

# Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill  
Prevention and Response Act of 1990*

## Harbor Safety Committee of the San Francisco Bay Region

Thursday, March 12, 2020

Port of Oakland, Exhibit Room

530 Water Street, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **John Berge** (M), Pacific Merchant Shipping Association; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Brandon Chapman** (M), Port of Redwood City; **CDR Dave Dixon** (A), United States Coast Guard; **Ben Eichenberg** (A), San Francisco Baykeeper; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Jim McGrath** (M), Bay Conservation and Development Commission; **Dominic Moreno** (M), Port of San Francisco; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

### Approval of the Minutes-

A motion to accept the minutes of the February 13, 2020 meeting was made and seconded. The minutes were approved without dissent.

### Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Some members are attending the meeting via conference call line.

### Coast Guard Report- CDR Dave Dixon

- Advised that updated USCG MSIB 02-20 (Change 1) has been issued regarding coronavirus (attached). Arriving vessels continue to be accessed with quarantine and isolation procedures in place.
- Advised that a situation summary has been released regarding the Grand Princess cruise ship arrival. The USCG assisted with offloading passengers not displaying COVID-19 symptoms and coordinating the docking at Oakland Outer Harbor. A safety zone is in effect around the vessel.

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Capt. Ruff advised that transit into port was smooth and the vessel was disinfected prior to pilot boarding. Troy Hosmer advised that some passengers are still on board the ship but should be disembarked soon. The vessel is expected to depart by next week.

- Advised that the USCG is implementing Subchapter M regulations. Inspectors will work with industry partners on the process. New regulations are moving forward requiring TWIC readers for passenger vessels.
- Advised that the USCG has issued a Notice of Proposed Rulemaking for Sail GP 2020. Public comment is open. Annual fireworks displays have been approved.
- LT Cotton read from the February- 2020 Prevention/Response Report (attached).

## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The dredge Essayons will be arriving in June to dredge the Main Ship Channel and Richmond Outer Harbor. Debris removal numbers were above average and included several abandoned vessels. The final EIS for the San Francisco to Stockton study has been published. The USACE Work Plan is available at: [www.usace.army.mil/Missions/Civil-Works/Budget/](http://www.usace.army.mil/Missions/Civil-Works/Budget/)

## **Clearinghouse Report- Marcus Freeling (report attached)**

### **OSPR Report- Mike Zamora**

- Announced that he is transferring and will no longer be the OSPR representative for the SF HSC. Introduced Mike Caliguire, new OSPR HSC representative beginning in March.
- Tom Cullen, OSPR Administrator, advised of updated state guidance regarding COVID-19. Mass gatherings of more than 250 people are to be canceled. Drills and exercises may be affected by the new rules. Social distancing of six feet is mandated. Capt. Korwatch advised that the April HSC meeting could be affected by COVID-19 and notice will be issued.

### **NOAA Report- No Report**

### **State Lands Commission Report- (report attached)**

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## **Work Group Reports-**

**Tug Work Group-** Ted Blanckenburg advised that there was nothing to report. Capt. Korwatch advised that the Tug Work Group is working on a tug compatibility matrix for emergency response.

**Navigation Work Group-** Capt. Paul Ruff advised that work continues on the UPRR Bridge issue. Vessel Speed Reduction (VSR) is starting May 1<sup>st</sup> and a Work Group meeting will be scheduled.

**Ferry Operations Work Group-** Capt. Tom Kirsch advised that there was nothing to report.

**Dredge Issues Work Group-** Julian Rose advised of ongoing concern regarding Pinole Shoal Channel depth and dredging deferment.

