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, January 13, 2022
Remote Meeting Via Zoom
10 Commodore Drive, Emeryville, 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 10:00.

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: **LTC Kevin Arnett** (M), US Army Corps of Engineers; **John Berge** (M), Pacific Merchant Shipping Association; **Erik Buehmann** (M) Bay Conservation and Development Commission; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Jeff Ferguson** (M), NOAA; **David Fisch** (M), Port of Redwood City; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Dominic Moreno** (M), Port of San Francisco**; Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Jeff Vine** (M), Port of Stockton; **Capt. Amanda Wallace** (M), Chevron Shipping Company.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 10, 2021, meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. HSC meetings will continue to be held remotely until further notice.

Coast Guard Report- Capt. Taylor Lam

- USCG Sector San Francisco responded to 1,880 cases in 2021 including 1,331 Search and Rescue (SAR) cases.
- The comment period is open until January 18th on Sail GP 2022 rulemaking. The sailing race will be held on March 26-27.

- As a result of the Conception dive boat fire, the USCG is enacting interim fire safety rules for small passenger vessels. For information: https://mariners.coastguard.blog/
- The plan for destruction of the American Challenger has been approved. The vessel is grounded near Dillon Beach. Planning and salvage will be conducted under Unified Command.
- USCG MSIB 11-21 was issued regarding sexual assaults on vessels. USCG notification is required.
- Covid-19 Omicron variant infections on commercial vessels have been an issue. Safety protocols are in place.
- LT Solares read from the November and December- 2021 Prevention/Response Reports (attached).
- Jim Haussener, CMANC, asked about derelict vessel towing issues impacting local marinas. Capt. Lam advised that communication will be increased. Removing hazards to navigation is a safety priority. Pre-designated locations are being considered to tie up derelict vessels when needed.
- Richard James, Coastodian.org, addressed the American Challenger incident. Destruction of the vessel has been approved but weather conditions could be a challenge. There are concerns with the rescue response. The tug in distress was rescued but not the American Challenger. Additionally, there are concerns with how the dead-ship-tow transit was approved. Capt. Lam advised that the situation is being analyzed and the Unified Command will develop a timeframe for removal. Tom Cullen, OSPR Administrator, advised that OSPR is also concerned by the rescue response considering that the SB 414 offshore towing study found there was sufficient regional rescue capability.

Army Corps of Engineers Report- LTC Kevin Arnett

- Oakland Channel dredging is near completion and planning is underway for the FY 2022 dredge season. A virtual Dredging Day is scheduled on January 27th.
- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). FY 2022 dredge projects are being planned. Pinole Shoal Channel dredging is deferred this year. A study is underway to determine if the Redwood City Harbor should be dredged annually. Debris removal for 2021 was below the 10-year average. Surveys are posted and a channel condition report is included.
- Capt. Korwatch asked if the recently passed federal infrastructure bill will fund additional dredging projects in our region. LTC Arnett advised that additional funding is possible, but no decisions have been made yet. Capt. Korwatch asked about a recent meeting on Oakland turning basin widening. LTC Arnett advised that the meeting was productive. For information:

https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Projects-A-Z/Oakland-Harbor-Turning-Basins-Widening/. Stas Margaronis, Propeller Club, advised of concerns regarding a stadium related port land transfer which could impact turning basin widening. Jim Haussener advised that the USACE Work Plan is expected to be released soon and hopefully increased funding will be allocated to the San Francisco region.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- A notice of HSC membership vacancies was previously distributed. Expiring members are encouraged to reapply. Contact: michael.caliguire@wildlife.ca.gov
- Erik Buehmann, BCDC, was sworn in as a new HSC member. Cody Aichele-Rothman, BCDC, will also be joining the committee.
- Amir Sharifi has joined OSPR as the new Assistant Deputy Administrator.
- Capt. Cullen advised that spill management team regulations have been approved. Response to the Southern California pipeline spill has concluded.

NOAA Report- Jeff Ferguson

- The cancelation of NOAA raster charts in favor of ENCs is ongoing. The process will be completed by January 2025. The NOAA survey vessel Fairweather is docked in Alameda for maintenance and additional surveying is being conducted in the bay. The NWS reports that La Nina conditions are is still in effect.

State Lands Commission Report- Robert Booker (report attached)

Work Group Reports-

Tug Work Group- Capt. Sean Daggett: Nothing to report.

Navigation Work Group- Capt. Paul Ruff: Personnel issues due to Covid-19 infections are a concern and test kits are in short supply.

Ferry Operations Work Group- Capt. Tom Kirsch: Nothing to report.

Dredge Issues Work Group- Julian Rose: Nothing to report.

PORTS Work Group- Troy Hosmer: Nothing to report.

Prevention through People Work Group- Scott Grindy: The Abandoned Derelict Vessel Group is making progress. Sail GP will be held on March 26-27.

PORTS Report- Marcus Freeling

- Redeployment of Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters is being planned for February. Service of the UP Railroad Bridge wind station is scheduled next Wednesday. NOAA recently serviced all PORTS tide stations. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website: https://tidesandcurrents.noaa.gov/ports/index.html?port=sf

Public Comment-

- Mike Jacob, PMSA, advised that the City of Oakland has responded to HSC comments submitted for the Oakland A's stadium project Draft EIR (attached). Several concerns were addressed including enforcement of navigation areas. Loitering will be prohibited. Safety and Security Zones were not included but will be considered. Lighting and glare issues will be mitigated by the use of non-reflective materials. Continued HSC input is welcome.
- Michelle Grubbs, PMSA, advised that the LA/LGB queuing system for offshore incoming container vessels has also been implemented for the Port of Oakland (information attached). The new system went into effect this Monday and should reduce the number of ships anchored in the bay. The system will also allow vessels to save fuel and increase efficiency.
- Capt. Korwatch announced that the Northern California AMSC meeting will be held virtually next Tuesday, January 18th.
- Capt. Korwatch announced the recent passing of Catharine Hooper, a long-time maritime consultant and HSC participant. She will be missed.
- Robbie Dean, Saildrone Inc., introduced himself to the committee and advised that he is available to answer questions about sail drones operating in the bay.

Old Business- None

New Business- None

Next Meeting-

1000-1200, February 10, 2022
Remote Meeting via Zoom

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:08.

Respectfully submitted:

Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2021)

MARINE CASUALTIES

Loading Instrument Casualty (17NOV21): A foreign flag container ship, moored at the Port of Oakland, conducted cargo operations when a container fell from the gantry crane onto the vessel. Operations were stopped and the vessel was inspected for damages. No damage to the ship reported. Case closed.

Equipment Failure (30NOV21): A foreign flag container ship lost main engine controls from the remote control positions (bridge or engine control room). However, the engine could be started from the local control stand. Repair parts were ordered and crew is currently operating with a manned engine room, as specified in the new safe manning certificate. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (02NOV21): A U.S. flag towing vessel was issued an operational control (Code 17) for main engine alarms not correctly labelled, a missing low hydraulic steering fluid alarm, and a non-operational RPM indicator in the starboard pilot house. Case pends.

Operational Control (03NOV21): A U.S. flag small passenger vessel was issued an operational control for failure to maintain a valid USCG Certificate of Inspection. An annual inspection was conducted and COI was issued. Case closed.

Operational Control (08NOV21): A U.S. flag small passenger vessel was inspected in San Francisco and issued operational controls (code 60) for several firefighting extinguishers, equipment, and firefighting suppression systems all beyond service dates. Case pends.

Operational Control (09NOV21): A U.S. flag small passenger vessel was issued an operational control (Code 60) for a missing annual service report on fixed CO2 engine room fire suppression heat activated detectors. Case pends.

Operational Control (10NOV21): A U.S. flag small passenger vessel was inspected at Pier 3 in San Francisco and issued an operational control (Code 701) for a rescue boat not being on onboard the vessel. Case pends.

Operational Control (13NOV21): A foreign flag container ship was inspected at the Port of Oakland and issued an operational control (Code 17) for excess oil pooling around several pieces of machinery in the engine room. The vessel conducted repairs and cleaned oil. Case closed.

Operational Control (28NOV21): A foreign flag container ship was inspected at the Port of Oakland and issued operational controls (Code 17) for an active fuel oil leak on their main engine and excessive oil pooled around the fuel pump casing. The vessel conducted repairs and the deficiencies were rectified. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable S-Band Radar (08NOV21): A foreign flag container ship was issued an inbound LOD for malfunctioning S-Band Radar. Case pends.

Letter of Deviation (LOD), Malfunctioning Echo Depth Sounder (12NOV21): A U.S. flag bulk carrier was issued an inbound LOD for malfunctioning Echo depth sounding device. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable AIS (12NOV21): A foreign flag container ship was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (27NOV21): A foreign flag container ship was issued an inbound and outbound LOD for inoperable S-Band Radar. Radar was correctly reinstalled at anchorage. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (03NOV2021): A recreational vessel, moored at Oyster Point Marina in South San Francisco, sank and discharged approximately 1 gallon of oil. The owner and harbormaster deployed sorbent boom and confirmed that the sheen was contained. The owner hired contractors to refloat the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (06NOV2021): A recreational vessel discharged approximately 1 gallon of transmission oil into Richardson Bay Yacht Harbor. IMD concluded that the owner attempted to start his engine and it spilled transmission oil into the bilge. Subsequently, the bilge pump discharged the oil into the waterway. The Owner cleaned the bilge and put containment under the engine. A NOFI and LOW were issued. Case Closed.
Letter of Warning (09NOV2021): A commercial fishing vessel discharged approximately 1 gallon of oil into Half Moon Bay at the Pillar Point Harbor. IMD concluded that the owner had performed maintenance on-deck, the day prior, and rain had washed residual oil into the waterway. The Harbor Master deployed sorbent boom. The owner arrived on scene and cleaned the oil off the deck and was instructed to place boom around the vessel while performing any future maintenance. A NOFI and LOW were issued. Case Closed.
Letter of Warning (09NOV2021): A recreational vessel sank at the Pillar Point Harbor Marina and discharged approximately 1 gallon of gasoline into the waterway. The Harbor Master immediately deployed sorbent boom around the vessel and reported minimal sheening. The responsible party hired local contractors to refloat the vessel, but was unsuccessful. Subsequently, the Owner signed the vessel over to the marina and the marina hired contractors that successfully refloated the vessel on 12NOV2021. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Notice of Violation (17NOV2021): A recreational vessel sank and discharged approximately 75 gallons of diesel into the San Joaquin River IVO Oakley, CA. IMD contacted the harbor master who stated that the owner did not have insurance and was not taking remedial action. The harbor master also placed sorbent boom around the vessel. IMD issued a Notice of Federal Assumption and hired local contractors to remove any additional pollution threat. Contractors successfully removed the remaining petroleum products. The source of pollution was secured with no further discharge. A NOFI and NOV were issued. Case Closed.
Letter of Warning (23NOV2021): A recreational vessel sank at Coyote Point Marina in San Francisco, CA, discharging approximately 1 gallon of diesel into the waterway. IMD concluded that the vessel had sank due to a fire on-board. The owner hired a contractor to put hard boom around the vessel, containing the sheen. Contractors successfully removed the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (30NOV2021): A terminal crane in Oakland, CA had discharged approximately 15 gallons of hydraulic oil into the San Francisco Bay. The terminal reported that a hydraulic pump on the crane had failed, releasing the oil. The terminal ceased operation of the crane and conducted rapid cleanup operations. The pump was subsequently repaired and the source was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (30NOV2021): A recreational vessel discharged approximately 1 gallon of bilge oil into the San Joaquin River IVO Isleton, CA. Sorbent boom was deployed and the bilge pump had been turned off. The owner stated that he had recently installed a diesel heater and that a hose leading to the heater was the source of pollution. The owner and harbor master recovered most of the product and the source was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

