population increase has caused increased traffic congestion and increased traffic accidents at the needed interchange location.

These negative impacts are exacerbated by casino-related traffic and the recent additional commercial and non-commercial traffic coming into the US via the Tecate border crossing by drivers who wish to avoid the multi-hours wait at the Tijuana crossing and therefore detour through Tecate.

Moreover, the significant negative traffic impacts caused by the lack of an adequate interchange are a regional issue, not just an issue for vehicles traveling in and out of Jamul on SR-94. Commuters from South Bay to Santee who travel SR-125 are bogged down as all of the SR-94 traffic is added to SR-125 at a point where SR-125 is reduced to three lanes, forming an hourglass or bottleneck effect; thus the need for the ROW acquisition as part of this interchange project.

It is JDCPG's understanding that funding for the Design phase has been approved, and that CEQA requirements have been satisfied. Therefore, we wish to stress the point that SANDAG's ROW and Design efforts for this project be conducted in a parallel timeframe in order to achieve a shovel-ready construction date of 2022.
June 3, 2019

Jim Desmond, Chair Supervisor, County of San Diego  
Bill Sandke, Vice Chair, Mayor Pro Tm, City of Coronado  
Monica Montgomery, Councilmember, City of San Diego  
Bill Baber, Councilmember, City of La Mesa  
Jewel Edson, Deputy Mayor, City of Solana Beach  
Judy Ritter, Mayor, City of Vista  
Nathan Fletcher, Metropolitan Transit System  
Jack Feller, North County Transit District  
Johanna Schiavoni, San Diego County Regional Airport Authority

Re: Item No. 7 State Route 94/State Route 125 Interchange Project Update

Dear Honorable Transportation Committee Chair, Vice Chair and Members:

We write on behalf of The Grossmont-Mt. Helix Improvement Association (GMIA) in support of $12M Right-of-Way acquisition funding for the SB SR125/EB SR94 Connector.

GMIA is a non-profit 501(c)(4) organization that works on behalf of our community to ensure the quality and character of our community is preserved and enhanced. We represent over 7,000 single-family residences with a population approximating 20,000 people. Our region includes parcels east of Bancroft Drive, south of El Cajon, generally north of SR94 and Rancho San Diego, and west of SR54/Jamacha Road. Since 1938, GMIA has worked with County and regional governmental entities to help resolve transportation issues that impact our community.

Completing the SR125/SR94 interchange, originally constructed in 1976, has been a long-term critical priority for our organization and its members. We have been advocating for the completion of the interchange for over two decades. Indeed we were a driving force behind the construction of the surface connector from WB SR94 to NB SR125 in 2003.

The need for the SB SR125/EB SR 94 Connector is well-documented. Presently SB125 motorists must exit at Spring Street then loop around on surface streets to get to EB SR94. As a result a huge backup across all lanes of SB SR125 occurs every workday from Spring Street all the way back to Interstate 8. This backup has specific negative impacts on the GMIA community. First, to avoid the backup, drivers detour through the Grossmont-Mt. Helix area on surface streets such as Fuerte Drive and Bancroft Drive and on smaller avenues and ways.
June 5, 2019

Chair Jim Desmond and Members of the SANDAG Transportation Committee
San Diego Association of Governments
401 B Street, Seventh Floor
San Diego, CA 92101

Re: Item 7 – June 7, 2019 Transportation Committee Meeting (SR-94/SR-125 Interchange Project Update);
Request for Right-of-Way Acquisition Funding

Dear Honorable Chairman Desmond and Transportation Committee Members;

On behalf of the Casa de Oro Alliance we write in support of the need to budget funds for right-of-way acquisition (approximately $12M) for the missing connector improvements at the SR-125 / SR-94 interchange (Project). We are aware that the Project is currently in the design phase, and it is our understanding that acquisition is the immediate next step toward constructing these long-planned and urgently needed improvements to an Important inland regional travel corridor.

