

# 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, February 12, 2015**

**Port of San Francisco**

**Pier 1 Conference Center**

**The Embarcadero**

**San Francisco, 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 10:05.

Alan Steinbrugge (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), California Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Ron Chamberlain** (M), Port of Benicia; **Michelle Connolly** (A), Chevron Shipping Corp.; **Capt. Greg Stump** (M), United States Coast Guard; **Capt. John Dougherty** (M); Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime; **Jim McGrath** (M), Bay Conservation and Development Commission; **MJR Adam Czekanski** (A), US Army Corps of Engineers; **Chris Peterson** (M), Port of Oakland; **Capt. Ray Shipway** (M), Int'l Org. of Master, Mates & Pilots; **Rich Smith** (M), Westar Marine Services; **Jeffrey Vine** (A), Port of Stockton.

The meetings are always open to the public.

## **Approval of the Minutes-**

A motion to accept the minutes of the January 8, 2015 meeting was made and seconded. The minutes were approved without dissent.

## **Comments by Chair- Capt. Lynn Korwatch**

Welcomed the committee members and audience.

## **Coast Guard Report- Capt. Greg Stump**

- Advised of yesterday's Deep Draft Vessel Industry Day and highlighted the importance of community relationships.
- Commented on recent port congestion due to labor issues. More vessels are now drifting offshore easing Anchorage 9 congestion but delays are ongoing.

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- Advised that the Overseas Reymar Report of Investigation has been released and distributed through the HSC.
- Advised that the January 16, 2015 mystery spill substance found in the bay and on birds has still not been identified although it is not petroleum based. The USCG and OSPR are involved among others.
- Advised of a January 26, 2015 houseboat fire at Walnut Grove Marina on the Sacramento River that burned 14 vessels. Arson is a possible cause.
- Advised of two recent oil discharges resulting in sheens. One occurred in Alameda from an unknown source and the other from the Shell facility in Martinez where 2 – 10 barrels were spilled into the bay during a failed hydrostatic test. Response is ongoing.
- Advised that the USCG's Small Passenger Vessel Industry Day is March 5, 2015 on the USS Hornet in Alameda.
- Cmdr. Amy Wirts read from the January- 15 Prevention/Response Report (attached).
- Ted Blanckenburg asked if the hydrostatic test that led to the Shell facility discharge was conducted with product in the line. Capt. Stump advised that there is no requirement that lines be flushed before testing but that regulations will be reviewed.
- Capt. Korwatch asked where vessels are drifting while waiting for berth availability. Cmdr. Wirts advised that vessels are drifting within 200 nautical miles offshore outside of the VTS area. John Berge advised that running low on CARB compliant fuel could become an issue for vessels drifting offshore for long periods of time.
- Cmdr. Wirts advised that the Coastal Resources Center is scheduled attend the March SF HSC meeting to discuss case studies of applied Marine Spatial Planning. A break-out session will be held after the meeting. TSS changes, America's Cup planning and E-ATON are on the agenda.

### **Army Corps of Engineers Report- MJR Adam Czekanski**

- Advised that comments on the Army Corps' 2015 – 2024 maintenance dredging EA / EIR are being reviewed. The comment period ended on January 20, 2015.
- Advised that the FY 2015 USACE Work Plan was finalized on February 2, 2015 and is available at: [www.usace.army.mil/missions/civilworks/budget](http://www.usace.army.mil/missions/civilworks/budget)
- Advised that the Army Corps' Portland district is recruiting for a dredge master on the Essayons.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached).