November 2021

PORT SAFETY CATEGORIES*	Nov-2021	Nov-2020	**3yr Avg
Total Number of Port State Control Detentions:	**0**	**0**	**0.11**
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	**1**	**4**	**3.61**
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**0**	**3**	**7.53**
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (0), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**4**	**5**	**2.22**
Radar (2), Gyro (0), Steering (0), Echo Sounder (1), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	**0**	**0**	**0.53**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.06**
Total Port Safety (PS) Cases opened	**5**	**12**	**14.06**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Nov-2021**	**Nov-2020**	****3yr Avg**
U.S. Commercial Vessels	**0**	**1**	**0.81**
Foreign Freight Vessels	**0**	**0**	**0.22**
Public Vessels	**1**	**1**	**0.61**
Commercial Fishing Vessels	**1**	**0**	**0.75**
Recreational Vessels	**7**	**8**	**6.08**
Pollution Discharge Sources (Facilities)	**Nov-2021**	**Nov-2020**	****3yr Avg**
Regulated Waterfront Facilities	**0**	**0**	**0.33**
Regulated Waterfront Facilities - Fuel Transfer	**0**	**0**	**0.06**
Other Land Sources	**1**	**3**	**3.17**
Mystery Spills - Unknown Sources	**2**	**2**	**4.81**
Number of Pollution Incidents (By Spill Size)	**Nov-2021**	**Nov-2020**	****3yr Avg**
Spills < 10 gallons	**7**	**12**	**10.33**
Spills 10 - 100 gallons	**3**	**0**	**1.11**
Spills 100 - 1000 gallons	**0**	**1**	**0.39**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**2**	**2**	**5.00**
Total Pollution Incidents	**12**	**15**	**16.83**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Nov-2021**	**Nov-2020**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**1.00**	**12.25**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.28**
Estimated spill amount from Public Vessels	**1.00**	**1.00**	**5.63**
Estimated spill amount from Commercial Fishing Vessels	**1.00**	**0.00**	**29.81**
Estimated spill amount from Recreational Vessels	**100.00**	**171.00**	**84.29**
Estimated spill amount from Regulated Waterfront Facilities	**0.00**	**0.00**	**22.81**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**0.00**	**0.00**	**0.11**
Estimated spill amount from Other Land Sources	**15.00**	**5.00**	**29.42**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**unk**	**unk**	**0.00**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**117.00**	**178.00**	**184.59**
Penalty Actions	**Nov-2021**	**Nov-2020**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.11**
Notice of Violations	**1**	**1**	**0.86**
Letters of Warning	**7**	**7**	**5.25**
Total Penalty Actions	**8**	**8**	**6.22**

* 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.

SIGNIFICANT PORT SAFETY AND SECURITY CASES (DECEMBER 2021)

MARINE CASUALTIES

Reduction in propulsion (02DEC21): A U.S. flag passenger vessel reported a reduction in propulsion while in transit with no passengers. The vessel immediately returned to the SF Bay Ferry Central Bay Operations and Maintenance Facility in Alameda to assess damages. The cause was reported to be an overheated condition of the main propulsion engine. The vessel conducted repairs and provided evidence of corrections. Case closed.

Loss of propulsion (25DEC21): A U.S. flag tank ship experienced a loss of propulsion while transiting northbound, 71 nautical miles from Crescent City, CA. The loss of propulsion occurred due to a failure in the main engine unit control power supply breaker. An onboard spare breaker was installed and there were no further issues. Case closed.

Fouled propeller (29DEC21): A U.S. flag commercial fishing vessel reported a fouled propeller, during transit approximately 5 nautical miles off of Half Moon Bay, CA. The vessel was towed into port where the line was removed and the vessel returned to sea. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01DEC21): A U.S. flag small passenger vessel was issued an Operational Control (Code 60, prior to carrying passengers) for failing to complete a required 2 year drydock and internal structural examination. Case pends.

Operational Control (01DEC21): A U.S. flag passenger vessel was issued an operational control (Code 701, prior to movement) during an inspection in Monterey, CA. Watertight hatch gaskets were found to be leaking, liferafts servicing were expired and alcohol testing strips for marine casualties were expired. Appropriate repairs were made and expired items were replaced. Case closed.

Operational Control (01DEC21): A foreign flag container ship reported that it could not operate remotely from the bridge and engine control room. The vessel was required to transit with a tug escort and provide a secondary means of communication between the bridge and local engine control station. The vessel departed the San Francisco COTP Zone. Case pends.

Operational Control (02DEC21): A U.S. flag small passenger vessel was inspected at Half Moon Bay and issued an Operational Control for overdue hydrostatic testing of compressed gas cylinder for fire protection equipment in the engine room. The vessel installed new equipment and provided certification records. Case closed.

Operational Control (01DEC21): A foreign flag bulk carrier experienced a reduction in propulsion while underway in the San Francisco Bay and immediately returned to anchorage to identify the issue. A Captain of the Port Order was issued to the vessel requiring tug escorts to and from berth in Crockett, Ca. The cause was identified and repaired by an attending class technician. Case closed.

Operational Control (06DEC21): A U.S. flag passenger vessel was inspected in Berkeley Marina and issued operational controls (prior to movement and carriage of passengers) for open flames on deck and inoperable/corroded doors leading to the engine room and galley. The vessel removed flames and conducted repairs. Case closed.

Operational Control (07DEC21): A foreign flag passenger vessel requested to loiter in the vicinity of Drakes Bay due to inclement weather. The vessel was issued a Captain of the Port order and ordered to have a tug on standby while loitering. Case closed.

Operational Control (09DEC21): A U.S. flag passenger vessel was inspected in Larkspur, CA and issued an operational control (Code 17, prior to departure) for a fuel leak found on outboard side of port engine. The vessel identified the cause of the leak and conducted repairs. Case closed.

Operational Control (13DEC21): A U.S. flag towing vessel was inspected at Pier 17 in San Francisco, CA and issued an operational control (Code 17, prior to departure) for inoperable emergency lighting in several accommodation areas. Case pends.

Operational Control (13DEC21): A U.S. flag towing vessel was inspected at Pier 17 in San Francisco, CA and issued operational controls (Code 17, prior to departure) for expired servicing dates on portable and fixed fire-fighting equipment and life raft. Vessel conducted servicing for these items. Case closed.

Operational Control (13DEC21): A U.S. flag barge was inspected at Bay Ship & Yacht in Alameda, CA and issued operational controls (Code 17, prior to departure) for an unsatisfactory security plan and prime movers unavailability for inspection. The vessel provided security plan and satisfactorily inspected operational tests and shutdowns of prime movers. Case closed.

Operational Control (13DEC21): A U.S. flag passenger vessel was issued an operational control (Code 17, prior to departure) for an overdue annual inspection. Case pends.

Operational Control (13DEC21): A foreign flag container ship experienced a reduction in propulsion while underway into the San Francisco Bay and issued a Captain of the Port Order requiring a tug escort to anchorage. The cause was identified and cleared by an attending class technician. Case closed.

Operational Control (14DEC21): A foreign flag container ship was issued a Captain of the Port Order due to an approximately 15 cm hole in the starboard side of the forward hull just above the waterline. The hole penetrated the No. 2 water ballast tank and was likely caused from an impact with another object. The vessel safely moored in the Port of Oakland and completed repairs. Case closed.

Operational Control (14DEC21): A U.S. flag small passenger vessel was inspected at Pier 39 in San Francisco and issued an operational control (Code 17, prior to the carriage of passengers) for an expired fire extinguishing system. The vessel replaced the fireboy and satisfactorily conducted an operational test of the new system. Case closed.

Operational Control (15DEC21): A U.S. flag small passenger vessel was inspected in Oakland, CA and issued an operational control (Code 60, prior to movement) due to a disabled fire detection panel showing faults. The vessel representative cleared the faults and reset the system to normal operating status. Case closed.

Operational Control (16DEC21): A U.S. flag passenger ship was inspected at Bay Ship & Yacht Co. in Alameda, CA and issued an operational control (Code 17, prior to departure) for an overdue servicing of CO_2 system. The vessel representative provided valid CO_2 servicing records. Case closed.

Operational Control (28DEC21): A U.S. flag passenger vessel was issued an operational control (Code 17, prior to departure) for being overdue for an annual inspection. Case pends.
Operational Control (28DEC21): A U.S. flag passenger vessel was inspected at Bay Ship & Yacht Co. in Alameda, CA and issued an operational control (Code 701, prior to the carriage of passengers) due to faded & missing labeling for the bilge pump specifications. The vessel representative was unable to produce documentation proving UL approved pumps. Case pends.
Operational Control (29DEC21): A U.S. flag fishing vessel was boarded in Half Moon Bay following a distress call for taking on water. The vessel was issued a Captain of the Port order for several lifesaving, navigational and pollution discrepancies. Case pends.
Operational Control (30DEC21): A U.S. flag small passenger vessel was issued an operational control (Code 17, prior to movement) for failing to schedule a drydock and internal structural examination. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable AIS (18DEC21): A foreign flag oil tanker was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (02DEC2021): A recreational vessel sank and discharged approximately 1 gallon of oil into Bodega Bay. IMD investigated and found that the vessel had all petroleum products removed a year before and had a limited amount of residual oil that entered the waterway. The owner hired a contractor to refloat and remove the vessel from the waterway, the source was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (06DEC2021): A recreational vessel overfilled their fuel tanks and discharged approximately 1 gallon of diesel into the water in Berkley, CA. The operator discontinued fueling immediately and the source was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (07DEC2021): A recreational vessel took on water and discharged approximately 2 gallons of oily bilge water into the San Francisco Bay in Richmond, CA. The Harbor Master deployed sorbent boom around the vessel and began pumping water out of the vessel to keep it afloat. The responsible party was not taking sufficient action, therefore, IMD issued a Notice of Federal Assumption and hired local contractors to remove all pollution potential. Contractors successfully removed 310 gallons of oily waste. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (09DEC2021): A recreational vessel discharged approximately 1 gallon of oil into the Sacramento River. IMD concluded that the operator was unaware of oil in the bilge and when the bilge pump kicked on, it discharged oil. The Owner immediately deployed sorbent pads and cleaned the bilge. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (13DEC2021): A recreational vessel discharged approximately 1 gallon of diesel into the Oakland Estuary. IMD concluded that rain had caused a diesel tank to overflow due to a cap missing on the tank. Sorbent boom was deployed and the source was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (15DEC2021): A recreational vessel sank in Sand Mound Slough discharging approximately 50 gallons of diesel. IMD concluded that the vessel sank from being overloaded with personal items. The responsible party did not take sufficient action, therefore, IMD issued a Notice of Federal Assumption. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (22DEC2021): A recreational vessel sank in Suisun City, CA and discharged approximately 10 gallons of diesel. IMD was unable to contact the owner, therefore, a Notice of Federal Assumption was issued and local contractors were hired to remove any pollution left on-board. Contractor operations commenced and continued until 31DEC2021. Contractors successfully removed two 55 gallon drums of HAZMAT and a total of 3600 gallons of oily water mixture. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.
Letter of Warning (27DEC2021): A recreational vessel sank and discharged approximately 1 gallon of gasoline in Emeryville, CA. The harbor master and owner deployed sorbent boom around the vessel. The owner hired contractors to raise the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS December 2021			
PORT SAFETY CATEGORIES*	**Dec-2021**	**Dec-2020**	****3yr Avg**
Total Number of Port State Control Detentions:	**0**	**0**	**0.11**
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	**6**	**1**	**3.78**
Navigation Safety (6), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**3**	**0**	**7.61**
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**1**	**4**	**2.33**
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	**0**	**0**	**0.53**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.06**
Total Port Safety (PS) Cases opened	**10**	**5**	**14.42**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Dec-2021**	**Dec-2020**	****3yr Avg**
U.S. Commercial Vessels	**0**	**0**	**0.81**
Foreign Freight Vessels	**0**	**0**	**0.22**
Public Vessels	**1**	**1**	**0.64**
Commercial Fishing Vessels	**0**	**0**	**0.75**
Recreational Vessels	**10**	**3**	**6.36**
Pollution Discharge Sources (Facilities)	**Dec-2021**	**Dec-2020**	****3yr Avg**
Regulated Waterfront Facilities	**0**	**0**	**0.33**
Regulated Waterfront Facilities - Fuel Transfer	**0**	**0**	**0.06**
Other Land Sources	**0**	**1**	**3.17**
Mystery Spills - Unknown Sources	**3**	**1**	**4.89**
Number of Pollution Incidents (By Spill Size)	**Dec-2021**	**Dec-2020**	****3yr Avg**
Spills < 10 gallons	**9**	**3**	**10.58**
Spills 10 - 100 gallons	**2**	**1**	**1.17**
Spills 100 - 1000 gallons	**0**	**1**	**0.39**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**3**	**1**	**5.08**
Total Pollution Incidents	**14**	**6**	**17.22**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Dec-2021**	**Dec-2020**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**0.00**	**12.25**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.28**
Estimated spill amount from Public Vessels	**3.00**	**150.00**	**5.71**
Estimated spill amount from Commercial Fishing Vessels	**0.00**	**0.00**	**29.81**
Estimated spill amount from Recreational Vessels	**70.00**	**16.00**	**86.24**
Estimated spill amount from Regulated Waterfront Facilities	**0.00**	**0.00**	**22.81**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**0.00**	**0.00**	**0.11**
Estimated spill amount from Other Land Sources	**0.00**	**0.00**	**29.42**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**unk**	**unk**	**0.00**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**73.00**	**166.00**	**186.62**
Penalty Actions	**Dec-2021**	**Dec-2020**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.11**
Notice of Violations	**0**	**1**	**0.86**
Letters of Warning	**8**	**2**	**5.47**
Total Penalty Actions	**8**	**3**	**6.44**

* 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.

