

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

June 8, 2023

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

Scott Humphrey (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: **Cody Aichele-Rothman (A)** Bay Conservation and Development Commission; **Ben Eichenberg (M)**, San Francisco Baykeeper; **Robert Estrada (M)**, Inlandboatmen's Union; **Jeff Ferguson (M)**, NOAA; **Scott Grindy (M)**, San Francisco Small Craft Harbor; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Capt. Taylor Lam (M)**, United States Coast Guard; **Tammie Lasiter (A)**, SSA Terminals; **Christopher Lee (M)**, Matson Navigation; **Joe Monroe (M)**, Port of San Francisco; **John Schneider (M)**, Marathon Petroleum; **Randy Scott (M)**, Port of Benicia; **Justin Taschek (A)**, Port of Oakland; **Jessica Vargas (A)**, US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 11, 2023, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience.

Coast Guard Report- Capt. Taylor Lam

- Opening Day on the Bay was held on April 30th and the recreational boating season is underway.
- The Sail GP racing event was held successfully on May 6-7 with a focus on safety and security.
- There are several upcoming events requiring coordinated safety and security planning. Fourth of July fireworks will be a SEAR rated event. Fleet Week, also a SEAR event, will be held in October. The Asia-Pacific Economic Cooperation (APEC) Summit will be held in San Francisco in

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November. The President, Vice-President, and other heads of state will be attending. New Year's Eve fireworks will also be a SEAR event.

- Port State Grant Program (PSGP) applications have been received and will be reviewed by the USCG. Final review will be conducted by FEMA prior to issuing awards.
- CWO Henderson read from the May- 2023 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY23 dredge planning is ongoing and contract bids are being solicited. The Government Hopper Dredge Essayons experienced mechanical problems while dredging the Main Ship Channel and will need to be drydocked in Portland. The Essayons will return to finish dredging once repaired. Debris removal for May was below average and the Dillard was out of service. The draft IFR/EA for the Oakland Harbor Turning Basins Widening Study has been released. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- A new HSC membership vacancy announcement was distributed (attached). HSC Vice-Chair and other committee positions are available. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for June 2023 (attached). The Pinole Shoal Channel CATZOC A1 rating has been renewed until 2025. NOAA is conducting a national assessment of the PORTS Program. An online workshop for California, including SF PORTS, will be held on July 20th. Input from PORTS stakeholders is welcome. To register: https://www.zoomgov.com/meeting/register/vJlsc-2srz4vH_UDv11cZy6wnvo7ys_yql
- The NWS predicts cooler temperatures in the region. An El Nino Watch has been issued.
- NOAA is drafting a new Standard Ocean Mapping Protocol document. Written comments will be accepted until July 28th.

State Lands Commission Report- Robert Booker (report attached)

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Report on Navier Electric Hydrofoil Boats – Sam Seder, Navier

- Sam Seder gave a presentation to the committee on Navier’s boat building operations in Alameda. Navier produces fully electric hydrofoil boats for recreational and commercial small passenger vessel/water taxi use. The prototype vessels were first built in the state of Maine and will now be manufactured in Alameda. On-water testing and demonstration rides are currently being performed. The N30 vessel is 30 feet long and uses hydrofoil technology to ride over the water providing a smooth and quiet transit. The future is electric, and many industries are moving in that direction. Traditional boats are inefficient due to drag but hydrofoil technology provides significant drag reduction leading to greater efficiency. The boats are designed to perform like airplanes and lift up over the water during operation. When the vessel slows, it gently comes down off its foils back into the water. The foils are retractable. Hydrofoil technology can also be applied to different types of vessels including tugboats to increase fuel efficiency.
- Bob Estrada asked about boat crewing and if autonomous operation is planned. Sam Seder advised that the vessels are designed to eventually be fully autonomous, but current regulations require manning. The N30 vessel includes autonomous docking capability, an automated stability system, and can transport six to eight people. Navier aims to comply with all applicable safety regulations and input is welcome. Capt. Lam asked about the vessel building timeframe. Sam Seder advised that passenger boat building is expected to start in 6-8 months and the current focus is on creating maritime partnerships. The boats have a 75 nautical mile range using lithium batteries and can be fast charged. Grants are available for charging station installation. The vessels are intended for both commercial and recreational use. Automated safety features will not allow entry into shallow water. A tour of the vessel and test rides will be provided after the HSC meeting. Website: <https://www.navierboat.com/>

Work Group Reports-

Plan Update Work Group- Cody Aichele-Rothman: The 2023 San Francisco Harbor Safety Plan Update has been compiled. The Harbor Safety Plan Update Transmittal Memo and the 2022/2023 SF HSC Executive Summary were electronically distributed (attached). No substantive changes have been made to the plan. A motion was made and seconded to approve the 2023 HSP Update. The motion passed without dissent.

Tug Work Group- Nothing to report.

Navigation Work Group- Nothing to report.

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Ferry Operations Work Group- Capt. Tony Heeter: The Work Group is reviewing ferry routing protocol and participation is welcome.

Dredge Issues Work Group- Jim Haussener, CMANC: Asked USACE about possible Pinole Shoal Channel dredging delays due to the Essayons malfunction. Jessica Vargas advised that repairs are in progress and scheduling impacts are unknown at this time. Updates will be provided.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: The Escape from Alcatraz event is this weekend. The next BAMO meeting is on June 15th.