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**Clearing House Report- Alan Steinbrugge (report attached)**

## **OSPR Report- David Mighetto**

- Advised that the Pacific States BC Oil Spill Task Force is seeking nominations for the 2015 Legacy Awards. The nomination period has been extended past the January 31, 2015 deadline. More information is available at: [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)
- Advised that membership vacancies for the SF HSC are in the process of being filled. Capt. Korwatch (M) and Alan Steinbrugge (A) have been reappointed representing the Marine Information Exchange Community. Griffin Patrick (M) has been appointed as a member representing Marine Oil Terminal Operators. Jim Anderson (M) has applied for reappointment representing Commercial Fishing Operators. Capt. Korwatch has been reappointed as SF HSC Chair. John Berge has been reappointed as SF HSC vice Chair. William Needham (A) has applied for reappointment representing Pleasure Boat Operators. All appointments are made by Tom Cullen, OSPR Administrator.
- Advised that OSPR is responding to two oil spills that occurred Tuesday, 02/10/2015. The first spill was the result of a broken pipe flange at Shell Martinez that discharged approximately two barrels of oil into the bay. MSRC was on scene skimming. OSPR is assessing any damage to wildlife or shoreline. The second spill was reported near Alameda. OSPR is working to determine the source and size of the suspected diesel spill. A sheen was reported and NRC is involved with cleanup.
- Announced that this year's HSC West Coast Summit will be held October 21 – 22, 2015 in San Diego.

## **NOAA Report- Jeffrey Ferguson**

- Advised the current weather outlook is for warm and dry conditions to continue.
- Asked for input regarding the inclusion of VTS calling points on NOAA charts. The USCG has advised that VTS calling points are not needed on charts except for the offshore approach to SF Bay.

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

- Introduced himself as interim supervisor replacing Chris Beckwith who is no longer with the SLC.

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- Laura Covery advised that the proposed Article 5.0 regulations, including those concerning hydro testing and bio-fouling, are on the SLC website ([www.slc.ca.gov](http://www.slc.ca.gov)). Comments are welcome.

### **Briefing on Proposed Parasailing Operations in SF Bay- Jeremiah Brazil**

- Advised that plans are being made to bring commercial parasailing to SF Bay. The proposed parasailing operation will be based at Pier 39. Areas of operation will include Hyde Street to the GGB south of the traffic lanes and off Pier 32 in Anchorage 9. A 31 foot boat will be regularly transiting from Pier 39 to the operating areas with passengers onboard.
- Capt. Korwatch asked if the cold water of SF Bay was a concern. Jeremiah Brazil advised that new parasailing technology keeps riders dry for the most part but that contingency plans will be in place.

### **Briefing on the Overseas Reymar Bay Bridge Allision Report of Investigation- CDR Amy Wirts**

- The USCG Report of Investigation concerning the January 7, 2013 allision of the Overseas Reymar with the Bay Bridge was released on January 19, 2015 and distributed through the HSC. The tanker was departing Anchorage 9 for sea in low visibility when it struck the echo tower of the bridge due to a misjudgment of the current effect and emergency anchored in Anchorage 7. The vessels hull was not breached and damage the bridge fenders was relatively minimal. NTSB, Board of Pilot Commissioners and USCG investigated.
- Several navigation safety recommendations were made in the report including: Adding E-ATON to western span on the Bay Bridge (completed last year); Moving VTS surveillance cameras closer to waterline (in progress); Improving outage reporting and system monitoring of racons (in progress); Designating the Bay Bridge as a CMA (temporary guidelines are in place but permanent guidelines require HSC adoption). The HSC Navigation Work Group has addressed the recommendations and conducted a comprehensive review of all CMA's. Geographical definitions of certain CMAs and additional visibility restrictions are included in the updated guidelines.
- Recommendations for bridge resource management and pilot procedures were also made in the USCG report.

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## Work Group Reports-

**Navigation Work Group- John Berge** advised that the Navigation Work Group met on February 9, 2015 to take up the recommendations proposed in the USCG Overseas Reymar Report (minutes attached). The Navigation Work Group recommends that the SF HSC adopt the updated **HSC Guidelines for Navigation in Reduced Visibility** (attached) for inclusion in the Harbor Safety Plan. Capt. Korwatch advised that HSC votes require 10 days advance notice unless 2/3<sup>rd</sup>s of membership agree to vote. Capt. Shipway motioned to approve voting on the updated guidelines and Aaron Golbus seconded. The motion was approved unanimously.