Harbor Safety Committee
Of the San Francisco Bay Region

Report of the
U.S. Army Corps of Engineers, San Francisco District
January 13, 2022

1. CORPS O&M DREDGING PROGRAM

The following report covers both the FY 2021 and FY 2022 dredging programs for San Francisco Bay. The FY 2021 program is wrapping up with the completion of the Oakland Harbor maintenance dredging project by the middle January. The attached 2021 O&M Dredging Plan contains the list of funded projects, actual procurement milestones, and dredging timelines.

Planning for the FY22 dredging program is currently underway based on FY22 President's Budget amounts. The FY22 project schedules are included in this report following the 2021 O&M Dredging Plan. Adjustments may be made to future schedules if and when an FY 2022 Appropriations bill is passed by Congress and a subsequent Work Plan is announced.

FY 2021 DREDGING

a. **Oakland Harbor –** A contract for maintenance dredging was awarded to the Dutra Group on April 29. Dredging started on June 21 and is expected to finish by the middle of January.

b. **Redwood City Harbor –** A contract for maintenance dredging was awarded to Curtin Maritime on May 10. Dredging started on June 23 and finished on September 15.

c. **San Pablo Bay (Pinole Shoal) –** The Government Hopper Dredge Essayons arrived on station June 9 and dredged for approximately 8 days. Next dredging event will occur in summer 2023. (Hopper dredging in San Francisco Bay continues to be limited to one event per year in accordance with our Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.)

d. **San Joaquin River (Port of Stockton)** – A contract for maintenance dredging was awarded to Pacific Dredge on July 6. Dredging started on September 9 and was discontinued following closure of the environmental window on November 30.

e. **Sacramento River Deep Water Ship Channel** – A contract for maintenance dredging was awarded to Ross Island Sand & Gravel on June 23. Dredging started on August 5 and completed on October 27.

f. **SF Main Ship Channel –** The West Coast Hopper Contract was awarded to the Dutra Group on April 16 by the Corps' Portland District. Dredging started on August 7 with initial placement at the near-shore site. Sand pump-ashore to Ocean Beach began on August 11 and the last load was delivered the evening of September 18.

g. **Suisun Bay Channel (and New York Slough) –** A contract for maintenance dredging was awarded to Curtin Maritime on July 7. Dredging started on September 17 and was completed by November 30 following a temporary demobilization of the dredge plant to southern California to aid in oil spill related work.

h. **Richmond Inner Harbor** – Original Bid Opening was held on July 12. The solicitation was subsequently cancelled with no award following a bid protest. A new solicitation was issued on August 20 with bids due by September 20. A contract was awarded to the Dutra Group on September 27. Dredging was discontinued after the environmental window closed on November 30.

i. **Richmond Outer Harbor (and Richmond Long Wharf) –** We continue to be limited to only one hopper dredge project per year by the Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.

FY 2022 DREDGING

a. **San Rafael Creek –** Planning for maintenance dredging of the San Rafael Creek is currently underway with a contract award tentatively scheduled for early May and dredging estimated to start mid-June. Dredging will be performed in both the Inner Canal and Across-the-Flats reaches of the project. The last time this project was dredged was back in 2011.

b. **Richmond Inner Harbor** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for late May and dredging estimated early July to start.

c. **San Joaquin River (Port of Stockton)** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start beginning of August.

d. **Sacramento River Deep Water Ship Channel** – Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for late June and dredging estimated to start mid-August.

e. **Suisun Bay Channel (and New York Slough) –** Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.

f. **Napa River –** Planning for maintenance dredging of the Napa River is currently underway with a contract award tentatively scheduled for early August and dredging estimated to start mid-September. Dredging will be performed in the upper reaches only. The project was previously dredged in 2016.

g. **Oakland Harbor –** Planning for the FY22 dredging episode is currently underway with contract award tentatively scheduled for late August and dredging estimated to start mid-October. The late start this year is a direct result of the lengthy Tier III sediment testing requirements needed for the DMMO suitability determination.

h. **SF Main Ship Channel –** The Government Hopper Dredge Essayons is scheduled to dredge the Main Ship Channel during the last half of May. The dredged material placement will return to the near-shore site as in previous years.

i. **Richmond Outer Harbor (and Richmond Long Wharf) –** Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in early June and complete maintenance dredging there. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.

j. **San Pablo Bay (Pinole Shoal) –** Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

k. **Redwood City Harbor –** This project is currently on a 2-year cycle and dredging last occurred in FY21. However, a study is underway to determine whether it is more cost-effective to switch to annual maintenance dredging or perform advance maintenance on a biennial cycle. A report is in progress.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: None at this time.

3. DEBRIS REMOVAL – Total debris removal for 2021 was 734 tons. The 10-year running annual average (2012-2021) for debris removal is 843 tons. Debris removal for December 2021 was 50.5 tons. Dillard: 49.5 tons; Raccoon: 0 tons (out of service for repair); other boats: 1 ton. Average debris removal for December from 2012 to 2021 is 76 tons (Range: 0-174).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2021	TONS	TONS	TONS	TONS
JAN	37	48	14	99
FEB	29	30.5	65	124.5
MAR	10	52.5	28	90.5
APR	19	12.5	10	41.5
MAY	9	30.5	75	114.5
JUN	7	56.5	14	77.5
JUL	19	10	0	29
AUG	20	55	0	75
SEP	10.5	0	7	17.5
OCT	4.5	0	5	9.5
NOV	0	1	4	5
DEC	0	49.5	1	50.5

YR TOTAL
734

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing -50-foot Oakland Harbor Federal Navigation Project. Currently, the scope of the tentatively selected alternative includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. The 3x3x3 feasibility study is on track and on budget and the Project Delivery Team is targeting a Tentatively Selected Plan (TSP) milestone of September 28 and the release of a DRAFT Integrated Feasibility Report (IFR) by December of 2021 for public comment.

5. OTHER WORK

San Francisco District Dredging Day: The San Francisco District is planning on holding a Dredging Day virtual open house on January 27, 2022. The virtual open house will include informational presentations from various offices within the San Francisco District that work to deliver our dredging program. Participating offices include Hydrographic Surveys, O&M Navigation, Contracting, Environmental, DMMO, and the Executive Office. For more information on the event please email Jessica Vargas at Jessica.M.Vargas@usace.army.mil.

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in phase 1 gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI has been contracted to perform this phase and is coordinating with the Interagency Working Group (IWG) to provide expert advice and review of work products associated with the RDMMP Gaps Analysis, including prioritizing the knowledge gaps identified by the project team and reviewing the scopes of work produced to address those knowledge gaps. Information on the RDMMP and draft final PMP can be found on our website:

https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/

USACE Work Plan Web Address: http://www.usace.army.mil/Missions/Civil-Works/Budget/

6. 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 Naval Navigation Channel: Condition survey of October 14, 2021.
Berkeley Marina (Entrance Channel): Condition survey of April 22, 2021.
Islais Creek Channel: Condition survey of August 26, 2021.
Larkspur Ferry Channel: Condition survey of April 8, 2020.
Mare Island Strait: Condition survey of September 29, 2021.
Marinship Channel (Richardson Bay): Condition survey of June 23, 2020 and April 20, 2021.
Napa River: Condition survey of March 11-15, 2021.
Northship Channel: Condition survey of September 20, 21, & 28, 2021.
Oakland Inner Harbor: Post dredge surveys (6 total) of July - October, 2021.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Post dredge survey of October 12, 2021.
Petaluma River (Across-the-Flats): Post-dredge condition survey of December 15, 2020.
Petaluma River (Main Channel): Post-dredge survey of October 10, 12, and 16 2020.
Petaluma River (Extended Channel): Post-dredge survey of October 10, 12, and 16 2020.
Pinole Shoal Channel: Condition survey of October 25, 2021.
Redwood City Harbor: Post dredge surveys of September 1, 6, 16, and 19, 2021.
Richmond Inner Harbor: Condition survey of July 31, 2021 and August 2, 2021.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of November 8, 2021.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 10, 2021.
Sacramento River Deep Water Ship Channel: Condition Survey of December 15-18, 2021.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: Condition survey of September 22-23, 2021.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of February 9, 2021.
San Rafael (Creek): Condition survey of February 9, 2021.
Stockton Ship Channel: Condition survey of December 10-14, 2021.
Suisun Bay Channel: Post-dredge survey of November 29, 2021.
Suisun Bay Channel (Bullshead Reach): Post-dredge survey of November 29, 2021.
Suisun Bay Channel (New York Slough): Post-dredge survey of September 27, 2021.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of Jul 27, 2021.
SF-09 (Carquinez): Condition survey of October 5, 2021.
SF-10 (San Pablo Bay): Condition survey of October 5, 2021.
SF-11 (Alcatraz Island): Condition survey of December 7, 2021.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of July 27, 2021.