**PORTS Work Group-** Troy Hosmer advised that there was nothing to report.

**Prevention through People Work Group-** Scott Grindy advised that the upcoming BAMO meeting has been canceled.

## **PORTS Report- Marcus Freeling**

- Advised that the Amorco current sensor was recently replaced with a backup unit. Data briefly transmitted from the new sensor but then stopped for unknown reasons. The station is still offline and repairs will continue.
- Advised that the South Hampton Shoal LB6 buoy-mounted current meter has stopped functioning. The buoy equipment will be checked for physical damage and repaired. The Oakland LB3 current meter is still offline.
- Advised that the Oakland Berth 34 weather station stand has been repaired after damage by high winds.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

## **Public Comment-**

- Stas Margaronis, Propeller Club, advised that a shortage of Chinese goods due to coronavirus is a concern. Impacts of supply chain disruption are delayed six months. Maritime transportation is key to distribution during quarantines and the issue should be a priority. CDR Dixon advised that the FEMA Earthquake Plan deals with emergency commodity distribution. The plan is activated at the federal level with FEMA emergency declaration. Troy Hosmer advised that there have been no impacts to port operations but disruption is a concern.

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## **Old Business-**

- Capt. Korwatch asked about the proposed Anchorage 9 vessel stay time limit. Capt. Ruff advised that that a one month stay limit is proposed but returning vessels are an issue. The rearranging of Anchorage 9 buckets to accommodate larger vessels is also being considered.

## **New Business-**

- Capt. Korwatch advised that Alex Spataru, The ADEPT Group, was not able to attend in person but will be available by phone for today's Work Group meeting on UAV emissions monitoring.

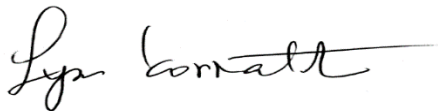
## **Next Meeting-**

1000-1200, April 9, 2020  
California Maritime Academy, Richmond Maritime Safety & Security Center  
756 West Gertrude Street, Richmond, CA

## **Adjournment-**

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:42.

Respectfully submitted:



Capt. Lynn Korwatch



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Inspections and Compliance Directorate  
2703 Martin Luther King Jr Ave SE, STOP 7501  
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 1)  
Date: March 9, 2020

E-Mail: [OutbreakQuestions@uscg.mil](mailto:OutbreakQuestions@uscg.mil)

## Novel Coronavirus – Update (Change 1)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The CDC has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see <https://go.usa.gov/xdfyG>) and Cruise Ship Travel to Asia (see <https://go.usa.gov/xdfVP>).

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP.

Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjnj>. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Vessel owners/operators and local stakeholders should be aware of the following:

- Passenger vessels or any vessel carrying passengers that have been to Iran or China (excluding Hong Kong and Macau) or embarked passengers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in Iran or China (excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.
- Non-passenger commercial vessels that have been to Iran or China (excluding Hong Kong and Macau) or embarked crewmembers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.
- The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a crewmember who was in Iran or China (excluding Hong Kong and Macau) within the past 14-days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard COTP.
- The Coast Guard will continue to review all “Notice of Arrivals” in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.

- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- Maritime facility operators are reminded that they are not permitted to impede the embarkation/disembark of crew members as permitted under Seafarer's access regulations. This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices regarding specific questions or concerns about their individual operations.
- The Coast Guard recommends that people review the CDC travel guidance (see <https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html>) and the U.S. Department of State (DoS) Travel Advisories related to COVID-19 at <https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/>.

Ms. Dana S. Tulis, SES, U.S. Coast Guard, Director, Emergency Management (CG-5RI) sends.