Marine Mammal Work Group- Marc Webber, The Marine Mammal Center: Work Group participation is welcome. A Bay Area whale sightings map was presented (attached). Lots of gray whale sightings have been reported and a few humpbacks. There have been 19 gray whales confirmed in the bay so far this season. Whales are continuing their migration to the arctic. Humpback whales are feeding on anchovies and sightings are expected to increase. Two dead gray whales were recently found in Point Reyes including one which had been struck twice by vessels causing significant injuries. Scott Humphrey advised that whales affect navigational safety which is a focus of the HSC.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are offline pending service. Contractors are being hired to repair and upgrade the stations and updates will be provided. The Pier 17 visibility sensor is still offline due to loss of shore power. Repair work to restore power is being coordinated. The Amorco visibility sensor is offline, and the problem will be investigated. Weather station windbird nosecones are being replaced and 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-

- John Schneider thanked NOAA for renewing the Pinole Shoal Channel CATZOC A1 rating. The rating impacts ship transit planning upriver. NOAA PORTS is an important and useful program which should be expanded.
- Justin Taschek advised of a meeting next Wednesday on the Oakland Harbor Turning Basins Widening Study. A review is being conducted and the draft EIR is expected late this year. Stas

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Margaronis, Propeller Club, advised that turning basin expansion is needed to accommodate larger ships expected in coming years. Construction is expected to begin in 2027.

- Stas Margaronis advised that the Propeller Club recently held a Maritime Day Presentation. There is a lack of Sealift vessels in the military which is a concern and federal funding for new vessel construction is being considered. Maritime workforce shortages need to be addressed with robust training programs. The Propeller Club supports training efforts and plans to work with the Marine Exchange to increase public awareness of the issue. Bob Estrada advised that a Workforce Development Board is being formed to facilitate hiring and training of maritime workers.
- Bill Crabbs, Phillips 66, advised that Pinole Shoal Channel dredging is a priority since the channel has not been dredged in two years. Government or contract dredging is needed.
- Scott Humphrey announced that today is World Ocean Day and June is Pride Month.

Old Business- None

New Business- None

Next Meeting-

1000-1200, June 8, 2023
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:18.

Respectfully submitted: San Francisco Marine Exchange

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2023)**MARINE CASUALTIES**

Loss of Propulsion (13MAY2023): A U.S. flagged inspected towing vessel reported a loss of propulsion while towing a barge. The loss of propulsion was due to a failed fuel pump. The vessel replaced the fuel pump and Class attended to witness satisfactory operation of the fuel pump. Case closed.

Reduction in Propulsion (26MAY2023): A foreign flagged chemical tankship reported a reduction in propulsion while attempting to go astern during anchoring in San Francisco, CA. The vessel safely dropped anchor and attempted to move astern after restarting the engine. Class attended vessel and found the issue to be a drop in air pressure for the engine that caused the astern propulsion to be non-responsive. Class witnessed satisfactory operation of the engine in astern propulsion. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (02MAY2023): A U.S. flagged passenger vessel was issued on operational control (Code 701, prior to the carriage of passengers) for failure to complete a COI renewal exam within the required time frame. Case pends.

Operational Control (03MAY2023): A U.S. flagged small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 701, prior to carriage of passengers) for a fire pump that did not meet minimum pressure requirements. The vessel operator replaced the fire pump and Coast Guard witnessed satisfactory operation. The operational code was cleared, and case closed.

Operational Control (08MAY2023): A foreign flagged bulk ship was issued a Captain of the Port (COTP) Order due to a loss of propulsion while getting underway in Sacramento. The vessel made effective repairs to the main engine. Class witness corrected deficiencies and the COTP Order was cleared. Case closed.

Operational Control (08MAY2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for failure to complete a drydock examination within the required time period. Case pends.

Operational Control (09MAY2023): A U.S. flagged small passenger vessel was inspected in Alameda, CA and issued an operational control (code 701, prior to the carriage of passengers) for an inoperable fire main system. The vessel made appropriate repairs to the fire main system. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (10MAY2023): A U.S. flagged tankship reported a loss of propulsion while mooring in Oakland, CA and was issued an operational control (code 60, prior to movement). The vessel made appropriate repairs and class witnessed corrected deficiencies. The operational control was cleared. Case closed.

Operational Control (10MAY2023): A U.S. flagged small passenger vessel reported a transmission failure and was issued an operational control (Code 701, prior to carriage of passengers). Case pends.

Operational Control (10MAY2023): A U.S. flagged small passenger vessel reported a failed fuel injector and was issued an operational control (code 701, prior to the carriage of passengers). The vessel replaced the fuel injector. Coast Guard attended the vessel and witnessed the corrected deficiency. The operational control was cleared. Case closed.

Operational Control (13MAY2023): A U.S. flagged inspected towing vessel experienced a loss of propulsion and was issued an operational control (code 701, prior to carriage of passengers). The vessel returned to berth and made effective repairs to the fuel pump. Class witnessed corrected deficiencies and the operational control was cleared. Case closed.