Requested Surveys:

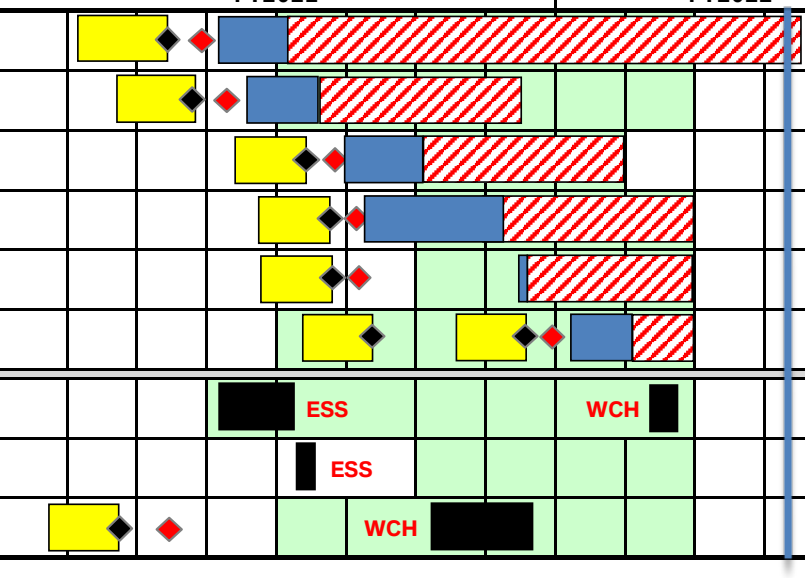
Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **10 JAN 2022**. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

FY 2021 O&M DREDGING PLAN*

Project	Bid Open	Award	Estimated CY	Dredge Type	Placement Site
Oakland Harbor	15-Apr (A)	29-Apr (A)	978kcy	Contract Clam Shell	SF-DODS
Redwood City Harbor	26-Apr (A)	10-May (A)	400kcy 199kcy	Contract Clam Shell	SF-11 Upland
Sacramento River (30 Foot Project)	11-Jun (A)	23-Jun (A)	226kcy	Contract Pipeline	Various Upland
San Joaquin River (Port of Stockton)	21-Jun (A)	6-Jul (A)	222kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	29-Jun (A)	7-Jul (A)	130kcy	Contract Clam Shell	SF-16
Richmond Inner Harbor	20-Sep (A)	27-Sep (A)	196kcy	Contract Clam Shell	SF-DODS
Humboldt Bar & Entrance Channels	N/A	N/A	1100kcy	Govt Hopper	HOODS
San Pablo Bay (Pinole Shoal)	N/A	N/A	250kcy	Govt Hopper	SF-9/ SF-10
SF Main Ship Channel	22-Mar (A)	16-Apr (A)	350kcy	WCHC (Portland)	Ocean Beach



Solicitation
Bid Opening
Contract Award
Hopper Dredging

ESS Essayons
WCH West Coast Hopper Contract

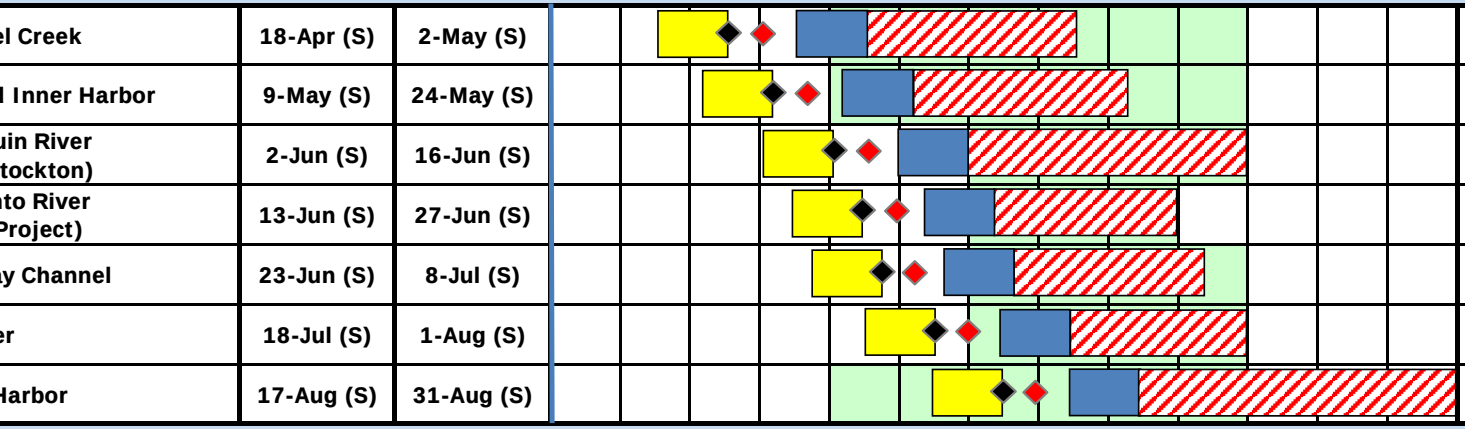
Environmental Window
Mobilization
New SPN Contract
Funded for P&S only

* Program execution is based on the FY21 Workplan plus FY20 Carryover.

Date of Last Update: *1/10/2022*

FY 2022 O&M DREDGING PLAN*

Project	Bid Open	Award	Estimated CY	Dredge Type	Placement Site
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE					
San Rafael Creek	18-Apr (S)	2-May (S)	220kcy	Contract Clam Shell	SF-10 SF-DODS
Richmond Inner Harbor	9-May (S)	24-May (S)	250kcy	Contract Clam Shell	SF-DODS
San Joaquin River (Port of Stockton)	2-Jun (S)	16-Jun (S)	300kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	13-Jun (S)	27-Jun (S)	150kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	23-Jun (S)	8-Jul (S)	175kcy	Contract Clam Shell	SF-16
Napa River	18-Jul (S)	1-Aug (S)	75kcy	Contract Clam Shell	TBD
Oakland Harbor	17-Aug (S)	31-Aug (S)	450kcy 450kcy	Contract Clam Shell	SF-DODS Upland
WEST COAST HOPPER CONTRACT					
Humboldt Bar & Entrance Channels	7-Mar (S)	23-Mar (S)	1100kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER					
Humboldt Interior Channels	N/A	N/A	150kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A	350kcy	Govt Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A	N/A	250kcy	Govt Hopper	SF-11/SF-10



Solicitation
Bid Opening
Contract Award
Hopper Dredging

WCH West Coast Hopper Contract
YAQ Gov't Dredge Yaquina
ESS Gov't Dredge Essayons

Environmental Window
Mobilization
New SPN Contract
Funded for P&S only

* Program execution is based on the FY22 President's Budget.

Date of Last Update: 1/10/2022

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 1/10/2022

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Redwood City Harbor		300						
Redwood City Harbor	09-16-2021	943	3.94	30	30.1	30.0	30.3	30.3
San Bruno Shoal								
San Bruno Shoal	02-26-2021	500	5.66	30	28.9	31.1	31.6	30.5
Richardson Bay/Marinship		300						
Richardson Bay/Marinship	06-23-2020	1069	2.11	20	4.6	6.0	6.4	6.4
Islais Creek		500						
Islais Creek	08-27-2021	1424	1.71	40	30.7	37.5	37.5	23.9
Alameda Naval Air		1000						
Alameda Naval Air	10-14-2021	4178	2.90	37	11.5	12.5	19.0	17.2
San Rafael ATF								
Across the Flats	02-09-2021	100	2.25	8	2.4	4.2	4.0	2.3
San Rafael River		60						
Inner Canal Channel	02-09-2021	160	1.55	6	0.7	1.6	0.9	1.4
Petaluma River		100						
Main Channel	10-16-2020	361	4.06	8	+1.5	0.5	1.0	+0.9
Petaluma River ATF		200						
Across the Flats	12-15-2020	206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait		400						
Mare Island Strait	09-29-2021	606	3.37	30	27.3	29.1	31.8	32.1
Larkspur Channel		231						
Larkspur Channel	07-11-2019	542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel		3576						
Northship Channel	09-20-2021	4769	5.97	45	23.1	38.2	37.8	35.2
Berkeley Marina		100						
Berkeley Marina	04-22-2021	142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay		100						
Bodega Bay	09-24-2021	400	3.46	12	3.4	10.0	10.5	7.9
Moss Landing		120						
Moss Landing	03-31-2021	405	0.98	6	13.2	12.3	11.1	10.9
Noyo River		97						
Entrance Channel	02-10-2021	150	0.67	10	6.1	9.6	10.6	7.6

To: Navigation Interests	From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102							
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Noyo River Channel	02-10-2021	97 150	0.67	10	8.3	9.9	10.5	3.6
Crescent City Entrance Channel	02-08-2021	200 320	0.42	20	18.1	19.4	19.0	17.2
Crescent City Inner Harbor Basin Channel	02-08-2021	200 300	0.39	15	14.8	14.8	15.0	13.8
Crescent City Marina Access Channel	02-08-2021	228 170	0.22	15	4.8	10.6	12.2	9.5
Pinole Shoal Channel Pinole Shoal Channel	10-25-2021	600 1644	10.36	35	30.8	35.5	35.7	34.4
Suisun Bay Channel Suisun Bay Channel	10-07-2021	300 350	13.86	35	34.1	34.8	35.0	30.1
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	04-27-2021	400	0.90	35	33.8	No Data	No Data	No Data
New York Slough New York Slough	09-27-2021	400 411	4.42	35	35.2	35.6	35.2	35.1

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 1/10/2022

To: Navigation Interests	From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102							
RIVER/HARBOR NAME AND STATE OAKLAND HARBOR CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	07-10-2021	544 1997	4.62	50	48.9	50.0	50.0	48.2
Oakland Harbor Oakland Outer Channel	07-12-2021	296 1761	2.52	50	50.0	50.0	50.1	50.1

OSPR
Office of Spill Prevention and Response

Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmx.org

San Francisco Clearinghouse Report

January 13, 2022

- In November and December, 2021, the clearinghouse did not contact OSPR regarding any possible escort violations.

- In November and December, 2021, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.

- The clearinghouse did not contact OSPR in 2021 regarding any possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. 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 November there were 84 tank vessel arrivals; 26 ATBs, 4 Chemical Tankers, 13 Chemical/Oil Tankers, 20 Crude Oil Tankers, 12 Product Tankers, and 12 Tugs with Barges. In November there were 220 total vessel arrivals.

- In December there were 86 tank vessel arrivals; 15 ATBs, 5 Chemical Tankers, 13 Chemical/Oil Tankers, 18 Crude Oil Tankers, 20 Product Tankers, and 15 Tugs with Barges. In December there were 198 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2021

San Francisco Bay Region Totals

	2021		2020	
Tanker arrivals to San Francisco Bay	50		45	
ATB arrivals	26		16	
Barge arrivals to San Francisco Bay	12		11	
Total Tanker and Barge Arrivals	88		72	
Tank ship movements & escorted barge movements	306		247	
Tank ship movements	194	63.40%	137	55.47%
Escorted tank ship movements	149	48.69%	103	41.70%
Unescorted tank ship movements	45	14.71%	34	13.77%
Tank barge movements	112	36.60%	110	44.53%
Escorted tank barge movements	22	7.19%	20	8.10%
Unescorted tank barge movements	90	29.41%	90	36.44%

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

Escorts reported to OSPR	0		0	

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	178		300		0		129		607	
Unescorted movements	66	37.08%	133	44.33%	0	0.00%	56	43.41%	255	42.01%
Tank ships	42	23.60%	89	29.67%	0	0.00%	44	34.11%	175	28.83%
Tank barges	24	13.48%	44	14.67%	0	0.00%	12	9.30%	80	13.18%
Escorted movements	112	62.92%	167	55.67%	0	0.00%	73	56.59%	352	57.99%
Tank ships	109	61.24%	146	48.67%	0	0.00%	66	51.16%	321	52.88%
Tank barges	3	1.69%	21	7.00%	0	0.00%	7	5.43%	31	5.11%

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 December 2021

San Francisco Bay Region Totals

	2021		2020	
Tanker arrivals to San Francisco Bay	56		48	
ATB arrivals	15		13	
Barge arrivals to San Francisco Bay	15		14	
Total Tanker and Barge Arrivals	86		75	
Tank ship movements & escorted barge movements	281		255	
Tank ship movements	169	60.14%	126	49.41%
Escorted tank ship movements	121	43.06%	89	34.90%
Unescorted tank ship movements	48	17.08%	37	14.51%
Tank barge movements	112	39.86%	129	50.59%
Escorted tank barge movements	20	7.12%	18	7.06%
Unescorted tank barge movements	92	32.74%	111	43.53%

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

Escorts reported to OSPR	0		0	

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	167		276		0		104		547	
Unescorted movements	77	46.11%	139	50.36%	0	0.00%	37	35.58%	253	46.25%
Tank ships	52	31.14%	91	32.97%	0	0.00%	33	31.73%	176	32.18%
Tank barges	25	14.97%	48	17.39%	0	0.00%	4	3.85%	77	14.08%
Escorted movements	90	53.89%	137	49.64%	0	0.00%	67	64.42%	294	53.75%
Tank ships	86	51.50%	119	43.12%	0	0.00%	60	57.69%	265	48.45%
Tank barges	4	2.40%	18	6.52%	0	0.00%	7	6.73%	29	5.30%