The Casa de Oro Alliance is a California non-profit, public benefit corporation born out of efforts over the last four years with the County of San Diego and their contractor the Global Institute for Public Strategies (IPS) on the East County Change Project. The Change Project sought to work with various community stakeholders toward the reduction of alcohol outlet overconcentration and the attendant problems we currently experience, as well as the overall revitalization of Casa de Oro. We anticipate IRS approval of our 501(c)(3) status this Summer. We are governed by a 15-member Board of Directors and currently have approximately 300 members in our Alliance.

As shown on the attached map, Casa de Oro is an unincorporated community located about a mile and a half east of the noted interchange off SR-94. Roughly, our boundaries are Bancroft Dr. on the west, Avocado Blvd. on the east, Mt. Helix on the north, and SR-94 on the south. While we are largely a residential community, we do have a sizeable commercial core along Campo Rd. that provides many services to our and surrounding areas. In fact, we will be focusing with the County of San Diego over the next 2-3 years in preparation of a Specific Plan for Casa de Oro funded by a recent $500K Smart Growth Improvement Program Grant from SANDAG. While an unincorporated community, we are essentially part of a growing urban area adjacent to major, regional-serving transportation corridors and the City of La Mesa.

Given our context we are keenly interested in the proper function of the highway system in our area. SR-94 and SR-125 are critical to the transportation needs of our larger community, being the major routes for ingress and egress for many residents, businesses and visitors. This is also a very busy and critical regional corridor that connects the Mexican border and South Bay with East County and points north, particularly major job centers.

Unfortunately, significant daily congestion is now occurring for tens-of-thousands of motorists on SR-94 and SR-125 for about a mile in all directions from the Interchange. This results from a bottleneck created by lane merges.
June 5, 2019

Hon. Jim Desmond
Supervisor, County of San Diego
Chairman, SANDAG Transportation Committee
San Diego County Administration Center
1600 Pacific Hwy, Room 335
San Diego, CA 92101

Re: Item No. 7 State Route 94/State Route 125 Interchange Project Update

Dear Honorable Transportation Committee Chair, Vice Chair and Members:

I am writing to express my support and to ask that the San Diego Association of Governments (SANDAG) appropriate $12M to fund the Right-of-Way acquisition for the SB SR125/EB SR94 Connector.

Completing the SR125/SR94 interchange, originally constructed in 1976, has been a long-term priority for the communities I serve, as well as San Diego region as a whole. Due to the significance of the interchange, I support any efforts to expedite the process so that work to complete the project can begin as soon as possible.

According the Grossmont-Mt. Helix Improvement Association, “The need for the SB SR125/EB SR 94 Connector is well-documented. SB 125 motorists must exit at Spring Street then loop around on surface streets to get to EB SR94. As a result, a huge backup across all lanes of SB SR125 occurs every workday from Spring Street all the way back to Interstate 8. First, to avoid the backup, drivers detour through the Grossmont-Mt. Helix area on surface streets such as Fuerte Drive and Bancroft Drive and on smaller avenues and ways through our community. This results in small roads being used for purposes they were not intended and creates dangerous situations.

For these reasons, it is important that funding be secured for the Right-of-Way acquisition so that the entire project can move forward in an efficient manner.

Thank you for your consideration of this request.

Sincerely,

RANDY VOEPEL
Assemblyman, 71st District
Supervisor Jim Desmond  
Chairman, SANDAG Transportation Committee  
401 B Street, Suite 800  
San Diego, Ca 92101

Dear Supervisor Desmond,

I understand that Right-of-Way acquisition funding for the State Route 94/SR-125 project will be among the items discussed during the SANDAG Transportation Committee meeting on June 7.

I write in full support of SANDAG appropriating the necessary Right-of-Way funding in order to move this important project forward as soon as possible.

I join the Spring Valley Planning Group, Valle De Oro Planning Group, Jamul Dulzura Planning Group, Grossmont-Mt. Helix Improvement Association, and the Casa De Oro Alliance in their effort to reduce traffic congestion and make our roads safer for all East County citizens as quickly as possible.

Thank you for your consideration and for your attention to this important issue.