Operational Control (18MAY2023): A U.S. flagged small passenger vessel discovered a pinhole leak in the starboard lazarette and was issued an operational control (code 701, prior to the carriage of passengers). The vessel made effective repairs at drydock and Coast Guard witnessed corrected deficiency. The operational control was cleared. Case closed.

Operational Control (23MAY2023): A U.S. flagged small passenger vessel was inspected in Rio Vista, CA and was issued an operational control (code 701, prior to the carriage of passengers) due to inoperable secondary motor. The vessel replaced the starter and Coast Guard witnessed corrected deficiency. The operational control was cleared. Case closed.

Operational Control (26MAY2023): A foreign flagged chemical tankship reported a reduction in propulsion while attempting to go astern during anchoring and was issued an operational control (code 60, prior to movement). The vessel made effective repairs to the engine and class witnessed corrected deficiencies. The operational code was cleared. Case closed.

Operational Control (31MAY2023): A U.S. flagged dredge ship reported an oil or hydraulic leak from their tail shaft or propeller and was issued an operational control (code 60, prior to movement). The vessel was issued a permit to proceed to Portland, OR for an emergency drydock. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (02MAY2023): A foreign flagged containership was issued an inbound LOD for an inoperable primary marine radar. Repairs were conducted and the equipment is working properly. The LOD was cleared. Case closed.

Letter of Deviation (LOD), Inop X-Band Radar (04MAY2023): A foreign flagged containership was issued an inbound LOD for an inoperable primary marine radar. Repairs were conducted and the equipment is working properly. The LOD was cleared. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Federal Pollution Case (01MAY2023): IMD received notification of a sunken vessel at the Moss Landing Harbor in Monterey. Moss Landing Harbor hired a contractor to place sorbent containment around the vessel and to conduct cleanup operations as the RP was unable to fund the response. IMD observed a sheen coming from the vessel and issued a NOFA to the RP. IMD hired a contractor to mitigate the pollution threat. Operations were completed and Moss Landing Harbor assumed response for salvage of the vessel. A Letter of Warning was issued to the RP. Case Closed.

Letter of Warning (28MAY2023): IMD received notification of a ferry vessel discharging 20 gallons of bilge water on a floating dock, which caused a rainbow sheen 50ft x 25ft in dimension. Remedial actions were taken using a boom and absorbents and the release was secured. IMD issued a Letter of Warning. Case Closed.

Letter of Warning (31MAY2023): IMD received notification of a Tug discharging an unknown amount of fuel into the water during a fuel pumping offload. Source was secured and the product dissipated quickly. IMD issued a Letter of Warning. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2023			
PORT SAFETY CATEGORIES*	May-2023	May-2022	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	3	3.19
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	2	8	6.50
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	2.31
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	5	13	12.19
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2023	May-2022	**3yr Avg
U.S. Commercial Vessels	2	0	0.47
Foreign Freight Vessels	0	0	0.08
Public Vessels	3	1	0.81
Commercial Fishing Vessels	1	0	0.61
Recreational Vessels	6	3	6.64
Pollution Discharge Sources (Facilities)	May-2023	May-2022	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	6	1	3.06
Mystery Spills - Unknown Sources	2	2	5.36
Number of Pollution Incidents (By Spill Size)	May-2023	May-2022	**3yr Avg
Spills < 10 gallons	5	6	9.33
Spills 10 - 100 gallons	6	0	1.47
Spills 100 - 1000 gallons	0	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	2	5.75
Total Pollution Incidents	20	8	16.86
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2023	May-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	21.00	0.00	3.19
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	5.00	1.00	6.92
Estimated spill amount from Commercial Fishing Vessels	23.00	0.00	11.00
Estimated spill amount from Recreational Vessels	25.00	7.00	80.50
Estimated spill amount from Regulated Waterfront Facilities	0.00	7.00	22.56
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	64.00	1.00	39.39
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	138.00	16.00	163.87
Penalty Actions	May-2023	May-2022	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.53
Letters of Warning	5	3	5.17
Total Penalty Actions	5	3	5.75
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 8, 2023**

1. CORPS O&M DREDGING PROGRAM

Planning for the FY23 dredging program is currently underway based on funding provided in the FY 2023 Consolidated Appropriations Act, Public Law 117-328, signed into law on December 29, 2022. The FY23 project schedules are included at the end of this report. Adjustments may be made to these schedules as circumstances warrant.

FY 2023 DREDGING

- a. **Richmond Inner Harbor** – **A dredging contract solicitation was posted on sam.gov on April 16 with bid opening held on May 26.** Contract award is tentatively scheduled for early June and dredging estimated to start end of July.
- b. **Oakland Harbor** – **A dredging contract solicitation was posted on sam.gov on May 2 with bid opening held on June 2.** Contract award is tentatively scheduled for mid-June and dredging estimated to start early August.
- c. **San Joaquin River (Port of Stockton)** – **A dredging contract solicitation was posted on sam.gov on May 26 with bid opening scheduled for June 26.** Contract award is tentatively scheduled for mid-July and dredging estimated to start late August.
- d. **Sacramento River Deep Water Ship Channel** – **A dredging contract solicitation was posted on sam.gov on June 2 with bid opening scheduled for July 3.** Contract award is tentatively scheduled for late July and dredging estimated to start early September.
- a. **Redwood City Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September. This project is switching to an annual cycle following conclusions reached after conducting an advance maintenance study.
- b. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning for this unique dredging event is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September. The Maritime Administration has requested Corps support in dredging areas at their small boat slips.
- c. **Suisun Bay Channel (and New York Slough)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.
- d. **SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and started dredging on May 28. **However, on May 29, the bow thruster failed and while at anchor in the Bay awaiting refueling, an oil leak was observed coming from one of the propeller shafts. The**

Coast Guard has issued a no-sail order and the Essayons is currently seeking emergency drydocking services. The National Response Center and USCG Sector San Francisco have been alerted. No ETA on resolution at this time.

