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**PROJECT MEMORANDUM  
SCE SONGS PROJECT**

**To:** Jensen Uchida, Project Manager, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** January 21, 2009  
**Subject:** Monitoring Report #1, January 7-10, 2009

The SCE SONGS Project involves the following activities:

- Preparation of transport route through Marine Corps Base Camp Pendleton (MCBCP)
- Ocean transport of the Replacement Steam Generators (RSGs) from the Port of L.A. to MCBCP
- Onshore transport of the RSGs to the SONGS facility
- Installation of four RSGs into the SONGS facility

**CPUC/Aspen Environmental Monitors (EM):** Jenny Slaughter

**Summary of Activity:**

During the subject period, the preparation of the transport route and ocean transport of the first two RSGs covered under the CPUC Notice to Proceed for the SONGS project took place.

1. Road improvement and vegetation clearing took place along the transport route within Marine Corps Base Camp Pendleton (MCBCP) in anticipation of the RSG transport. SCE has contracted a local grading contractor to complete the route preparation. Some minor route improvements occurred in December; however, after rains in the area, much of the road work had to be retouched in early January (see Figures 1 and 2).
2. Steel plates were placed in areas along old Highway 101 and the Del Mar Boat Basin offloading area for pavement protection. Shoring has also been placed in a culvert under old Highway 101 to protect the structure during RSG transport over the culvert.
3. Two RSG's arrived from Japan in late December and were transferred to a barge for transport to the Del Mar Boat Basin on MCBCP. The barge was ready for transport to the Del Mar Boat Basin the afternoon of Friday, January 9<sup>th</sup>. A Marine Mammal training was conducted by Marine Biological Consultants (MBC) at the Port of Los Angeles prior to departure. At the training, the crews of the two tug boats used to bring the barge to the boat basin were trained on the protocol for marine mammal avoidance during transport. Also in attendance at the training were SCE project management personnel and the CPUC EM. The barge left the Port of Los Angeles at approximately 8:00 pm and was escorted to the Del Mar Boat Basin by the U.S. Coast Guard (see Figure 3).
4. On Saturday, January 10<sup>th</sup>, the RSG's arrived at the Del Mar Boat Basin and the barge was put into position at the bulkhead during a rising tide. Once the barge was in position, the Goldhofer was driven onto the barge and into position under the first RSG (see Figure 4). Once the Goldhofer was in place, the barge was moved away from the bulkhead and staged in a deeper area of the harbor overnight for the low tide. The two RSG's were unloaded during high tides using the Goldhofer on Sunday and Tuesday. The two tug boats were used to place the barge into position at the bulkhead.
5. The first RSG was offloaded on Sunday during a high tide. During offloading, one half axle of the Goldhofer experienced a failure resulting in tire rupture and steering turntable damage. The Goldhofer was still able to transport the first RSG into position in the laydown yard and was unloaded onto cribbing. The axle was repaired and the second RSG was offloaded on Tuesday without incident.



6. The first RSG was loaded onto the crawler in anticipation for beach transport. The transport is expected to begin on Tuesday, January 20<sup>th</sup>.

**Environmental Compliance:**

1. A pre-transport biological survey was conducted on January 9<sup>th</sup> along the beach portion of the route to identify the presence of any federally listed bird species. Many Western snowy plovers were observed along the beach route and will be monitored during transport. It is expected that the foraging birds will move out of the way of transport equipment on their own; however, a biologist will be present to flush any away from equipment if necessary.
2. On site biological monitoring is being conducted by AMEC consultants. The biological monitors have been present during route improvements and RSG offloading activities.
3. On the afternoon of the barge transport to the boat basin, the Marine Mammal Consultants monitoring group determined that their monitoring vessel, the *Poco Loco*, could not be used to assist in marine mammal monitoring during transport due to a small craft advisory for the area leaving only one marine mammal monitor onboard the tug boat during transport (approximately 11 hours). As proposed in SCE's Marine Mammal Monitoring Plan, two monitors would be present during transport of the RSGs to the Del Mar Boat Basin; one onboard the tug boat and another monitor onboard a second vessel in advance of the barge to assist in the identification of marine mammals in the path of the vessels. Because of the deviation from the Marine Mammal Monitoring Plan, the CPUC EM recommended that SCE inform the California Coastal Commission (CCC) and the National Marine Fisheries Service (NMFS) of the change. The small craft advisory was lifted later that evening and the monitoring vessel *Poco Loco* was launched around midnight and met the barge approximately 7 hours into the journey to the Del Mar Boat Basin. Both agencies were contacted regarding the change. Initial monitoring reports of the journey indicated that no whales were observed along the route.
4. The pre-transport creek flow analysis for the Santa Margarita River crossing was submitted to the CPUC. Reports indicate that the creek will be at low flows during the scheduled crossing on Tuesday, January 20<sup>th</sup>.

No Non Compliance Reports (NCR) or Project Memoranda were issued during the subject period.

## SONGS PROJECT PHOTOGRAPHS



**Figure 1:** Transport route preparation within MCBCP. Minor grading was required to accommodate the RSGs along the transport route.



**Figure 2:** Minor vegetation removal occurred at the Y-Turn within MCBCP.



**Figure 3:** RSG barge arrival at the Del Mar Boat Basin at MCBCP. The RSG offloading was conducted over four days.



**Figure 4:** Loading of the Goldhofer onto the barge. The Goldhofer is a series of trailers joined together. During offloading of the first RSG, the Goldhofer experienced axle damage, causing a delay in offloading the second RSG while repairs were made.