- Michelle Connolly asked if the proposed visibility restrictions covered all anchorages in the bay or just Anchorage 9 as the restrictions could affect the timing of transits upriver. John Berge advised that all anchorages would be covered by the guidelines. Cmdr. Wirts advised that the USCG has authority to make exceptions to the guidelines when appropriate.
- Chris Peterson asked who determines what the safest options are for a vessel when proceeding to dock. Cmdr. Wirts advised that the pilot and vessel master make the determination.
- John Berge advised that Deb Self has reviewed and approved of the proposed guidelines.

Capt. Korwatch called for a vote on the adoption of the updated **HSC Guidelines for Navigating in Reduced Visibility** and the motion passed without dissent. Cmdr. Wirts advised that a USCG MSIB will be issued.

**HSC Plan Update Work Group- Linda Scourtis** advised that a Plan Update Work Group will meet directly after today's HSC meeting.

**Tug Work Group- Bob Gregory** advised that notice will be given when the next meeting is scheduled.

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

**Dredge Issues Work Group-** nothing to report.

**PORTS Work Group- Chris Peterson** advised that the PORTS Work Group met recently and has drafted an official letter to be sent to Tom Cullen, OSPR Administrator, requesting the continuation of OSPR funding for the San Francisco Bay PORTS system (attached). OSPR has indicated that PORTS funding will be cut and this letter requests reconsideration due the navigational importance of the PORTS system.

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- Capt. Korwatch voiced her support for the letter and John Berge advised of the importance of highlighting the great benefit to navigational safety that PORTS provides.
- Capt. Korwatch called for a HSC vote to approve sending the PORTS funding letter to OSPR. The motion passed without dissent.

**Prevention through People Work Group- Margot Brown** advised that there was nothing to report.

### **PORTS Report- Alan Steinbrugge**

- Advised that progress continues to be made towards getting the Bay Bridge Air Gap Sensor online. Work has been completed but scaffolding needs to be removed before testing. Hopefully the data will be available soon.
- Advised that issues with the Oakland current sensor have been resolved and data is now available.

### **Public Comment-**

- Ted Blanckenburg asked where comments should be submitted in support of continuation of OSPR PORTS funding. John Berge advised that comments should be addressed to Tom Cullen. Chris Peterson advised that he will find names and contact information for additional comment recipients and report back.

### **Old Business-**

- Capt. Korwatch announced that Capt. Esam Amso has retired and will no longer be a member of the HSC. She thanked him for his commitment and service.

### **New Business-**

- John Hummer, MARAD, announced that the California Maritime Leadership Symposium is February 24 – 25, 2015 in Sacramento.

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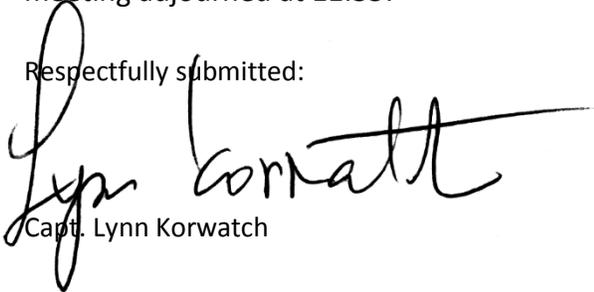
**Next Meeting-**

1000-1200  
March 12, 2015  
Port of Oakland  
Exhibit Room  
530 Water Street  
Oakland, CA

**Adjournment-**

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:35.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

# PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-15

## PORT SAFETY CATEGORIES\*

	2015	2014	3yr Avg**
<b>1. Total Number of Port State Control Detentions for period:</b>	3	0	0.69
SOLAS (2), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
<b>2. Total Number of COTP Orders for the period:</b>	4	7	6.33
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (2), Propulsion (9), Personnel (0), Other (2), Power (1)	15	18	13.33
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (3), R.C. (0), Other (0)	4	3	4.14
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	0	0	0.75
<b>6. Significant Waterway events or Navigation related cases for the period:</b>	0	0	0.50
<b>7. Maritime Safety Information Bulletins (MSIBs):</b>	0	0	0.50
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>26</b>	<b>28</b>	<b>26.25</b>

## MARINE POLLUTION RESPONSE

### Source Identification (Discharges):

	2015	2014	3yr Avg**
<b>VESSELS</b>			
U.S. Commercial Vessels	0	3	1.03
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	0	0.94
Commercial Fishing Vessels	0	1	0.44
Recreational Vessels	16	8	4.42
<b>FACILITIES</b>			
Regulated Waterfront Facilities	1	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	1	1	1.75
Mystery Spills - Unknown Sources	8	3	4.83
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	3	9	6.67
2. Spills 10 - 100 gallons	1	4	1.00
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	22	3	5.92
<b>Total:</b>	<b>26</b>	<b>16</b>	<b>13.64</b>

	2015	2014	3yr Avg**
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>			
1. Estimated spill amount from U.S. Commercial Vessels:	0	38	8.12
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.14
2. Estimated spill amount from Public Vessels:	0	0	5.31
3. Estimated spill amount from Commercial Fishing Vessels:	0	2	14.40
4. Estimated spill amount from Recreational Vessels:	>36	60	12.05
5. Estimated spill amount from Regulated Waterfront Facilities:	1	0	5.40
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources: (smell of diesel fuel in underdrain at facility)	unk	1	147437.34
8. Estimated spill amount from Unknown sources: MYSTERY SHEENS	unk	3	5.01
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>&gt;37</b>	<b>104</b>	<b>147487.79</b>
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	1	1	0.53
Letters of Warning	2	2	2.11
<b>TOTAL PENALTY ACTIONS:</b>	<b>3</b>	<b>3</b>	<b>13.75</b>

\* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

\*\* NOTE: Values represent an average month over a 36 month period for the specified category of information.

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2015)

### MARINE CASUALTIES

**Loss of propulsion (07JAN15):** A foreign flag container vessel was unable to start its main propulsion engine while attempting to shift from Anchorage 9 to Oakland. A COTP order was issued requiring the vessel to remain at anchorage until causative factors and proper operation of the vsl's propulsion system was demonstrated and documented by Class Society surveyor. Documentation was received and the COTP Order was lifted. LOP was not attributed to fuel switching. Case closed.

**\*\*Equipment failure (08JAN15):** A U.S. flag cargo ship experienced a pipe rupture on a main salt water pipe in the lower engine room while operating approximately 1200 NM from San Francisco Bay. Temporary repairs were completed underway to reduce flooding. Further temporary repairs were completed to the satisfaction of Class and attending CG Marine Inspectors. Permanent repairs are required to be completed within 30 days. Case closed.

**\*\*Loss of propulsion (11JAN15):** A foreign flag bulk freight vessel experienced a loss of propulsion while at sea. The vessel was able to regain propulsion. The vsl was issued a COTP order requiring a two tug escort to Anchorage 9 for repairs and attendance by a Class Society surveyor. Loss of propulsion was caused by insufficient air pressure; Class report was received and COTP order was lifted. LOP was not attributed to fuel switching. Case closed.

**Equipment failure (15JAN15):** A U.S. flag cargo ship experienced a pinhole leak in the fire main system of the engine room while moored. Temporary repairs were completed but later failed. A CG-835 No-Sail was issued and the Class Society issued a Condition of Class to make permanent repairs by 14Feb15. No-Sail lifted, deficiency remains outstanding until permanent repairs completed. Case closed.