<b>SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2020)</b>
<b>MARINE CASUALTIES</b>
Loss of propulsion (02FEB20): A U.S. flag passenger vessel experienced a loss of propulsion while transiting inbound under the AB span of the Bay Bridge. Causative factor was identified as an inoperable fuel gauge. The fuel gauge was replaced. Coast Guard attended the vessel and witnessed satisfactory operation of the main engine. Case closed.
Allision (02FEB20): A U.S. flag ITV and barge experienced an allision while mooring to the PFB Avon East Warf. The causative factor for the allision is unknown. Case closed.
Loss of propulsion (04FEB20): A U.S. flag ferry vessel experienced a loss of propulsion while transiting from the San Francisco Ferry Terminal to the Larkspur Ferry Terminal. Causative factor was identified as the MDEs de-clutching twice during the transit. Vessel master was able to re-clutch the engines and continue the transit to the Larkspur Ferry Terminal. Case closed.
Reduction in propulsion (07FEB20): A U.S. flag tug and barge experienced a reduction in propulsion while transiting inbound toward Anchorage 9. Vessel was experiencing issues controlling the RPMs on their STBD MDE. Causative factor is unknown at this time. Case pends.
Equipment Failure (09FEB20): A foreign flag bulk freight vessel experienced an equipment failure on one of the VHF radios while transiting inbound to Anchorage 9. Causative factor is unknown at this time. Case pends.
Allision (14FEB20): A U.S. flag ferry vessel allided with another ferry vessel while getting underway from the vessel's slip at the Tiburon Dock. Coast Guard attended the vessel and witnessed minor damage and paint transfer. Case closed.
Loss of propulsion (28FEB20): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting from Moss Landing Harbor. Causative factor was identified as a dirty fuel filter. Vessel was towed back to Moss Landing Harbor. Case pends.
<b>VESSEL SAFETY CONDITIONS</b>
Operational Control (19FEB20): A U.S. flag small passenger vessel was inspected at Pier 40 at South Beach Harbor in San Francisco. An operational control (code 17) was issued due to insufficient fuel shut off valves, a damaged MDE exhaust gasket, and inadequate hose connections. The Coast Guard witnessed correction of all open deficiencies. Case closed.
<b>NAVIGATIONAL SAFETY (CID)</b>
Letter of Deviation (09FEB20): Vessel was issued an inbound LOD due to an inoperable anchor. Case closed.
Loss of AIS (11FEB20): Vessel notified Sector San Francisco about a loss of the vessel's AIS. Vessel was attended by an AIS system representative who conducted repairs. Case closed.
<b>SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES</b>
Letter of Warning (LOW), (19FEB20): A foreign flag vessel discharged approximately 1 gallon of diesel from a pump hose in the Port of Stockton after vessel personnel inadvertently hit the valve on the hose while returning it to the pump reel. Cleanup was immediately completed by the crew and no further action was needed. A NOFI and Letter of Warning were issued. Case closed.
Letter of Warning (LOW), (29FEB20): A privately owned landing craft barge discharged approximately 1 gallon of diesel after sinking at its berth near Venice Island in Stockton, CA. The owner contracted a local company to begin removal of all petroleum products and to salvage the vessel. A NOFI and Letter of Warning were issued. Case closed.
Notice of Violation (NOV), (26FEB20): A waterfront facility discharged approximately 1 gallon of hydraulic oil into the waterway in Oakland, CA after experiencing a failure from a spreader on a ship to shore crane assembly. After IMD investigation a NOV was determined to be the appropriate level of enforcement. A NOFI and NOV were issued. Case closed.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>February 2020</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Feb-2020</b>	<b>Feb-2019</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.22</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>0</b>	<b>4</b>	<b>3.89</b>
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>9</b>	<b>10</b>	<b>9.31</b>
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (0), Power (1)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>0</b>	<b>1.69</b>
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.61</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.25</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>11</b>	<b>14</b>	<b>15.97</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Feb-2020</b>	<b>Feb-2019</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	3	0.92
Foreign Freight Vessels	1	1	0.14
Public Vessels	0	3	0.64
Commercial Fishing Vessels	0	2	0.64
Recreational Vessels	4	6	5.03
<b>Pollution Discharge Sources (Facilities)</b>			
Regulated Waterfront Facilities	1	2	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	4	10	3.25
Mystery Spills - Unknown Sources	2	3	4.61
<b>Number of Pollution Incidents within San Francisco Bay</b>			
Spills < 10 gallons	9	8	7.53
Spills 10 - 100 gallons	0	2	1.06
Spills 100 - 1000 gallons	1	1	0.17
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	19	6.92
<b>Total Pollution Incidents</b>	<b>12</b>	<b>30</b>	<b>15.67</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>			
Estimated spill amount from U.S. Commercial Vessels	0.00	352.00	12.18
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.19
Estimated spill amount from Public Vessels	0.00	16.00	2.83
Estimated spill amount from Commercial Fishing Vessels	0.00	6.00	7.40
Estimated spill amount from Recreational Vessels	4.00	2.00	25.91
Estimated spill amount from Regulated Waterfront Facilities	1.00	40.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	153.00	7.00	18.87
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>159.00</b>	<b>423.00</b>	<b>69.46</b>
<b>Penalty Actions</b>			
Civil Penalty Cases	0	0	0.00
Notice of Violations	1	1	0.44
Letters of Warning	2	3	3.39
<b>Total Penalty Actions</b>	<b>3</b>	<b>4</b>	<b>3.83</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			