Sincerely,

Brian W. Jones  
State Senator, District 38
INTERCHANGE ADVOCACY COALITION
Connecting East County’s Communities to San Diego’s Regional Transportation Network

INTERCHANGE CONTEXT
- Surrounded by:
  - City of Lemon Grove
  - City of El Monte
  - Unincorporated Spring Valley
  - Unincorporated Mt. Hoga
- Connects to:
  - Interstate 52
  - Interstate 8
  - City of Lemon
  - Unincorporated Lemon Grove
  - Unincorporated East County

INTERCHANGE CONTEXT
THE COALITION'S REQUESTS

- Include $12M of funding in SANDAG FY2020 budget to support right-of-way acquisition
- Clear-right-of-way acquisition and utility alignment
- Obtain necessary for SRTD in 2019
- Advent train system as ready to 100% design completion in Spring 2020
- Achieve "grand opening" status expected to 100% design completion in budget construction funds
- $10M revenue concept for the future
- Commence operations in FY19 with at least 31 trains, 500 riders from 11/2019 through 2020
- Assurance the project construction funding is SANDAG priority
- SANDAG fiscal budget as a top priority to the FY2020
- Partnership with 94-120 line through Active-Active Coalition
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 6/7/19  Agenda Item #: 7  □ In Favor  □ Opposed

Name to be called: [Signature]  Representing: [Signature]

Address (optional):  

Phone (optional):  Email (optional):  

Request to Speak:  □ Yes  □ No

If you do not wish to speak, you may write any comments below:

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Date: June 7, 2019  Agenda Item #: 7  □ In Favor  □ Opposed

Name to be called: Jack Sha  Representing: Cleveland and West Forest Foundation

Address (optional):  

Phone (optional):  Email (optional):  

Request to Speak:  □ Yes  □ No

If you do not wish to speak, you may write any comments below:

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REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 6/7/19
Name to be called: Jim Cusick

Agenda Item #: 7  X In Favor  □ Opposed
Representing: 94/125 Coalition

Request to Speak:  □ Yes  □ No
If you do not wish to speak, you may write any comments below:

________________________________________________________________________
________________________________________________________________________

SANDAG

Please Submit to the Clerk
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 6/7/19
Agenda Item #: 1

Name to be called: Kathleen Hendberg
Representing: SGMIA

Address (optional):

Phone (optional):
Email (optional):

Request to Speak: ☑ Yes ☐ No
If you do not wish to speak, you may write any comments below:

REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 7-Jun-2019
Agenda Item #: 2

Name to be called: Michael Hanson
Representing: Valley de Oro County Planning Group

Address (optional):

Phone (optional):
Email (optional):

Request to Speak: ☑ Yes ☐ No
If you do not wish to speak, you may write any comments below:

Please Submit to the Clerk
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: _____________   Agenda Item #: _____________   In Favor   Opposed
Name to be called: ___________________________   Representing: ___________________________
Address (optional): ___________________________   ___________________________
Phone (optional): ___________________________   Email (optional): ___________________________

Request to Speak:  □ Yes    □ No
If you do not wish to speak, you may write any comments below:

________________________________________________________________________
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SANDAG

Please Submit to the Clerk

REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: _____________   Agenda Item #: _____________   In Favor   Opposed
Name to be called: ___________________________   Representing: ___________________________
Address (optional): ___________________________   ___________________________
Phone (optional): ___________________________   Email (optional): ___________________________

Request to Speak:  □ Yes    □ No
If you do not wish to speak, you may write any comments below:

________________________________________________________________________
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SANDAG

Please Submit to the Clerk
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 6/7/19
Agenda Item #: 7
□ In Favor  □ Opposed

Name to be called: Rosalio Escamilla
Representing: Mid-City

Address (optional):

Phone (optional): Email (optional):

Request to Speak: □ Yes  □ No
If you do not wish to speak, you may write any comments below:

Affirm: By increasing highway capacity in east San Diego for access downtown will be impacted. Commuters like City Heights that is often been used by freeway expansions, San Diego needs investment in bus only lanes increasing ridership than a third of the planning freeway for corridors that will only hurt us instead of benefiting our city.

SANDAG

Please Submit to the Clerk