- e. **San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal and complete maintenance dredging there. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- f. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is deferred to FY24 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: There are currently no emergency dredging events happening in the Bay Area. The last event took place in early June 2022, when Bulls Head Reach of Suisun Bay Channel required emergency dredging.

3. DEBRIS REMOVAL – Debris removal for May was 32.8 tons. Dillard: 32 tons, including 1 abandoned vessel; Raccoon: 0.8 ton. Average debris removal for May from 2013 to 2022 is 87 tons (Range: 7 – 197).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB	19	48	0	67
MAR	2	41	0	43
APR	1	11.5	0	12.5
MAY	0.8	32	0	32.8
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
354.3

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. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. **In response to public comment on the initial Draft IFR/EA and operational needs, refinements to the Recommended Plan included slight shifts of the proposed widened footprints of both the inner and outer harbor turning basins. The shift of the proposed widened inner harbor turning basin necessitated an addition to the design for an in-water retaining feature adjacent to the Schnitzer Steel property, which would require in-water fill and in-water pile driving not previously evaluated in the original draft report and IFR/EA. Moreover, these design refinements identified the need for additional in-water fill in front of the Inner Harbor Turning basin bulkheads after widening. This in-water fill in Waters of the United States requires preparation of a Clean Water Act 404(b)(1) analysis, which had not been necessary nor included in the original IFR/EA. These additional features are described and evaluated in this rerelease Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3. A complete list of updates from the initial Draft IFR/EA is located in this re-release executive summary.**

The 2023 Revised Draft IFR/EA can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

5. OTHER WORK

Regional Dredge Material Management Plan: Following virtual charrettes with the public and stakeholders in July 2020, SFEI was contracted to perform a data gap analysis and develop scopes to address the gaps with advice from an Interagency Working Group (IWG). Sediment Transport Modeling (ERDC), Regional Analysis, and Ecological Modeling have begun. SFEI was awarded the Regional Analysis on December 5, 2022. An additional scope for Benefits Analysis and Decision Support by ERDC and IWR is being finalized and initial tasks have begun. Information on the RDMMP and latest outreach meetings and notes can be found on our website here:

<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 November 1 and 2, 2022.
Berkeley Marina (Entrance Channel): Condition survey of February 28, 2023.
Islais Creek Channel: Condition survey of September 23, 2022.
Larkspur Ferry Channel: Condition survey of February 24, 2023.
Mare Island Strait: Condition survey of September 16, 2022.
Marinship Channel (Richardson Bay): Condition survey of November 7, 2022.
Napa River: Condition survey of February 23-24, 2023.
Northship Channel: Condition survey of September 27 and November 4, 2022.
Oakland Inner Harbor: Condition survey of March 22-23, 2023.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of March 23-24, 2023.
Petaluma River (Across-the-Flats): Condition survey of November 2-4, 2022.
Petaluma River (Main Channel): Condition survey of November 2-4, 2022.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of March 7-10, 2023
Redwood City Harbor: Condition survey of April 12-14, 2023.
Richmond Inner Harbor: Condition survey of March 13-15, 2023.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of April 12, 2023.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 11, 2023.
Sacramento River Deep Water Ship Channel: Condition survey of April 28-May 14, May 20, 2023.
San Bruno Shoal: Condition survey of February 28, 2023.
San Francisco Main Ship Channel: Condition survey of April 6-18, 2023.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of June 24 and July 11, 2022.
San Rafael (Creek): Post dredge surveys of October 7, November 18, and November 22, 2022; and February 4-7, 2023.
Stockton Ship Channel: Condition survey of May 16-20, 2023.
Suisun Bay Channel: Condition survey of May 3, 10, 25, 2023.
Suisun Bay Channel (Bullshead Reach): Condition survey of May 10, 2023.
Suisun Bay Channel (New York Slough): Condition survey of May 16-20, 2023.
Suisun Slough: Condition survey of November 30 and December 1, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 26, 2023.
SF-09 (Carquinez): Condition survey of January 12, 2023.
SF-10 (San Pablo Bay): Condition survey of January 12, 2023.
SF-11 (Alcatraz Island): Condition survey of May 30, 2023.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 27, 2022.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 26, 2023.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY22.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **5 June 2023**. 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 2023 O&M DREDGING PLAN*