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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
March 12, 2020**

**1. CORPS O&MDREDGING PROGRAM**

The following report covers the planned FY 2020 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 20 appropriations including the FY 2020 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

**FY 2020 DREDGING**

- a. **SF Main Ship Channel** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for early June 2020 by Essayons.
- b. **Richmond Inner Harbor** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for mid-June 2020.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Per environmental requirements, Richmond Outer Harbor and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, thus, Richmond Outer is scheduled for dredging in FY20. Planning is currently underway with start of dredging tentatively scheduled for mid-June 2020 by Essayons.
- d. **Oakland Harbor** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for early June 2020.
- e. **Redwood City Harbor** – The FY19 dredging was completed at the end of January 2020. Since Redwood City is on a two-year cycle, the next dredging episode is planned for FY21. Work planned for FY20 includes condition surveys and preliminary prep for the next dredging cycle.
- f. **San Pablo Bay (Pinole Shoal)** – Per environmental requirements, Richmond Outer and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, next scheduled dredging will occur in 2021.
- g. **Suisun Bay Channel (and New York Slough)** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for mid-August 2020.
- h. **Petaluma River Channel** – This project received FY20 Work Plan funding for dredging. Planning is currently underway with start of dredging tentatively scheduled for early September 2020.

**2. DEBRIS REMOVAL** – Debris removal for February 2020 was 117 tons. Dillard: 39 tons including 2 abandoned vessels; Raccoon: 33 tons; other boats: 45 tons including 3 abandoned vessels. Average for February from 2010 to 2019 is 88 tons (Range: 34-198 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2020	TONS	TONS	TONS	TONS
JAN	45	57	28	130
FEB	33	39	45	117
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
247

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

**4. EMERGENCY (URGENT & COMPELLING) DREDGING**

None to report.

## 5. OTHER WORK

**San Francisco Bay to Stockton** – The Final EIS for San Francisco to Stockton Navigation Improvement Project was published on March 6, 2020. The Final EIS is available on the San Francisco District website, at the following web address: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Projects-by-Category/Projects-for-Navigable-Waterways/San-Francisco-Bay-to-Stockton-JFB/>

**Regional Dredge Material Management Plan:** On July 19, 2019, the Corps held a public meeting to discuss a Regional Dredge Material Management Plan for the Bay in which many people expressed concern about studies being conducted by the Corps related to the San Francisco Bay to Stockton Navigation Improvement Project. The U.S. Army Corps of Engineers San Francisco District hosted a public meeting on Wednesday, Nov. 13th to present an overview of the District's Navigation Program. The meeting is part of an effort by the Corps to evaluate the agency's San Francisco Bay navigation program in order to best position the program for success over the next several decades. The meeting took place from 6-8 p.m., at the Pinole Library located at 2935 Pinole Valley Rd, Pinole, Calif., 94585. The meeting was held as an opportunity for the public to provide further input about those studies and our navigation program in general.

The draft can be found at:

<http://www.saj.usace.army.mil/About/DivisionsOffices/Planning/EnvironmentalBranch/EnvironmentalDocuments.aspx>

## HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys.StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted:

**Alameda Point Navigation Channel:** Condition survey of December 27, 2019.

**Berkeley Marina (Entrance Channel):** Condition survey of July 17, 2019.

**Islais Creek Channel:** Condition survey of July 12, 2019.

**Larkspur Ferry Channel:** Condition survey of July 11, 2019.

**Main Ship Channel:** Condition survey of August 8 & 9, 2019.

**Mare Island Strait:** Condition survey of September 30, 2019.

**Marinship Channel (Richardson Bay):** Condition survey of August 6, 2019.

**Napa River:** Condition survey of July 10, 2019.

**Northship Channel:** Condition survey of June 27, 2019.

**Oakland Inner Harbor:** Condition survey of January 14-15, 2020.

**Oakland Outer Harbor:** Condition survey of January 9, 2020.

**Petaluma River (Across-the-Flats):** Condition survey of December 19, 2017.

**Petaluma River (Main Channel):** Condition survey of December 12-13, 2017.

**Petaluma River (Extended Channel):** Condition survey of March 19-26, 2018.

**Pinole Shoals Channel:** Condition survey of November 14, 19-21, & 25, 2019.

**Redwood City Harbor:** Post-dredge survey 3&14 September, 10, 18-19 December 2019 and 6&18 January 2020.

**Richmond Inner Harbor:** Condition survey of December 18, 2019.

**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of December 20, 2016.

**Richmond Outer Harbor (Longwharf):** Condition survey of January 8, 2020.

**Richmond Outer Harbor (Southampton Shoal):** Condition survey of January 7, 2020.  
**Sacramento River Deep Water Ship Channel:** Post-Dredge survey of August 22&29, September 11&19, 2019.  
**San Bruno Shoal:** Condition survey of September 26, 2019.  
**San Leandro Marina (and Channel):** Condition survey of March 30 and April 1, 2015.  
**San Rafael (Across-the-Flats):** Condition survey of September 24, 2019.  
**San Rafael (Creek):** Condition survey of September 24, 2019.  
**Stockton Ship Channel:** Post-Dredge survey of October, November, December 2019.  
**Suisun Bay Channel:** Post-dredge survey of October – December 2019.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of September 13-17, 2019.  
**Suisun Bay Channel (New York Slough):** Post-dredge survey of September 30, and October 17, 22, & 26, 2019.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of June 11, 2019.  
**SF-09 (Carquinez):** Condition survey of January 3, 2020.  
**SF-10 (San Pablo Bay):** Condition survey of January 3, 2020.  
**SF-11 (Alcatraz Island):** Condition survey of February 5, 2020.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of October 2, 2019.  
**SF-17 (Ocean Beach Disposal Site):** Condition survey of October 24, 2019.

### **Requested Surveys:**

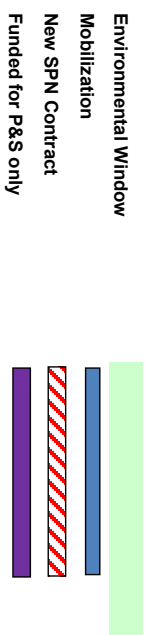
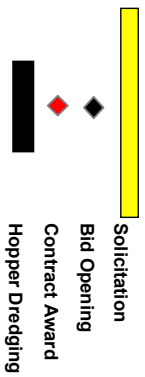
Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY20.

**NEW WEB ADDRESS – USACE WORK PLAN:**

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

## 2020 O&M DREDGING PLAN\*

Annual	Bid Opening Award Date	FY2020												FY 2021					Estimated CY	Dredge Type	Placement Site						
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB									
Oakland Harbor	1 Apr /16 Apr																							750kcy	Contract Clam Shell	DODS/upland least cost	
Richmond Inner Harbor	15 Apr /2 May																							250kcy	Contract Clam Shell	DODS/upland least cost	
Stockton Channel	1 Jun /16 Jun																							300kcy	Contract Pipeline	Various Upland	
Suisun Bay Channel	18 Jun /5 Jul																							130kcy	Contract Clam Shell	SF-16	
SF Main Ship Channel	N/A																							350kcy	Gov Hopper	OBDS/SF-8	
Richmond Outer Harbor	N/A																							300kcy	Gov Hopper	SF-11/SF-10	
Humboldt Bar & Entrance	N/A																							1000kcy	Contract Hopper	HOODS	
Workplan Funds Received																											
Sacramento Channel	Schedule being validated																								200kcy	Contract Pipeline Clam	Various Upland
Petaluma O&M	Schedule being validated																								250kcy	Shell/Pipeline Hopper/Clam	Upland, SF-10
Moss Landing O&M	Schedule being validated																								90kcy	Shell w/Pipe	SF-14, Beach Site Upland Disposal
Noyo O&M	Schedule being validated																								40kcy	Pipeline	Upland Disposal Site
San Rafael P&S	Schedule being developed																								TBD	TBD	TBD
Crescent City P&S	Schedule being developed																								TBD	TBD	TBD