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 2021

San Francisco Bay Region Totals

	2021		2020	
Tanker arrivals to San Francisco Bay	694		723	
ATB arrivals	193		165	
Barge arrivals to San Francisco Bay	148		143	
Total Tanker and Barge Arrivals	1,035		1,031	
Tank ship movements & escorted barge movements	3,432		3,467	
Tank ship movements	1,935	56.38%	1,774	51.17%
Escorted tank ship movements	1,497	43.62%	1,383	39.89%
Unescorted tank ship movements	438	12.76%	391	11.28%
Tank barge movements	1,497	43.62%	1,693	48.83%
Escorted tank barge movements	255	7.43%	253	7.30%
Unescorted tank barge movements	1,242	36.19%	1,440	41.53%

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

Escorts reported to OSPR	0		0	

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	2,084		3,346		0		1,423		6,853	
Unescorted movements	922	44.24%	1,646	49.19%	0	0.00%	611	42.94%	3,179	46.39%
Tank ships	701	33.64%	1,213	36.25%	0	0.00%	536	37.67%	2,450	35.75%
Tank barges	221	10.60%	433	12.94%	0	0.00%	75	5.27%	729	10.64%
Escorted movements	1,162	55.76%	1,700	50.81%	0	0.00%	812	57.06%	3,674	53.61%
Tank ships	1,089	52.26%	1,465	43.78%	0	0.00%	726	51.02%	3,280	47.86%
Tank barges	73	3.50%	235	7.02%	0	0.00%	86	6.04%	394	5.75%

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 - NOVEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
NOVEMBER 1 - 30, 2020	171	26	15.20
NOVEMBER 1 - 30, 2021	176	38	21.59

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
NOVEMBER 1 - 30, 2020	7,724,200	560,000	13,421,714	4,630,364	18,052,078
NOVEMBER 1 - 30, 2021	11,107,786	0	17,917,516	4,427,168	22,344,684

OIL SPILL TOTAL

	TERMINAL	VESSEL	Total	Gallons Spilled
NOVEMBER 1 - 30, 2020	0	0	0	0
NOVEMBER 1 - 30, 2021	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.

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CSLC NCFO

CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
DECEMBER 1 - 31, 2020	171	28	16.37
DECEMBER 1 - 31, 2021	183	30	16.39

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
DECEMBER 1 - 31, 2020	7,907,977	178,000	12,882,400	3,884,135	16,766,535
DECEMBER 1 - 31, 2021	10,045,447	242,000	15,764,688	6,766,988	22,531,676

OIL SPILL TOTAL

	TERMINAL	VESSEL	Total	Gallons Spilled
DECEMBER 1 - 31, 2020	0	0	0	0
DECEMBER 1 - 31, 2021	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.

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functional use of the adjacent land for its existing or planned purpose is imperiled (Draft EIR p. 4.10-32). The TDM and TMP traffic management strategies would maintain road and rail access to the Seaport and minimize disruptions. The Draft EIR determined that with the TDM and TMP, and implementation of Mitigation Measures TRANS-1a and TRANS-1b that ensure TDM and TMP implementation and ongoing effectiveness, the Project would not result in a fundamental land use conflict with Seaport road operations and rail access, and impacts would be less than significant with mitigation incorporated (Draft EIR pp. 4.10-33 through 4.10-35).

See Consolidated Response 4.5, *Truck Relocation*, for concerns related to the relocation of existing uses at Howard Terminal. See Consolidated Response 4.6, *Rail Safety, Grade Crossing, and Grade Separation*, for more information regarding the effects of increasing motor vehicle and pedestrian traffic across the railroad tracks.

4.4.1.2 Recreational Watercraft and Maritime Navigation

A number of comments express general concern about potential conflicts between an increase in recreational water users and Port-related maritime navigation and the effectiveness of Mitigation Measure LUP-1a (Boating and Recreational Water Safety Requirements). For example, Comment O-15-4 states, "My colleagues and I are also extremely concerned about increasing small passenger boats a stadium at Howard Terminal would likely attract during game days, similar to the Giants McCovey Cove. However, unlike McCovey Cove, Howard Terminal is on the working waterfront and has large shipping vessels constantly making their way through the waterways."

The Draft EIR describes how the proposed ballpark's siting and orientation differ and how the existing setting adjacent to the Inner Harbor differs from the setting at Oracle Park and McCovey Cove (see Draft EIR pp. 4.10-35 and 4.10-36). While the conditions of McCovey Cove and the Inner Harbor differ, the Draft EIR acknowledges that the potential exists for an increase in conflicts between recreational watercraft and ships in the Inner Harbor Channel and Turning Basin, and identifies Mitigation Measure LUP-1a, which would require the Project sponsor to develop a boating and recreation water safety protocol with certain specified elements for approval by the City and the Port. The protocol would be implemented during baseball games, concerts, and large events at the new ballpark to minimize conflicts with maritime navigation resulting in safety hazards and ship delay, and would be enforceable by OPD. Its effectiveness would be evaluated over time and the protocol would be adjusted as needed to effectively address the types of potential conflicts identified by the commenters. WETA, the Harbor Safety Committee of the San Francisco Bay Region, and the U.S. Coast Guard would be consulted during preparation of the protocol (Draft EIR p. 4.10-37). See below for clarifying edits to Mitigation Measure LUP-1a.

A number of comments address Mitigation Measure LUP-1a specifically, and question the "degree to which the plan will actually be effective" (see, for example, Comment A-12-13). Mitigation Measure LUP-1a addresses this concern by including required elements consistent with established regulations in the Inner Harbor Channel and Turning Basin adjacent to the Project site.

The Draft EIR describes the established regulations for watercraft in the vicinity of the Project site, noting that any vessel traveling within the Inner Harbor is subject to the U.S. Coast Guard's Inland Navigation Rules and Regulations, including recreational motorized and non-motorized watercraft. Notably, in the Oakland-Alameda Estuary (Estuary), anchoring is prohibited outside of designated anchorages except when required for safety, and recreational boats are required to keep as near to the outer limit of the channel as is safe and practicable; to not cross the channel if a container ship or other large vessel is moving toward them; and to avoid and allow the safe passage of container ships and other large vessels using the Inner Harbor Channel and Turning Basin (Draft EIR p. 4.10-36). Additionally, the Draft EIR acknowledges that while commercial vessels have licensed captains and typically operate within the confines of the established regulations, operators of recreational watercraft may be unaware of these regulations (Draft EIR pp. 4.10-36 through 4.10-37).

Thus, Mitigation Measure LUP-1a requires the Project sponsor to install and maintain signs along the wharf informing recreational watercraft of the prohibition on docking, loitering, and anchoring adjacent to the Project site, and to disseminate the protocol for boating and water recreation around the Project site to its guests, customers, and the public through its websites and in communications to those who have purchased entry to ballpark events. Additionally, Mitigation Measure LUP-1a requires the Project sponsor to, at a minimum, fund water-based patrols by OPD during and reasonably before and after all baseball games, concerts, and other large events at the ballpark or the Waterfront Park, sufficient to remove any boating and water recreation activity that is not in compliance with applicable laws, regulations, and rules governing navigation in the shipping channel or in the turning basin, and to ensure that no such boating or water recreation activity loiters, anchors, or otherwise impedes maritime navigation.

With incorporation of these specific required elements of Mitigation Measure LUP-1a, the City determined that the Project would not result in a fundamental conflict with maritime navigation or water-based uses, and impacts would be less than significant with mitigation incorporated (Draft EIR p. 4.10-38). Mitigation Measure LUP-1a also contains ongoing requirements for the protocol to be monitored, reviewed, and revised as necessary to ensure its effectiveness in preventing non-compliant boating activity, shipping delays, and water safety hazards, including both monthly and annual reviews of the protocol. The measure gives the Port the ability to impose additional strategies if deemed necessary as a result of the ongoing monitoring.

Other comments suggest that "the DEIR does not first attempt to quantify or analyze the scope and scale of the identified risks associated with the attractive nuisance that the Project would be to commercial navigation and marine traffic" (see Comment O-51-16) and note that "it would be more conservative to consider the impact significant and unavoidable" (see Comment A-12-13).

As discussed above, for the purpose of the analysis in the Draft EIR, a *fundamental conflict with adjacent or nearby land uses* means that the character of activities associated with one land use disrupts or degrades adjacent land uses to such a degree that the functional use of the adjacent land for its existing or planned purpose is imperiled (Draft EIR p. 4.10-32). This is not an impact that lends itself to quantification, although the Draft EIR does contain data regarding use of the turning basin adjacent to the site (Draft EIR Table 4.10-1).). There is no requirement under CEQA that all mitigation measures have quantitative performance standards, especially where the

impacts themselves are qualitative. Rather than speculating regarding the number of potential conflicts with marine traffic, the Draft EIR considers whether use of the Inner Harbor Channel and Turning Basin would be disrupted or degraded to a degree that the functional use of these resources for maritime navigation as a whole would be imperiled. Mitigation Measure LUP-1a therefore uses qualitative standards to evaluate the potential for a fundamental land use conflict and requires elements in the boating and recreational water safety protocol and allows the City and the Port to monitor, review, and revise the protocol, as needed. See Consolidated Response 4.2, *Formulation, Effectiveness and Enforceability of Mitigation,* for additional information.

Consistent with State CEQA Guidelines Section 15370, Mitigation Measure LUP-1a mitigates the potential impact related to a fundamental land use conflict with maritime navigation or water-based uses by requiring a protocol for enforcement by OPD, and by providing for regular review and revision during the life of Project operations, ensuring the protocol's effectiveness in achieving a performance standard: to prevent non-compliant boating activity, shipping delays, and water safety hazards resulting from uses of the ballpark. As noted above, with incorporation of Mitigation Measure LUP-1a, the City determined that the Project would not result in a fundamental conflict with maritime navigation or water-based uses, and impacts would be less than significant with mitigation incorporated (Draft EIR p. 4.10-38).

Several comments express concerns or ask for clarification about the Approving Parties listed as part of Mitigation Measure LUP-1a (see Comments A-15-3, O-21-1, and O-67-1). In accordance with State CEQA Guidelines Section 15097, a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program. In this case, the City has elected the Approving Parties of the protocol as the City of Oakland and the Port of Oakland, but would continue to include consulting agencies including WETA, the Harbor Safety Committee, and the U.S. Coast Guard in review meetings and revision efforts to consult on the effectiveness of the protocol, as needed.

The text of Mitigation Measure LUP-1a is amended to clarify this process as indicated below. The City also notes several specific comments by the Harbor Safety Committee (Comments A-15-4 through A-15-6) requesting that certain additions to the protocol requirements be added to Mitigation Measure LUP-1a. Where the City agrees with these revisions, they have been added below. Others pertaining to OPD patrols are largely incorporated into the measure as originally drafted. Additionally, as a "Consulting Agency" for the protocol, the Harbor Safety Committee would be able to suggest more specific measures at the time the protocol is developed. Mitigation Measure LUP-1a on Draft EIR pp. 4.10-38 through 4.10-39 has been revised consistent with the above (new text is underlined; deleted text is in ~~strikethrough~~):

> **Mitigation Measure LUP-1a: Boating and Recreational Water Safety ~~Plan and~~ Requirements.**
>
> The Project sponsor shall ~~develop~~ have a protocol for boating and water recreation around the Project site including the requirements set forth in this measure, as approved by ~~with the approval of~~ the City of Oakland and the Port of Oakland, in consultation with

the San Francisco Bay Area Water Emergency Transportation Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard (collectively, the "Consulting Agencies").