**Equipment failure (19JAN15):** A U.S. flag passenger vessel experienced a generator failure while IVO Anchorage 8. The vessel returned to dock to disembark passengers and investigate the cause of casualty. A CG-835 No-Sail was issued. CG Marine Inspectors attended vessel and witnessed satisfactory operational tests of both generators; No-Sail was cleared. Case closed.

**Loss of Propulsion (23JAN15):** A foreign flag tank vessel experienced a loss of astern propulsion while anchoring near Pittsburg, CA due to restricted visibility. The vessel quickly regained propulsion. A COTP order was issued requiring the vessel to proceed with a two tug escort to Anchorage 9 for repairs and attendance by the Class Society surveyor. Class report was received and COTP order was lifted. LOP not attributed to fuel switching. Case closed.

**Reduction in Propulsion (24JAN15):** A foreign tank vessel experienced a reduction in propulsion while transiting inbound San Francisco Bay. The engine cooling system alarm activated and a leak was discovered on a unit cylinder. A COTP order was issued requiring the vessel to proceed with a tug escort to Anchorage 9. Permanent repairs were made and Class society attested to the causative factors and proper operation of the vessel's propulsion systems. COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

### VESSEL SAFETY CONDITIONS

**CG-835 No Sail (07JAN15):** A U.S. flag passenger vessel fleet (07 vessels) was issued a CG-835 No-Sail as a result of regular systematic failures to the cooling system resulting in LOPs. A third party Professional Engineer is required to conduct an analysis of the cooling system, prove proper installation and operation, and implement a regular maintenance plan for the system. Case pends.

**Vessel Detention (09JAN15):** A foreign flag bulk freight vessel was detained due to an improperly working outboard engine on the rescue boat and improper maintenance and lack of knowledge of the fixed fire detection and alarm system. Class Society surveyor attended and provided report attesting to the correction of deficiencies. Case closed.

**Vessel Detention (14JAN15):** A foreign flag bulk freight vessel was detained due to inability to pass a fire drill. Vessel passed fire drill on the fourth attempt to the satisfaction of attending surveyor and Port State Control examiners. Case closed.

**Vessel Detention (14JAN15):** A foreign flag bulk freight vessel was detained due to inability to pass a fire drill and not having life-saving appliances ready for immediate use. Vessel passed fire drill on the third attempt to the satisfaction of attending surveyor and Port State Control examiners; all life-saving equipment was properly serviced. Case closed.

### GENERAL SAFETY CASES

Nothing Significant to Report

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD), Inop Speed Log, (07JAN15):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD), Inop S-Band Radar, (07JAN15):** Vsl issued an inbound LOD.

\*\*Initial incident occurred outside of HSC jurisdiction

**Letter of Deviation (LOD), Inop Speed Log, (13JAN15):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD), Inop Speed Log, (20JAN15):** Vsl issued an inbound & outbound LOD.

### **SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**ENFORCEMENT PENDING (16JAN15):** Sector San Francisco received a report of hundreds of birds covered in an unknown substance in distress along the shore in Hayward. USCG AIRSTA San Francisco conducted helicopter over flights of the Bay and East Bay Regional Parks and Sector SF IMD personnel conducted shoreline assessments from Hayward to San Leandro but did not find any sheen or indication of shoreline pollution impacts. International Bird Rescue personnel responded and recovered, cleaned, and cared for over 300 birds; some of which are now being released. Initial samples determined the substance was not a petroleum product. The California Dept. of Fish and Wildlife has taken the lead in an ongoing investigation including national labs from federal and state agency partners to determine the identity and source of the substance which is on-going.

**ENFORCEMENT PENDING (26JAN15):** Fourteen house boats caught on fire at Walnut Grove Marina on the Sacramento River. Thirteen vessels sunk; all 14 vessels were total constructive losses. The vessels were insured, and the owners hired contractors for salvage operations and fuel removal. One vessel had a pollution potential of 700 gallons of diesel while the other 13 had a combined potential of 1400 gallons of gasoline. The cause of the fire is still under investigation.