Project	Current Bid Open	Current Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2023						FY2024								
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																	
Richmond Inner Harbor	26-May	9-Jun			■	◆	■	■	■	■	■	■	■	■	400 Kcy 100 Kcy	Clam Shell	BU SF-11
Oakland Harbor	2-Jun	16-Jun			■	◆	■	■	■	■	■	■	■	■	700 Kcy	Clam Shell	BU
San Joaquin River (Port of Stockton)	26-Jun	12-Jul				■	◆	■	■	■	■	■	■	■	175 Kcy	Cutterhead or Clamshell	Various Upland
Sacramento River (30 Foot Project)	6-Jul	21-Jul				■	◆	■	■	■	■	■	■	■	150 Kcy	Cutterhead or Clamshell	Various Upland
Redwood City Harbor	14-Jul	28-Jul				■	◆	■	■	■	■	■	■	■	300 Kcy 100 Kcy	Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	21-Jul	4-Aug				■	◆	■	■	■	■	■	■	■	90 Kcy	Clam Shell	BU
Suisun Bay Channel	10-Aug	24-Aug				■	◆	■	■	■	■	■	■	■	60 Kcy 65 Kcy	Clam Shell	SF-16 BU
WEST COAST HOPPER CONTRACT																	
Humboldt Bar & Entrance Channels	3-Apr	13-Apr		■	■	■	WCH	■	■	■	■	■	■	■	300 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																	
Humboldt Interior Channels	N/A	N/A		YAQ	■	■	■	■	■	■	■	■	■	■	150 Kcy	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A		ESS	■	■	■	■	■	■	■	■	■	■	600 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A	■	■	■	■	ESS	■	■	■	■	■	■	■	350 Kcy	Govt Hopper	OBDS SF-8
Pinole Shoal	N/A	N/A				■	ESS	■	■	■	■	■	■	■	250 Kcy	Govt Hopper	SF-10 SF-11
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;"> <p> Solicitation</p> <p>◆ Bid Opening</p> <p>◆ Contract Award</p> <p> Hopper Dredging</p> </div> <div style="width: 30%;"> <p> Environmental Window</p> <p> Mobilization</p> <p> Physical Dredging</p> </div> <div style="width: 30%; text-align: right;"> <p></p> <p></p> <p></p> </div> </div>																	

* Program execution is based on the FY23 President's Budget, FY23 Workplan, and carryover funds.

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

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 SUISUN BAY 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)				
San Francisco Mainship San Francisco Mainship	04-18-2023	2000	4.96	55	50.3	55.1	55.4	53.8
Redwood City Harbor Redwood City Harbor	04-12-2023	300 943	3.94	30	20.1	26.2	24.6	21.8
Richmond Inner Harbor Entrance Channel	03-13-2023	809 1021	0.96	38	35.8	36.6	36.6	36.4
Richmond Inner Harbor Approach Channel	03-13-2023	809 1201	3.09	38	33.6	34.9	35.8	34.4
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	04-11-2023	600 1291	3.25	45	40.6	45.2	44.8	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-12-2023	2188 5598	0.88	45	31.7	No Data	No Data	No Data
San Rafael ATF Across the Flats	02-07-2023	100	2.25	8	6.6	7.5	8.0	8.0
San Rafael River Inner Canal Channel	02-07-2023	60 160	1.55	6	6.1	6.1	6.3	6.0
Petaluma River Main Channel	11-02-2022	100 361	4.06	8	3.7	4.3	0.5	3.0
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	02-24-2023	75 245	3.19	15	2.7	9.0	8.7	7.4
Napa River Asylum Slough to Napa City	02-24-2023	102 183	9.92	10	1.9	4.5	3.5	1.6
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	03-30-2023	544 1997	4.62	50	46.2	50.0	50.0	48.8

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Page 2 of 2
Date 6/5/2023

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 SUISUN BAY 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)				
Oakland Harbor		296						
Oakland Outer Channel	03-23-2023	1761	2.52	50	48.4	49.1	49.1	48.8
Humboldt Bay		500						
Bar and Entrance Channel	03-23-2023	2113	2.60	48	27.0	34.5	34.8	27.6
Humboldt Bay		400						
Eureka Channel	03-23-2023	416	1.69	26	2.3	3.9	12.1	7.0
Humboldt Bay		300						
Fields Landing Channel	03-23-2023	770	2.35	26	12.7	26.9	25.4	20.8
Humboldt Bay		400						
North Bay Channel	03-23-2023	657	3.04	38	31.1	34.8	30.2	15.0
Humboldt Bay		400						
Samoa Channel	03-23-2023	1000	1.83	38	32.9	35.5	33.9	17.6
Pinole Shoal Channel		600						
Pinole Shoal Channel	03-08-2023	1644	10.40	35	28.9	35.4	35.3	31.1
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	05-25-2023	300	2.84	35	37.6	37.6	37.0	35.8
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	05-25-2023	300	11.10	35	33.0	34.2	33.4	29.6
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	05-16-2023	411	4.42	35	34.1	35.7	35.1	33.7