The protocol shall specify measures ~~intended~~ to minimize conflicts with maritime navigation resulting in safety hazards and ship delay, and shall be implemented prior to and during baseball games, concerts, and other large events (as defined in the TMP) scheduled at the ballpark or the Waterfront Park. The protocol shall include, but shall not be limited to, the following requirements:

1. Installation and maintenance of signs along the wharf informing recreational watercraft of the prohibition on docking, loitering, and anchoring adjacent to the Project site, including the wharf adjacent to the Project site;

2. Water-based patrols by the Oakland Police Department during and reasonably prior and subsequent to, all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park, sufficient to remove any boating and water recreation activity that is not in compliance with all the applicable laws, regulations, and rules governing navigation in the shipping channel or in the turning basin, as well as ensuring that no such boating or water recreation activity loiters, anchors, or otherwise impedes maritime navigation;

3. Procedures for response to water-related emergencies adjacent to the Project site during all baseball games, concerts, and other large events (as defined in the TMP) at the ballpark or the Waterfront Park and evaluations of procedures for the imposition of safety zones, security zones (including navigational security needs under all Maritime Security [MARSEC] levels), and restricted navigational areas; and

4. Communications by the Project sponsor to its guests, customers, and the public regarding this protocol and appropriate safety measures for any recreational boating or water-based activities through communicating on (without limitation) its websites and on communications to those who have purchased entry to ballpark events.

The Project sponsor shall solely fund the cost of all of the above requirements, including the incremental cost of the additional water-based OPD patrols.

The ~~Project sponsor, the~~ City of Oakland, and the Port of Oakland (collectively, the "Approving Parties") in consultation with the Project sponsor shall reach agreement on a protocol achieving all of these requirements prior to the issuance of a certificate of occupancy ~~and Port Building Permit~~ for the ballpark. During the opening baseball season in which games are played in the ballpark, the Approving Parties shall meet at least monthly with the Project sponsor to review the effectiveness of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards in consultation with interested Consulting Agencies. After this opening baseball season, the Approving Parties shall continue to meet monthly with the Project sponsor to review the effectiveness of the protocol unless less frequent meetings are mutually agreed upon in consultation with interested Consulting Agencies. Additionally, the Approving Parties shall review annually the number of OPD warnings and citations, safety incidents, and water-related emergency responses to ensure that the safety measures are effective in consultation with interested Consulting Agencies.

The Approving Parties and the Project sponsor shall make good faith efforts to ~~regularly~~ revise the initial protocol as necessary based on information on the effectiveness ~~and~~

~~feasibility~~ of the protocol in preventing non-compliant boating activity, shipping delays, and water safety hazards in consultation with the Consulting Agencies. If the Approving Parties and Project sponsor cannot mutually agree to revise the protocol to ensure that it effectively prevents non-compliant boating activity, shipping delays, and water safety hazards within 30 days of first making such efforts, then the Port may require additional operational safety measures that are similar to those listed in the initial protocol, including measures such as increased water-based patrols or enhanced signage, which shall be promptly implemented by Project sponsor at Project sponsor's sole cost.

Other comments regarding Mitigation Measure LUP-1a express concern about a lack of "3rd party" inclusion in development of the protocol for boating and water recreation by groups such as commercial maritime organizations (see Comment O-49-1). As noted in Comment O-67-1, "The Harbor Safety Committee comprises various Bay Area maritime stakeholders, including the San Francisco Bar Pilots, the U.S. Coast Guard, WETA, commercial tug and ship operators, and recreational boaters. The Harbor Safety Committee meets frequently to discuss matters bearing on safe navigation and has historically formulated suggested policy and guidance for transmission to concerned agencies. The Committee receives diverse input from entities concerned with all aspects of commercial and recreational navigation on the Bay."

Input on the protocol required by Mitigation Measure LUP-1a would include third-party groups, such as commercial maritime organizations, through the measure's inclusion of the Harbor Safety Committee as a Consulting Agency for all aspects of the protocol development, review, and revision activities.

Other comments ask about the regularity of and funding for OPD patrols of the Estuary under Mitigation Measure LUP-1a (see Comment I-243-41). Violations by vessels in the Estuary can be enforced by the U.S. Coast Guard and local law enforcement, including the Alameda County Sheriff's Office and the OPD Marine Unit, which has been designated to carry out enforcement by the Captain of the Port. The U.S. Coast Guard conducts patrols of the entire San Francisco Bay and issues violations to ensure marine safety and security, and operates the San Francisco Bay Vessel Traffic Service, which coordinates the safe and efficient transit of vessels in San Francisco Bay in an effort to prevent accidents and the associated loss of life and damage to property and the environment. OPD assigns one officer from the OPD Marine Unit to patrol the Port and the Estuary via water. The Alameda County Sheriff's Office Marine Unit also performs routine patrols of the Estuary and other waters of Alameda County, and responds to calls and assists the U.S. Coast Guard and OPD as needed (Draft EIR pp. 4.13-16 through 4.13-17).

Mitigation Measure LUP-1a would provide dedicated water-based OPD patrols in the Inner Harbor Channel and Turning Basin during and reasonably before and after all baseball games, concerts, and other large events at the ballpark or the Waterfront Park, because those are the periods that could attract recreational water users. As stated in Mitigation Measure LUP-1a, the Project sponsor shall solely fund the cost of all requirements that are part of the protocol, including the incremental cost of the additional water-based OPD patrols (Draft EIR p. 4.10-38). The procedures for response to water-related emergencies adjacent to the Project site in Mitigation Measure LUP-1a would also include consideration for weather, fire, and other conditions such that safety for maritime navigation is preserved and enforcement is provided by OPD. As also

discussed in the Draft EIR, with implementation of Necessary Improvement Measure PUB-2, the Project would provide a command post to be used by all agencies involved in event and security operations at the ballpark, including landside coordination with water-based patrols (Draft EIR p. 4.13-34).

4.4.1.3 Light and Glare and Maritime Navigation

Many comments expressing concerns regarding conflicts with maritime navigation also reference the potential impacts of light and glare, including concerns that the scope of analysis of measuring light and glare on maritime maneuvering in the turning basin was too narrow (see Comments O-37-1 and O-37-2). See Consolidated Response 4.18, *Effects of Light and Glare on Maritime Operations and Safety,* which summarizes concerns related to the potential for light and glare land use conflicts and addresses the effects of light and glare on maritime operations and safety.

4.4.1.4 Seaport Compatibility Measures

Several comments address the Seaport Compatibility Measures referenced in Section 3.16 of Chapter 3, *Project Description*, of the Draft EIR, claiming that these measures are necessary to reduce impacts related to land use compatibility and stating that "any compatibility measures that have already been negotiated should be incorporated into the Final EIR" (Comment A-7-37). Other comments request more detail about the "timing or status of the subject [Seaport Compatibility Measure] negotiations" (Comment O-57-17) or infer that "the Seaport Compatibility Measures are an integral part of the Project…[and] should be analyzed in this DEIR" (Comment O-51-29). Additionally, Comment O-27-65 claims, "The DEIR improperly defers mitigation to future potential 'Seaport Compatibility Measures' to ensure that the Project does not impact or interfere with the Port's use or operations."

As discussed in Chapter 3, *Project Description*, of the Draft EIR, the Exclusive Negotiation Term Sheet for Howard Terminal requires the Project sponsor and the Port to negotiate Seaport Compatibility Measures as part of the business and operational terms for the real estate transaction. The Seaport Compatibility Measures to be negotiated include measures, designs, and operational standards to ensure that the Project would not affect or interfere with the Port's use or operations outside of the Project, including the following (Draft EIR pp. 3-60 through 3-61):

(i) The Port's current or reasonably anticipated future use, operation, and development of Port facilities, properties, and utilities of Port tenants, Port contractors, or operators engaged in the maritime use of the Port Area.

(ii) The health and safety of the Port's employees, tenants, contractors, or operators engaged in Port operations in the Port Area (and their respective employees), as well as of the future occupants of the Project site.

(iii) Measures to ensure that the future users, owners, lessees, and residents of and in the Project shall be notified of potential impacts of Port maritime and marine operations on their use and waive rights to claims arising therefrom.

(iv) Measures to ensure that the Project minimizes vehicular congestion from the Project and avoids conflicts between vehicular and pedestrian traffic generated by the Project with Port seaport operations, including cargo truck routes and traffic.

As stated previously, the background and intent of the Seaport Compatibility Measures are described in Section 3.16 of the Project Description in the Draft EIR and are discussed further in Draft EIR Section 4.10, *Land Use, Plans, and Policies*.

The Port held five meetings in Fall 2019 (including a Seaport Compatibility Measures Conference) with Seaport and maritime stakeholders who represented a range of interests: shipping companies, terminal operators, truck companies, rail, labor, and beneficial cargo owners. The purpose of the meetings was to hear stakeholder concerns and ideas for Seaport Compatibility Measures. The Port used the feedback from the first three meetings to develop a framework for the primary issues to be addressed at a Seaport Compatibility Measures Conference, organized into three main topic areas: Maritime Navigation and Safety, Site Planning, and Truck Movement and Safety. At the Seaport Compatibility Measures Conference, stakeholders reviewed and commented on this framework and brainstormed potential Seaport Compatibility Measures that could address these issues.[14] In addition, four focused stakeholder meetings to address specific categories of SCMs were held in 2021 following release of the Draft EIR.

The Port submitted a *Summary of Certain Seaport Compatibility Measures (SCMs) included in the Draft EIR,* which lists potential Seaport Compatibility Measures to be negotiated with Project sponsor, depending on the final scope of the EIR, to the City on July 15, 2021.[15] This Summary List identifies several potential Seaport Compatibility Measures that would incorporate elements of CEQA mitigation measures from the Draft EIR identified to reduce CEQA impacts related to land use, transportation/circulation, aesthetics, noise, and air quality, as well as design features and other measures not related to CEQA impacts. See also Consolidated Response 4.1, *Project Description*, which also responds to concerns involving the Seaport Compatibility Measures and the description and analysis of the proposed Project in the Draft EIR, and Consolidated Response 4.2, summarizing the purported issue of deferral of mitigation in the Draft EIR.

Other anticipated Seaport Compatibility Measures may address business and economic terms that relate to the Port's use or operations that do not involve environmental considerations analyzed under CEQA. If the Port and the Project sponsor mutually agree upon any Seaport Compatibility Measures to be incorporated into the real estate transaction, the decision makers will have to consider whether any potential environmental impacts of the Seaport Compatibility Measures have been adequately addressed in the EIR. The Port's Board of Commissioners will consider adoption of the aforementioned negotiated Seaport Compatibility Measures when it takes action on the land agreements for the Project.

[14] Port of Oakland, 2019. *Memorandum – Seaport Compatibility Measures Conference: Summary of Maritime Stakeholder Feedback*, December 19, 2019.

[15] Port of Oakland letter to the City of Oakland City Council, *Port Considerations of the Oakland A's Howard Terminal Proposed Project*, July 15, 2021.

Regarding the comments that the Seaport Compatibility Measures are required to mitigate land use impacts, CEQA impacts with respect to land use compatibility were addressed in Section 4.10, *Land Use, Plans, and Policies*, in Chapter 4 of the Draft EIR. As discussed in this Consolidated Response, the Draft EIR presents a comprehensive impact analysis of land use conflicts that have the potential to result from the proposed Project, and provides for mitigation measures to address any such impacts. Accordingly, the Draft EIR supports the conclusion that a fundamental land use conflict would not occur with implementation of mitigation measures.

4.4.2 Turning Basin Expansion and Maritime Reservation Scenario

Commenters also express concern about the potential future expansion of the turning basin located within Oakland's Inner Harbor, stating, for example:

- "The expansion of the turning basin is not only essential if pilots will be asked to safely accommodate larger vessels which may call on the Port of Oakland in the future, but it also expands the margin of navigational safety for all vessels of all sizes which are required to transit and turn in the Oakland Inner Harbor." (Comment O-51-28.)
- "Right here is the turning basin...We know we're going to have to expand it in order to accommodate future generations of ships. This will be an evaluation of how you can expand the turning basin, what makes sense, and working with what the pilots and the wharfinger of the Port of Oakland and Core of Engineers to make accommodations about what that looks like. The preliminary understanding is that it will take at least ten acres off the southwest corner of Howard Terminal to accommodate one of the potential designs for that turning basin." (Comment I-243-21.)