**Harbor Safety Committee  
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**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
February 12, 2015**

**1. CORPS O&M DREDGING PROGRAM**

The following is this year's O & M dredging program for San Francisco Bay. The FY15 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY14 Main Ship Channel** – Contract Hopper (BAYPORT) completed dredging in late June 2014.
- b. **FY14 Richmond Inner Harbor** – Contract was awarded to R.E. Staite (clamshell) on 30 September 2014 and dredging started on 23 October 2014. Weather and herring spawn have delayed completion until end of February 2015.
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper (ESSAYONS) completed dredging 27 June 2014 – 11 July 2014. Post-dredge survey is posted on the website.
- d. **FY14 Pinole Shoal** – Government Hopper (ESSAYONS), completed dredging 11-14 July 2014 and Government Hopper (YAQUINA) completed additional dredging 19-21 August 2014. Post-dredge survey from 6-12 August 2014 (ESSAYONS work) is posted on the website, post-dredge survey from 4 September 2014 (YAQUINA work) were posted on 10 September 2014.
- e. **FY14 Suisun Bay Channel (and New York Slough)** – Government Hopper (YAQUINA), completed dredging 11-29 August 2014. Post-dredge surveys were completed on 10 and 11 September 2014 and were posted on 17 September 2014.
- f. **FY14 Oakland Harbor Dredging** – Contract #1 was awarded to Dutra (clamshell) on 5 June 2014, dredging started 1 August 2014 and completed on 12 September 2014. Contract #2 was awarded to Manson (clamshell) on 13 November 2014, dredging started on 23 November 2014 and completed on 23 January 2015. Post-Dredge surveys have been posted.
- g. **FY14 Redwood City Harbor** – Contract was awarded to R.E. Staite (clamshell) on 29 September 2014 and dredging started on 25 October 2014. Phase I dredging (reaches 1 through 5A to -28 ft MLLW) was completed 12 December 2014. Phase II (reaches 1 through 5A to -29 ft MLLW) is scheduled to start up on 1 June 2015.

**2. DEBRIS REMOVAL** – Debris removal for January 2015 was 60 tons (Dillard 45 tons, including 2 abandoned vessels; other vessels 15 tons, including 4 derelict vessels). Average for January from 2005 to 2014 is 147 tons. (Range: 35 – 426 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2015	TONS	TONS	TONS	TONS
JAN	0	45	15	60
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

<b>YR TOTAL</b>
60

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

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

No urgent dredging in 2015.

## 5. OTHER WORK

**San Francisco Bay to Stockton** - This project received \$800,000 in the FY 14 work plan.  
**Continuing to make progress on project study.**

### HYDROGRAPHIC SURVEY UPDATE

**Address of Corps' web site for completed hydrographic surveys:**

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

**Alameda Point Navigation Channel:** Condition survey of Nov. 2014 is posted.  
**Berkeley Marina (Entrance Channel):** Condition survey of September 23, 2014 is posted.  
**Bull's Head Shoal:** February 15, 2013 condition survey is posted.  
**Islais Creek Channel:** Condition survey of September 25, 2014 is posted.  
**Main Ship Channel:** Post-dredge survey of June 24-25, 2014 is posted.  
**Mare Island Strait:** Condition survey of September 24, 2014 is posted.  
**Marinship Channel (Richardson Bay):** Condition survey of September 21, 2014 is posted.  
**Napa River:** Condition surveys of 23-24 October 2014 is posted.  
**New York Slough:** Pre and post-dredge survey of Sept. 21, 2014 is posted.  
**Northship Channel:** September 16-20, 2014 condition survey is posted.  
**Oakland Entrance Channel:** Post-dredge survey of Dec 2014 – Jan 2015 is posted.  
**Oakland Inner Harbor:** Post-dredge survey (Reach 2) of Dec 2014 – Jan 2015 is posted.  
**Oakland Inner Harbor Turning Basin:** As above.  
**Oakland Outer Harbor:** As above.  
**Petaluma River:** Condition survey of mid-September 2014 is posted.  
**Pinole Shoal Channel:** Post-dredge survey of September 4, 2014 is posted.  
**Redwood City Harbor:** Post-dredge survey of Nov/Dec, 2014 is posted.  
**Richmond Inner Harbor:** Post-dredge survey of Jan 2015 for Reaches 1, 2, 3 and 7 is posted.  
**Richmond Outer Harbor (Longwharf):** Post-dredge survey of Dec, 2014 is posted.  
**Richmond Outer Harbor (Southampton Shoal):** Post-dredge survey of July 18-23, 2014 is posted.  
**San Bruno Shoal:** Condition survey of April 15, 2014 is posted.  
**San Leandro Marina (and Channel):** Condition survey of April 30 – May 2, 2012 is posted.  
**San Rafael Across-the-Flats / San Rafael Creek:** Condition surveys of May 2013 are posted.  
**Suisun Bay Channel:** Post-dredge survey of September 10, 2014 is posted.

Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of March 2013 is posted.  
**SF-09 (Carquinez):** Condition survey of Sept. 30, 2014 is posted.  
**SF-10 (San Pablo Bay):** Condition survey of Sept. 30, 2014 is posted.  
**February Alcatraz survey delayed due to an equipment issue.** The Corps has begun and will complete the survey as soon as the problem is fixed. The survey will be posted within a day of completion.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of May, 2012 is posted.  
**SF-17 (Ocean Beach Disposal Site):** Condition survey of March 2013 is posted.

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

[www.usace.army.mil/missions/civilworks/budget](http://www.usace.army.mil/missions/civilworks/budget)

## DRAFT O&M DREDGING PLAN FOR FY15\*

Project	2014			2015									FY16			Volume	Placement Site
	OCT FY15	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
Humboldt Bar&Entrance																1mcy	HOODS
SF Main Ship Channel																350kcy	OBDS/ SF-17
Richmond Inner Harbor																350kcy	SFDODS or Upland
Richmond Outer Harbor																250kcy	SF-11
Pinole Shoal																150kcy	SF-10
Suisun Bay Channel																175kcy	SF-16
Oakland Harbor																600kcy	Upland
Redwood City Harbor																350kcy	SF-11
Sacramento DWSC																	Upland
Stockton DWSC																	Upland

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

\* Based on FY15 President's Budget, Dredge schedule subject to change

Updated: 2 Dec 2014

\*\* Work Window Extension Required



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

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## San Francisco Clearinghouse Report

February 12, 2015

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
  
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
  
- ✎ The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called OSPR 3 times in 2012 regarding any 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 January there were 93 tank vessel arrivals; 3 Chemical Tankers, 23 Chemical/Oil Tankers, 29 Crude Oil Tankers, 11 Product Tankers, and 27 Tugs with Barges.
  
- ✎ In January there were 214 total arrivals.

# San Francisco Bay Clearinghouse Report For January 2015

## San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	66		74	
Barge arrivals to San Francisco Bay	27		28	
Total Tanker and Barge Arrivals	93		102	
Total tank ship & tank barge movements	325		346	
Tank ship movements	161	49.54%	170	49.13%
Escorted tank ship movements	100	30.77%	115	33.24%
Unescorted tank ship movements	61	18.77%	55	15.90%
Tank barge movements	164	50.46%	176	50.87%
Escorted tank barge movements	45	13.85%	51	14.74%
Unescorted tank barge movements	119	36.62%	125	36.13%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	189		312		0		140		641	
Unescorted movements	91	48.15%	169	54.17%	0	0.00%	81	57.86%	341	53.20%
Tank ships	73	38.62%	117	37.50%	0	0.00%	53	37.86%	243	37.91%
Tank barges	18	9.52%	52	16.67%	0	0.00%	28	20.00%	98	15.29%
Escorted movements	98	51.85%	143	45.83%	0	0.00%	59	42.14%	300	46.80%
Tank ships	77	40.74%	101	32.37%	0	0.00%	38	27.14%	216	33.70%
Tank barges	21	11.11%	42	13.46%	0	0.00%	21	15.00%	84	13.10%