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

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 SAN LEANDRO 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)				
San Bruno Shoal San Bruno Shoal	02-28-2023	500	5.66	30	28.7	30.5	31.6	29.9
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-23-2022	500 1424	1.71	40	30.8	37.8	37.7	23.8
Alameda Naval Air Alameda Naval Air	11-01-2022	1000 4178	2.90	37	11.6	12.2	18.6	16.3
Mare Island Strait Mare Island Strait	09-16-2022	400 606	3.37	30	27.4	29.1	31.9	32.4
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
Berkeley Marina Berkeley Marina	02-28-2023	100 142	1.36	15	3.5	3.6	4.1	4.1
Bodega Bay Bodega Bay	09-29-2022	100 400	3.46	12	3.1	9.5	9.7	7.1
Moss Landing Moss Landing	01-24-2023	120 405	0.98	15	8.6	7.4	7.6	8.5
Noyo River Entrance Channel	03-16-2023	97 150	0.67	10	7.2	9.5	9.8	8.0
Noyo River Channel	03-16-2023	97 150	0.67	10	7.3	9.4	9.0	4.8
Crescent City Entrance Channel	01-29-2023	200 320	0.42	20	17.0	17.6	16.2	15.1
Crescent City Inner Harbor Basin Channel	01-29-2023	200 300	0.39	15	14.6	14.7	14.7	13.0
Crescent City Marina Access Channel	01-29-2023	228 170	0.22	15	11.4	12.2	11.7	9.9
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

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 SAN LEANDRO 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)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



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@sfmtx.org

San Francisco Clearinghouse Report

June 8, 2023

- ☞ In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The clearinghouse has not contacted OSPR so far in 2023 regarding possible escort violations. The clearinghouse did not contact OSPR in 2022 or 2021 regarding 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 May there were 96 tank vessel arrivals; 15 ATBs, 8 Chemical Tankers, 13 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 20 Product Tankers, and 12 Tugs with Barges.
- ☞ In May there were 254 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	69		62	
ATB arrivals	15		13	
Barge arrivals to San Francisco Bay	12		11	
Total Tanker and Barge Arrivals	96		86	
Tank ship movements & escorted barge movements	333		285	
Tank ship movements	203	60.96%	182	63.86%
Escorted tank ship movements	154	46.25%	151	52.98%
Unescorted tank ship movements	49	14.71%	31	10.88%
Tank barge movements	130	39.04%	103	36.14%
Escorted tank barge movements	13	3.90%	18	6.32%
Unescorted tank barge movements	117	35.14%	85	29.82%

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	189		320		0		132		641	
Unescorted movements	88	46.56%	157	49.06%	0	0.00%	59	44.70%	304	47.43%
Tank ships	70	37.04%	110	34.38%	0	0.00%	48	36.36%	228	35.57%
Tank barges	18	9.52%	47	14.69%	0	0.00%	11	8.33%	76	11.86%
Escorted movements	101	53.44%	163	50.94%	0	0.00%	73	55.30%	337	52.57%
Tank ships	98	51.85%	153	47.81%	0	0.00%	64	48.48%	315	49.14%
Tank barges	3	1.59%	10	3.13%	0	0.00%	9	6.82%	22	3.43%

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 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	321		706	
ATB arrivals	66		177	
Barge arrivals to San Francisco Bay	57		129	
Total Tanker and Barge Arrivals	444		1,012	
Tank ship movements & escorted barge movements	1,602		3,363	
Tank ship movements	934	58.30%	1,999	59.44%
Escorted tank ship movements	757	47.25%	1,596	47.46%
Unescorted tank ship movements	177	11.05%	403	11.98%
Tank barge movements	668	41.70%	1,364	40.56%
Escorted tank barge movements	74	4.62%	171	5.08%
Unescorted tank barge movements	594	37.08%	1,193	35.47%

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	874		1,566		0		585		3,025	
Unescorted movements	369	42.22%	744	47.51%	0	0.00%	262	44.79%	1,375	45.45%
Tank ships	293	33.52%	571	36.46%	0	0.00%	232	39.66%	1,096	36.23%
Tank barges	76	8.70%	173	11.05%	0	0.00%	30	5.13%	279	9.22%
Escorted movements	505	57.78%	822	52.49%	0	0.00%	323	55.21%	1,650	54.55%
Tank ships	471	53.89%	751	47.96%	0	0.00%	293	50.09%	1,515	50.08%
Tank barges	34	3.89%	71	4.53%	0	0.00%	30	5.13%	135	4.46%

Notes:

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



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

June 01, 2023

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies in the following seats:

SF HSC Vice Chair
Barge Operators (Primary)
Barge Operators (Alternate)
Commercial Fishing (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Labor Organizations (Alternate)
Port Authorities – Redwood City (Primary)
Port Authorities – Redwood City (Alternate)
Tanker Ship Operator (Alternate)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following link:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 215-3749.

**NOAA report to the San Francisco Bay Harbor Safety Committee
June 2023**

CATZOC in Pinole Shoal Channel

The CATZOC of 'A1" in Pinole Shoal Channel expired on May 12, 2023.

NOAA has reviewed the latest Army Corps of Engineer (COE) survey and determined that it meets CATZOC A1. The chart will be updated to show a new expiration date of 2025.

NOAA PORTS

NOAA is conducting a series of virtual workshops to receive input from stakeholders on NOAA's Physical Oceanographic Real Time System (PORTS).

This workshop is part of a larger assessment of NOAA's Physical Oceanographic Real Time System (PORTS®) Program to better understand the data and gauging needs and funding required to expand, enhance, or implement PORTS at all seaports in the U.S. and its territories and commonwealths. This regionally focused workshop is one of 11 sessions being held this summer.