As described in Chapter 3, *Project Description*, of the Draft EIR, under the Maritime Reservation Scenario included in the Exclusive Negotiation Term Sheet between the Project sponsor and the Port of Oakland, the Port has established a "Maritime Reservation Area" at the southwest corner of Howard Terminal for up to 10 years from the approval date of the Exclusive Negotiation Term Sheet (May 13, 2019). At any point during the reservation period, the Port of Oakland may elect to terminate the Project sponsor's development rights to some or all of the approximately 10-acre Maritime Reservation Area, if the Port deems that area necessary to accommodate expansion of the turning basin that is used to turn large vessels in Oakland's Inner Harbor. Under this scenario, the approximately 10 acres in the Maritime Reservation Area would be returned to the Port.

If the Port were to exercise this option, the Project site plan would be modified, and the proposed development would be more dense because the Project sponsor would fit the same development program (i.e., the same ballpark and mix of other uses proposed) onto the smaller site with less open space. The Port has not proposed, designed, approved, or secured permits for an expanded turning basin, and the Draft EIR did not consider the impacts of an expansion, should one be proposed. If the Port were to exercise its option and take back a portion of the Project site from the Project sponsor, the Port would analyze the potential impacts of expanding the turning basin under CEQA as a separate project at that time.

However, the Draft EIR analyzed a Maritime Reservation Scenario to identify the impacts of the Project, in the event the Project is reconfigured to accommodate the Port's exercise of its option to terminate the Project sponsor's development rights to some or all of approximately 10 acres of the Project site (the Maritime Reservation Area) to accommodate the expansion of the turning basin that is used to turn large vessels in Oakland's Inner Harbor, an independent project outside of the Project sponsor's control. Thus, the purpose of the analysis is to show how the Project would be developed under the Maritime Reservation Scenario, and what Project-related impacts would result in the event the Port decides to move forward with expansion of the turning basin and the Project site is reduced accordingly.

The Maritime Reservation Scenario is analyzed separately because it is not the Project proposed by the Project sponsor. The Port has entered into a Feasibility Cost Share Agreement with the U.S. Army Corps of Engineers (USACE). The Port and USACE are evaluating the feasibility of widening the Oakland turning basin. The feasibility study is scheduled to be completed by the end of 2023 (Draft EIR p. 3-40). Until the feasibility study has been completed, it is not known how much of the 10-acre Maritime Reservation Area would be needed to accommodate an expanded turning basin; however, Draft EIR Figures 3-17 and 3-18 illustrate the Project site plan with the maximum 10 acres designated by the Port removed.

Again, as discussed in the Draft EIR, any impacts of expanding the turning basin, or impacts on vessels using an expanded turning basin, would be subject to a separate analysis under CEQA if and when the Port elects to proceed with design, permitting, and construction of expanded turning basins and exercise its option (Draft EIR p. 4.10-64). The analysis in the Draft EIR does not analyze the construction or operational impacts of the turning basin expansion itself; that is a separate project that would be initiated by the Port and the U.S. Army Corps of Engineers, if determined to be feasible, and would be addressed in a separate CEQA document (Draft EIR p. 3-40).

To further clarify the relationship of the possible turning basin expansion to the proposed Project and the EIR's analysis, the following explanation has been added to Section 4.0 of the Draft EIR on p. 4.0-12 (additions are underlined and deletions are ~~crossed out~~):

> ***Turning Basins Widening Feasibility Study at Oakland Seaport***
>
> The U.S. Army Corps of Engineers (USACE) and Port have partnered to evaluate the feasibility of widening both the Inner and Outer Harbor turning basins of the Oakland Harbor (also known as the "Feasibility Study"). The Port would be the lead agency under CEQA and would be required to review the potential impacts on the environment from a tentatively selected plan for expanded turning basins identified as a result of the Feasibility Study. As of the release date of this Draft EIR, the Feasibility Study has not been completed, and a Notice of Preparation of an EIR for a project involving the construction of an expanded turning basin adjacent to the Project site has not been released. Because an expanded turning basin is still being assessed in terms of feasibility, it is not considered a cumulative project in this Draft EIR. As described in Section 3.7, any impacts of expanding the turning basin or on vessels using an expanded turning basin would be subject to a separate CEQA analysis if and when the Port elects to exercise its option and proceed with design, permitting, and construction. The analysis in the Draft EIR does not analyze the

> construction or operational impacts of the turning basin expansion itself; that is a separate project that would be initiated by the Port and the U.S. Army Corps of Engineers, if determined to be feasible, that would be addressed in a separate CEQA document.

Some commenters also express a preference for the Project under the Maritime Reservation Scenario, asserting that safety and compatibility concerns between the proposed Project and the Inner Harbor Turning Basin would be ameliorated. For example, Comment O-51-28 states, "This project should only proceed in a manner which accommodates the future ability of the Port of Oakland to expand its turning basin. Any other outcome would result in a sub-optimal safety and commercial operations and would foreclose future growth and improvements in service. For enhancement of navigation safety, implementation of the Maritime Reservation Scenario is imperative if this project is to ultimately proceed." However, the Project sponsor is not proposing the expansion of the turning basin as part of its project and has no role in the Port of Oakland's future decision to terminate (or not) the Project sponsor's development rights to some or all of approximately 10 acres of the Maritime Reservation Area, if the Port deems that area necessary to accommodate the expansion of the turning basin (Draft EIR p. 3-37). Nor is the Maritime Reservation Scenario an alternative to the proposed Project. Rather, it is discussed in the Draft EIR to disclose that the Port of Oakland holds this option and explain how the Project would be developed in the event the Port makes a decision to expand the turning basin and what the environmental impacts of the proposed Project would be under this Scenario as compared to the impacts identified in the proposed Project analysis.

Furthermore, as discussed in the Draft EIR, under the Maritime Reservation Scenario, the potential for conflicts with adjacent or nearby land or water-based uses would remain similar to that described for the Project (Draft EIR p. 4.10-64). Mitigation Measure LUP-1a included in the EIR would also apply to the Project under the Maritime Reservation Scenario. The mitigation measure would require the Project sponsor to develop a boating and recreation water safety protocol, including certain requirements intended to minimize conflicts with maritime navigation resulting in safety hazards and ship delay, in consultation with the City of Oakland (including OPD), the Port of Oakland, WETA, the Harbor Safety Committee of the San Francisco Bay Region, and the U.S. Coast Guard for implementation during baseball games and large events at the new ballpark.

With the Project-specific boating and recreational water safety protocol and specific requirements called for in Mitigation Measure LUP-1a, the Draft EIR found that the risk of an increase in conflicts between recreational boaters and other vessels using the Inner Harbor Channel would be reduced, and that the Project would not result in a fundamental conflict with maritime navigation or water-based uses, and impacts would be less than significant with mitigation incorporated. Although the Project could indirectly create a new demand for recreational watercraft users adjacent to the Project site, there is no evidence to suggest the proposed Project would "result in a sub-optimal safety" after implementation of Mitigation Measure LUP-1a as compared to the Project under the Maritime Reservation Scenario.

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New Queuing Process for Container Vessels Expands to the Port of Oakland Following Recent Success at the Ports of Los Angeles and Long Beach

Innovative Process Developed by PMA, PMSA and Marine Exchange Improves Safety and Air Quality While Dramatically Reducing Vessel Congestion

OAKLAND, Calif. (January 10, 2022) — A new queuing system for container vessels designed to enhance safety and air quality is expanding to the Bay Area, following the success of a similar update introduced by maritime industry leaders in Southern California.

Effective today, container vessels will receive an assignment in the arrival queue based on their departure time from their last port of call, and wait outside a new Safety and Air Quality Area 50 miles off the Northern California coast until their appointed arrival time. The previous system placed container vessels into the arrival queue based on when they crossed a line 80 nautical miles from the coast.

The new process reduces emissions from vessels located near the Bay Area, and allows more space between vessels – an important safety feature during winter storms. The new procedure also enables vessels to slow steam across the Pacific, thereby reducing overall emissions throughout their journey.

First implemented in November at the Ports of Los Angeles and Long Beach, the updated process has significantly reduced the vessel backlog in San Pedro Bay amid the historic supply chain congestion of recent months. The voluntary process was developed by the Pacific Maritime Association, Pacific Merchant Shipping Association and Marine Exchange of Southern California.

“The resounding success of the new container vessel queuing system in Southern California has set the stage for this expansion to the Bay Area,” said PMA President and CEO Jim McKenna. “This updated system has reduced the number of vessels at anchor near our ports, enabling safer operation for vessels and their crews as well as additional protections for coastal communities.”

The number of container ships at anchor and drifting off the coast of Southern California fell to 17 in early January, down from 86 when the updated process went into effect in mid-November, according to Marine Exchange of Southern California, a nonprofit that tracks the movement of vessels.

Nine container vessels were anchored or awaiting a berth near Oakland as of January 7, 2022, a figure that is expected to rise in early 2022. The updated process is not designed to reduce the overall number of vessels calling on the port.

-more-

“The Ports of Oakland is a powerful engine for the Northern California economy,” said PMSA President John McLaurin. “This new approach to vessel queuing will help protect this economic driver amid an unprecedented period for consumer demand and inbound cargo volumes.”

“The PMA, PMSA and Marine Exchange of the San Francisco Bay Region are implementing this vessel queuing process to promote a fair, efficient and reliable system in a chapter of unprecedented maritime congestion,” said Marine Exchange of the San Francisco Bay Region Executive Director Capt. Lynn Korwatch. “We look forward to our region reaping the safety and clean-air benefits as a result.”

# # #

Port of Oakland New Container Vessel Queuing Process

Effective 00:00 UTC January 11, 2022
(4PM January 10, 2022 Pacific Standard Time)

Background

Based on the high level of container vessels off the coast of southern California and the risks posed to maritime safety and air quality, an industry Working Group was formed to develop a new vessel queuing process. The purpose was to find a fair and transparent process to reduce vessels at anchor, allow for vessels to slow steam and optimize voyage transit time. This new system successfully reduced vessels at anchor and drifting near the San Pedro harbor. As the Working Group reviewed the increase in vessel activity planned for the Port of Oakland, it was decided to implement the new queuing system to mitigate the impacts to Northern California.

Problem Definition: Increase Safety and Improve Air Quality

- **Increase Safety –** 8 container vessels were anchored or awaiting a berth in Oakland on December 29, 2022 and the number of container vessels is expected to increase in early 2022.

- **Improve Air Quality –** The number of ships idling in the near coastal waters needs to decrease to reduce air emissions.

Executive Summary of Current and New Process:

Current Process: Container vessels are assigned into the arrival queue based on when they **actually arrive** and cross a line 80 nautical miles from the ports of Oakland.

New Process: Container vessels will be assigned a place in the queue based on when they ***depart their last port of call (LPOC)*** before Oakland and their Calculated Time of Arrival (CTA) at Oakland. The benefit of this new queuing system is that vessels can slow steam, spreading out across the Pacific rather than sitting at anchor while awaiting a berth.

New Container Vessel Queuing Procedure:

- At least 24 hours in advance of departing its last port of call (LPOC) before Oakland, container vessels will enroll with the Pacific Maritime Management Services (PacMMS). To enroll, vessels will complete the Enrollment Process on the PacMMS website, PacMMS.org. For those vessels that lack internet access, a manual form (**Attachment 1**) can be completed and sent via email to Queuing@PacMMS.org. If the vessel is currently enrolled in the queuing process for southern California, it does not need to re-enroll for Oakland but must complete the departure form. Any updates or changes to the initial enrollment information should be provided to PacMMS at Operations@PacMMS.org.