\* Program execution is based on the FY20 President's Budget, Workplan, expected carryover, and Federal Standard plan for each project. Date of Update: 3/10/2020



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Harbor Safety Committee of the  
San Francisco Bay Region Clearing House  
c/o Marine Exchange of the San Francisco Bay Region  
505 Beach Street, Suite 300  
San Francisco, California 94133-1131  
415-441-6600 fax 415-441-3080 [hsc@sfmtx.org](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

March 12, 2020

- ✎ In February the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2020 regarding possible escort violations. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In February there were 96 tank vessel arrivals; 16 ATBs, 7 Chemical Tankers, 14 Chemical/Oil Tankers, 26 Crude Oil Tankers, 20 Product Tankers, and 13 Tugs with Barges.
- ✎ In February there were 246 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For February 2020

## San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	67		71	
ATB arrivals	16		16	
Barge arrivals to San Francisco Bay	13		12	
Total Tanker and Barge Arrivals	96		99	
Tank ship movements & escorted barge movements	364		315	
Tank ship movements	177	48.63%	169	53.65%
Escorted tank ship movements	145	39.84%	133	42.22%
Unescorted tank ship movements	32	8.79%	36	11.43%
Tank barge movements	187	51.37%	146	46.35%
Escorted tank barge movements	51	14.01%	11	3.49%
Unescorted tank barge movements	136	37.36%	135	42.86%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	199		357		0		130		686	
Unescorted movements	92	46.23%	167	46.78%	0	0.00%	60	46.15%	319	46.50%
Tank ships	73	36.68%	135	37.82%	0	0.00%	53	40.77%	261	38.05%
Tank barges	19	9.55%	32	8.96%	0	0.00%	7	5.38%	58	8.45%
Escorted movements	107	53.77%	190	53.22%	0	0.00%	70	53.85%	367	53.50%
Tank ships	98	49.25%	141	39.50%	0	0.00%	60	46.15%	299	43.59%
Tank barges	9	4.52%	49	13.73%	0	0.00%	10	7.69%	68	9.91%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

# San Francisco Bay Clearinghouse Report For 2020

## San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	142		878	
ATB arrivals	35		185	
Barge arrivals to San Francisco Bay	27		164	
Total Tanker and Barge Arrivals	204		1,227	
Tank ship movements & escorted barge movements	751		1,047	
Tank ship movements	374	49.80%	2,258	55.79%
Escorted tank ship movements	298	39.68%	1,807	44.65%
Unescorted tank ship movements	76	10.12%	451	11.14%
Tank barge movements	377	50.20%	1,789	44.21%
Escorted tank barge movements	84	11.19%	235	5.81%
Unescorted tank barge movements	293	39.01%	1,554	38.40%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	422		738		0		302		1,462	
Unescorted movements	202	47.87%	367	49.73%	0	0.00%	145	48.01%	714	48.84%
Tank ships	166	39.34%	292	39.57%	0	0.00%	130	43.05%	588	40.22%
Tank barges	36	8.53%	75	10.16%	0	0.00%	15	4.97%	126	8.62%
Escorted movements	220	52.13%	371	50.27%	0	0.00%	157	51.99%	748	51.16%
Tank ships	202	47.87%	291	39.43%	0	0.00%	135	44.70%	628	42.95%
Tank barges	18	4.27%	80	10.84%	0	0.00%	22	7.28%	120	8.21%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.





## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
FEBRUARY 1 - 28, 2019	204	85	41.67
FEBRUARY 1 - 29, 2020	206	56	27.18

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
FEBRUARY 1 - 28, 2019	14,070,100		18,576,700	9,025,183	27,601,883
FEBRUARY 1 - 29, 2020	14,183,400		18,505,400	6,712,459	25,217,859

#### OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
FEBRUARY 1 - 28, 2019	0	0	0	0
FEBRUARY 1 - 29, 2020	0	0	0	0

**Disclaimer:**

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.