The workshop for California will be: **July 20, 2023, 9am-11am PDT**

You can register for the workshop by using the zoomgov link:

https://www.zoomgov.com/meeting/register/vJlsc-2srz4vH_UDvI1lcZy6wnvo7ys_yqI

Who should attend? We are seeking input from stakeholders (e.g., Individual seaports, harbor or terminal operators, marine exchanges, harbor / river pilots, VTS) familiar with seaports in this region that either already have access to local PORTS data or those who navigate in locations in need of concentrated PORTS gauging. This could include individuals or groups that would benefit from (or have already benefited from) the installation of sensors that monitor needed operating parameters such as currents, water depth, bridge air gap or meteorological data.

From the National Weather Service

El Niño Watch remains in place with the expectation that it will be upgraded to an El Niño Advisory by mid to late summer. El Niño is expected to persist through the coming winter. The current trend of temperatures on the cool side will likely continue through June and maybe into July.

END OF REPORT

Submitted by Jeffrey Ferguson
CA Navigation Manager
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

CSLC/NCFO REPORT for HARBOR SAFETY COMMITTEE - MAY COMPARISON REPORT

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
MAY 1 - 31, 2022	178	26	14.61
MAY 1 - 31, 2023	179	54	30.17

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
MAY 1 - 31, 2022	11,832,024	0	7,634,541	4,804,056	12,438,597
MAY 1 - 31, 2023	13,442,421	0	5,395,802	6,594,862	11,990,664

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
MAY 1 - 31, 2022	0	0	0	0
MAY 1 - 31, 2023	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
21%	409	87	103	16

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.

By: MRA

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 1 June 2023

Subject: Annual Update of Harbor Safety Plan

From: Cody Aichele-Rothman, Bay Conservation and Development Commission

The State's Harbor Safety Committees are required to periodically update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the revised Safety Plans. The Committee will vote at the next Harbor Safety Committee meeting whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2022.

In addition to appendices updated by SFMX, appendices were revised by their responsible agencies and will be included in the plan approved by the Administrator.

In an effort to increase the plan's functionality, SFMX will make available substantive changes, such as Best Maritime Practices, as they are approved by the Committee. Work Group activity reports will continue to be added to the plan on an annual schedule.

Executive Summary 2022-2023

The Harbor Safety Committee continued its collaborative process to engage the maritime community in supporting navigation safety in the Bay.

During 2022-2023:

- The Harbor Safety Committee has continued to hold hybrid meetings, with options available online, as well as rotating physical locations around the bay. With these in-person meetings again, committee members gladly welcomed the return of breakfast offerings.
- At the beginning of 2023, the Chair of the Harbor Safety Committee, Captain Lynn Korwatch, retired after 50 years in the maritime industry, and 22 years of service in leadership at the Harbor Safety Committee. Her accomplishments are numerous, and she will be missed.
- Scott Humphrey became the Executive Director of the Marine Exchange and the new Chair of the Harbor Safety Committee. And a few of the work groups also saw personnel changes, such as the new addition of Jim Haussener as the chair of the Dredge Issues Work Group.
- The Navigation Work Group discussed discontinuing use of the Sea Buoy racon, and the Ports Voice phone service. The racon is mainly used by pilots and ship captains in rough seas. While potential virtual AIS spoofing is a concern, the Bar Pilots support keeping the racon in place.
- The Dredge Issues Work Group has continued concerns with Pinole Shoal Channel dredging. Pinole Shoal Channel should be a two-way channel but is not fully usable due to shoaling. Marathon sent a letter to the USCG requesting emergency dredging. The USCG determined that the issue brought forth by Marathon does not rise to the level of hazard to navigation at this time. The USCG advised that an appeals process is available and the USCG will continue to participate in Work Group meetings on the issue. The work group chair advised that shoaling is not static and is continuing to progress. The Bar Pilots and Baykeeper support emergency dredging. Other Work Group meetings discussed the next year's budget process and dredging recommendations, such as the Santa Fe Channel and Islais Creek.
- The Navigation Work Group drafted a letter to be sent to USACE regarding the Oakland Harbor Turning Basins Widening Study. The letter expresses the HSC's support for turning basin widening to promote navigational safety, as a wider turning basin is necessary for safety due to the increased size of modern container ships. The letter was approved by the committee and signed by Capt. Korwatch and Capt. Paul Ruff, Bar Pilots.
- The Prevention Through People Work Group participated in BAMO meetings where they discussed concerns with derelict vessels resulting from the closure of the Oyster Cove Marina, storm related issues including a damaged fuel dock since repaired, a Work Group published brochure on Rule 9 and 10 violations which should be made available to recreational boaters and yacht clubs, and, as there have been leadership changes at regional marinas, an updated contact list is being developed. Also, abandoned vessels have been a concern, and so surveys for abandoned vessels were conducted by marina operators, and funding concerns were discussed.
- The Tug Work Group has reviewed and is updating the HSC Emergency Towing Plan and Dead Ship Tow Best Maritime Practices.
- The Navigation Work Group discussed large ships transporting windmill parts which are planning to come to Stockton in 2024. The proposed ships are converted bulkers and have a large deck load which severely reduces visibility and would require multiple pilots to transit into port.