- After departing LPOC, the vessel will complete the departure form on the PacMMS website of their actual time of departure (last line time, also known as dropped lines). For those vessels that lack internet access, a manual form (**Attachment 2**) can be completed and sent via email to Queuing@PacMMS.org.

- PacMMS will verify the vessel departed based on its Automated Identification System (AIS) showing a speed of 5 knots.

- For fairness and equity, a standard speed will be used with exceptions for expedited services.

    i. **Vessels Eastbound from Asia/Australia/etc.** – PacMMS will use a standard speed **of 18 knots** except for Matson and APL expedited service vessels listed on (**Attachment 3**) who will use a standard speed of **21 knots.**
    ii. **Vessels North/Southbound** – PacMMS will use a standard speed of **17 knots.**

- Distance from LPOC to Oakland will be determined by a published industry database, Dataloy https://ddt.dataloy.com (**Attachment 4**).

- Calculated Time of Arrival (CTA) in Oakland will be determined by verified departure time plus voyage duration (Distance/Speed). CTA will replace the current 80-mile time for container vessels.

- Vessels that transit the Panama Canal and do not have another port call until Oakland will notify PacMMS of their departure from the Panama Canal. These vessels will use Rodman, Panama as their last port of call and their CTA will be based on when the vessel reaches a speed of 5 knots after transiting the canal.

- The SFMX will place the vessel in queue based upon CTA, which will be displayed on the Drift Area Report per usual protocols in the CTA Column. All other vessels (Tankers, RoRo, Cruise, etc.) will continue to use the 80-mile time for queuing.

Implementation Process

Effective Date January 11, 2022, 00:00 UTC (4PM January 10, 2022 PST)

- Vessels currently in queue remain – no changes

- Vessels enroute to Oakland – PacMMS will work with vessels to determine CTA for these vessels based on their location January 11, 2022 00:00 UTC to 80nm outside the port of Oakland.

- Vessels that have not left their prior port after January 11, 2022, 00:00 UTC will use the new process above.

Voluntary Safety Protocols for Container Ships

- The Marine Exchange of San Francisco Bay Region has developed a Safety and Air Quality Area (see below) which will limit the number of container vessels to 50 nm from the coastline.

- Current vessels at anchor and loitering will remain in place.

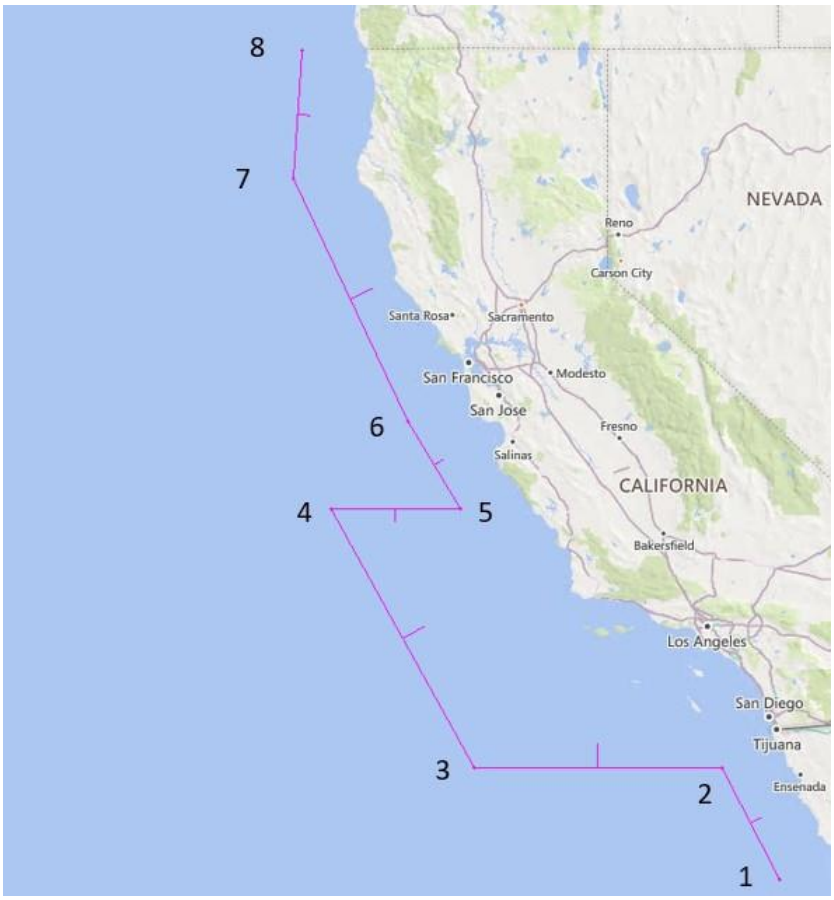
- Vessels arriving after January 11, 2022, 00:00 UTC will voluntarily agree to stay outside the Safety & Air Quality Area until vessels have a berthing assignment in the reasonable future (defined as 72 hours).

- If a vessel needs fuel, crew changes, or normal ship business they must arrange those services per normal processes and notify PacMMS by e-mail at Queuing@PacMMS.org.

- The Safety and Air Quality Area was developed using the following criteria for this program:

    i. Coming from the North, South, and West: Remain more than 50 miles from California coast. The *Safety and Air Quality Area* is defined as the area shoreward of the lines between the following coordinates, from South to North:

1. 30-20N 117-00W
2. 32-00N 118-00W
3. 32-00N 122-20W
4. 35-45N 124-50W
5. 35-45N 122-35W
6. 37-00N 123-30W
7. 40-18N 125-30W
8. 42-00N 125-20W



Compliance and Transparency

- PacMMS will publish the new queue for all stakeholders, so data is transparent.

- SFMX will publish their traditional Drift Area Report using CTA for container ships.

- There will be a two-week grace period to implement the new process:

    i. Vessels not following the process at the initial start of the program will be notified to comply.

    ii. Consistent non-compliance to the above procedures will be identified to the working group and appropriate action will be taken.

    iii. Compliance with remaining outside the Safety and Air Quality Area (SAQA):

        1. Vessels not complying will be notified and requested to stay outside the Safety and Air Quality Area.

        2. If a vessel consistently does not comply, appropriate actions will be taken.

        3. PacMMS will perform a weekly audit to monitor compliance.

Attachment 1
PacMMS Sea Traffic Management Queuing Enrollment

The container vessel queuing process for assignment of labor in ports is now based on a vessel's departure time (UTC) from its Last Port of Call (LPOC). To get in the queue vessels are required to enroll with the Pacific Maritime Management Services (PacMMS) and follow the online enrollment process at https://www.pacmms.org/enroll.

If you cannot access the website, complete the following form and email it to: queuing@pacmms.org. Be sure to add this address to your vessel's email whitelist to ensure successful follow-on communication.

Vessel

Name:	Type:	IMO:	MMSI:	Email:	Phone:

Agent

Name:	Email:	Phone:

Address 1:	Address 2:	City:	State:	Zip:	Country:

Qualified Individual

Name:	Email:	Phone:

Address 1:	Address 2:	City:	State:	Zip:	Country:

Operator

Name:	Email:	Phone:

Address 1:	Address 2:	City:	State:	Zip:	Country:

Prepared By

First Name:	Last Name:	Title:	Role:	Company:

Email:	Cc:	Phone:

Questions should be sent to the PacMMS Monitoring Center email at: queuing@pacmms.org or by Telephone: 011-1-907-463-4299 or 1-907-463-4299.

Attachment 2
PacMMS Sea Traffic Management Departure Report

The container vessel queuing process for assignment of labor in ports is now based on a vessel's departure time (UTC) from its Last Port of Call (LPOC). After enrolling with Pacific Maritime Management Services (PacMMS) use the online departure form to report your estimated and actual departure times: https://www.pacmms.org/departure.

If you cannot access the website, complete the following form and email it to: queuing@pacmms.org. Be sure to add this address to your vessel's email whitelist to ensure successful follow-on communication.

Report Type

Estimated -or-	Actual

Vessel / Transit Info

Name	IMO

LPOC	Last Lines Date (UTC)	Last Lines Time (UTC)	NPOC

Submitted By

Name	Email	CC: Email	Phone

Questions should be sent to the PacMMS Monitoring Center email at: queuing@pacmms.org or by Telephone: 011-1-907-463-4299 or 1-907-463-4299.

Attachment 3

Matson and APL Vessels Expedited Service

APL EX1 Service port rotation is USLAX- USOAK- JPNYOK- JPNAH- KRPUS- CNTAO- CNSHA- KRPUS (US Flag(

- President Cleveland 6552 TEU
- President Truman 6552 TEU
- President Roosevelt 6600 TEU
- President Eisenhower 7455 TEU
- President Wilson 5510 TEU
- President Kennedy 7455 TEU

Matson
Domestic Triangulation: Tacoma – Oakland - Honolulu

- Manoa
- RJ Pfeiffer

Domestic Triangulation: Honolulu – Oakland – Long Beach

- Mokihana

CCX Service (Expedite/Domestic): Shanghai – Oakland – Long Beach

- Matsonia
- Lurline
- Mahimahi

CLX+ Service: Shanghai – Oakland – Long Beach (this service has recently begun calling Oakland in advance of Long Beach

- Navios Felicitas (leaving service in January)
- Matson Molokai
- Matson Oahu
- Navios Amaranth
- Matson Niihau
- Matson Hawaii
- Matson Kauai (entering service in December)

Attachment 4

Distance Chart for Calculating CTA

Next Port of Call	Last Port of Call
Oakland, USA	Apia, ASM (4,157 NM)
Oakland, USA	Busan, KOR (4,928 NM)
Oakland, USA	Cai Mep, VNM (6,870 NM)
Oakland, USA	Cartagena, COL (3,589 NM)
Oakland, USA	Da Chan Bay (6,088 NM)
Oakland, USA	Ensenada, MEX (515 NM)
Oakland, USA	Gwangyang, KOR (5,022 NM)
Oakland, USA	Hong Kong, CHN (6,067 NM)
Oakland, USA	Honolulu, USA (2,162 NM)
Oakland, USA	Keelung, TWN (5,621 NM)
Oakland, USA	Koahsiung, TWN (5,833 NM)
Oakland, USA	Kobe, JPN (4,838 NM)
Oakland, USA	Lazaro Cardenas, MEX (1,693 NM)
Oakland, USA	Long Beach, USA (383 NM)
Oakland, USA	Los Angeles, USA (384 NM)
Oakland, USA	Manzanillo, MEX (1,550 NM)
Oakland, USA	Marseilles, FRA (8,348 NM)
Oakland, USA	Ningbo, CHN (5,454 NM)
Oakland, USA	Pago Pago, USA (4,148 NM)
Oakland, USA	Port Hueneme, USA (320 NM)
Oakland, USA	Prince Rupert, CAN (1,088 NM)
Oakland, USA	Qingdao, CHN (5,414 NM)
Oakland, USA	Rodman, PAN (3,285 NM)
Oakland, USA	San Diego, USA (468 NM)
Oakland, USA	San Francisco, USA (4 NM)
Oakland, USA	Seattle, USA (830 NM)
Oakland, USA	Shanghai, CHN (5,400 NM)
Oakland, USA	Shekou, CHN (6,084 NM)
Oakland, USA	Singapore, SGP (7,367 NM)
Oakland, USA	Surrey, CAN (847 NM)
Oakland, USA	Tacoma, USA (850 NM)
Oakland, USA	Taipei, TWN (5,645 NM)
Oakland, USA	Tokyo, JPN (4,581 NM)
Oakland, USA	Vancouver, CAN (848 NM)
Oakland, USA	Vladivostok, RUS (4,576 NM)
Oakland, USA	Vung Tau, VNM (6,863 NM)
Oakland, USA	Xiamen, CHN (5,806 NM)
Oakland, USA	Yangshan, CHN (5,391 NM)
Oakland, USA	Yantian, CHN (6,058 NM)
Oakland, USA	Yosu, SKOR (5020 NM)
Oakland, USA	Zhoushan PT, CHN (5,416 NM)