There are significant safety concerns with the planned transits, and the deck load may need to be reduced. As safer alternatives are available, the Bar Pilots are against allowing these ships to transit unless safety concerns can be mitigated. The transits require USCG Letters of Deviation.

- Additionally, the voluntary Vessel Speed Reduction (VSR) program for whale protection starts on May 1st. Several whales have been observed in the Bay and information on the program is included in the Local Notice to Mariners. VSR compliance has been mixed. The plan to expand VSR in the Bay encountered problems and is currently on hold. A proposal was made to establish a new HSC Work Group to address whale and VSR issues.

The Committee also received a number of presentations related to diverse topics including:

- Report on the AERAS Emissions Capture System. Clay Sandidge, of AERAS Technologies, gave a presentation to the committee on the AERAS Emissions Capture System. The system is being used in LA/LGB and planning is underway to bring the system to the Port of Oakland in 2023. Container ship diesel engines emit pollution including particulate matter and nitrogen oxides. New CARB regulations have been put in place which will require container vessels to use shore power when at berth or an alternate CARB approved emissions reduction technology. The CARB regulations go into effect for additional types of vessels including tankers in 2025 and 2027. The AREAS system is barge based. The barge docks beside a vessel at berth and attaches to the ship's stacks. Engine exhaust is captured and run through a large catalytic converter reducing emissions by over 90 percent. There is significant interest in the technology from other states and internationally.
- Report on Whale Safe San Francisco. Kathi George, of The Marine Mammal Center, gave a presentation to the committee on work being done to prevent whale – ship collisions. The Whale Safe project was developed by the Benioff Ocean Science Laboratory team and focuses on protection of endangered humpback, blue, and fin whales. Whale strikes are a major concern and many go unreported. Significant numbers of whales can frequent offshore shipping lanes and the traffic separation scheme which increases the likelihood of ship interactions. The Vessel Speed Reduction program is currently in place off California to help protect whales. The Whale Safe project aims to increase protection. Rachael Rhodes, of Benioff Ocean Science Laboratory, advised that the Whale Safe program sends real-time alerts to inform shippers of whale activity in waters being transited. Whale location data is collected by acoustic monitoring, sighting reports, and predictive modeling based on ocean conditions. The data is used to create a whale presence rating system for offshore transit areas. Whale activity alerts allow ships to increase vigilance when whales are present. CMA CGM is a partner in the program and sends the alerts to their ship captains. Publicly available AIS vessel speed analytics are also provided for ship operators which track compliance with speed reduction recommendations. Work is being done to increase the compliance rate. The Whale Safe project only collects data for endangered whales and does not include gray whales. Website: <https://whalesafe.com>
- Report on the Emergency Vessel Attachment & Towing System (EVATS). Mark Gregory, USCG D11 Response Advisory Team, gave a presentation to the committee on the recently acquired Emergency Vessel Attachment & Towing System (EVATS). The decision was made to purchase an EVATS due to recent adrift ship events including the Wan Hai 176 incident. The Wan Hai 176 incident occurred in heavy weather which prevented towing despite a tug being on scene. Due to the conditions, an emergency towing system was flown down from Alaska but not needed as

the tug was finally able to attach lines and tow the ship into port. Emergency towing systems are used to facilitate towing in adverse weather conditions when tugs are unable to attach lines by traditional means. The EVATS was acquired in November 2022 and is available for use in California, Oregon, and Washington. Exercises with the new equipment are being planned with the towing industry. The EVATS is designed to be transported by helicopter and can be deployed from a ship or tug. The system is stored at USCG Air Station Sacramento and is ready to be airlifted in a cargo net to the scene of an incident.

- Report on Sail Grand Prix 2023. Melanie Roberts, of SailGP, gave a presentation to the committee on the Season 3, Event 11, SailGP racing event. The sailing race was held on May 6-7 off the San Francisco City Front. Race rehearsal was on May 4-5. An exclusion zone was in place for rehearsal and race days. Free sailing took place on May 1-3 without an exclusion zone. Exclusion zone and racecourse maps were provided. Plans were similar to last year's event.
- Report on the Bay Ferry VI Maritime Security Exercise. Philip White, the Exercise Director, gave a presentation to the committee on the Bay Ferry VI maritime security exercise to be held September 18th -21st. Planning for the exercise is underway. The exercise will include scenarios testing preventative Rad/Nuc detection, shore-based active shooter response, ferry underway active shooter response, and IED mass casualty response. The Bay Ferry VI exercise is funded by a Port Security Grant Program grant. The Bay Area is considered the fifth most at-risk region in the nation for terrorism and the maritime environment is particularly susceptible. Ferry boats have less security than other modes of mass transit and their routes are predictable, increasing vulnerability. In 2021 a heavily armed man was arrested on a ferry in Washington State. Shore-based attack scenarios will be conducted at five locations around the bay. In the event of a ferry terminal attack, responders must be prepared to rescue people who jump into the water to escape. The ferry underway attack scenario will take place off Treasure Island. The main participants in the exercise are ports, ferry companies, law enforcement, and first responders. VMAP activation will be tested with VTS and Marine Exchange participation. Lead-up training will be provided prior to the exercise and other resources are available.

See Appendix C, Annual Work Group reports, for activities conducted over the previous year.