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 - JANUARY COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2014	254	101	39.76
JANUARY 1 - 31, 2015	230	105	45.65

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JANUARY 1 - 31, 2014	12,198,761	725,000	16,457,582	10,413,757	26,871,339
JANUARY 1 - 31, 2015	13,565,000	0	17,714,600	9,787,035	27,501,635

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1 - 31, 2014	0	0	0	0	0
JANUARY 1 - 31, 2015	0	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.

## Navigation Work Group Report

From: Navigation Work Group  
Subject: Recommended Updates to Guidelines for Navigating in Restricted Visibility  
Date: 09 February, 2015

### Background

Following the 07 January 2013 allision of the T/V OVERSEAS REYMAR with Pier E of the San Francisco-Oakland Bay Bridge, the Coast Guard Captain of the Port requested that the Harbor Safety Committee (HSC) review existing navigation safety guidelines for operating in restricted visibility. In response, the Chair of the HSC tasked the Navigation Work Group to conduct a review of the current Harbor Safety Plan Guidelines for Navigating in Restricted Visibility and the associated Critical Maneuvering Areas (CMAs), which were established in 2008 following the 07 November 2007 allision of the M/V COSCO BUSAN with Pier D.

In February, 2013 at the request of the Navigation Work Group the HSC adopted **Temporary Safety Guidelines** for immediate implementation pending the results of the Coast Guard, National Transportation Safety Board, and Board of Pilotage Commissioners investigations/incident reviews. In addition, the Navigation Working Group agreed to conduct a comprehensive review of the Guidelines as currently published in the Harbor Safety Plan with final recommendations to be forwarded to the HSC for approval following the release of the USCG investigation report.

The USCG Report of Investigation was released to the HSC on 19 January, 2015. The Navigation Working Group met on 06 February, 2015 to finalize updates to the Guidelines for Navigating in Reduced Visibility. The results of the comprehensive review of the guidelines are attached here and include the following:

- expanded geographic definitions of the existing 9 critical maneuvering areas (CMAs);
- identification of decision points for vessels intending to transit the CMAs;
- addition of a restriction from getting underway in less than 0.5NM visibility for vessels at anchor;
- clarification of the applicability of the guidance to tugs with tows less than 1600 GT in petroleum service;
- inclusion of guidelines promulgated in the Temporary Safety Guidelines; and
- the addition of the west span of the San Francisco – Oakland Bay Bridge as the 10<sup>th</sup> CMA.

### Recommendation

The Navigation Work Group recommends the HSC vote to adopt the attached updated **Guidelines for Navigating in Reduced Visibility** for inclusion in the Harbor Safety Plan. Implementation of these guidelines should be monitored by the Coast Guard Vessel Traffic Service.

# Harbor Safety Committee Guidelines for Navigating in Reduced Visibility

## **General Guidelines for All Vessels**

These guidelines should be used by the mariner when planning, initiating and transiting on the navigable waters of the San Francisco Bay and Delta Region. Nothing in this guidance should preclude vessel Masters, Pilots, and operators from taking proactive measures to ensure the safety of their vessel at all times.

Mariners are to comply with the requirements of the International Regulations for Avoiding Collisions at Sea (COLREGS) at all times.

**Critical Maneuvering Areas (CMA):** Critical Maneuvering Areas (CMA) are locations within the San Francisco Bay and Delta Region where additional standards of care are required due to the restrictive nature of the channel, proximity of hazards, or the prevalence of adverse currents. The dynamic and unpredictable nature of visibility conditions in the San Francisco Bay can introduce uncertainty and additional risk when transiting these areas.

## **Guidelines for Large Vessels, Tugs with Tows > 1600 GT, and all Tugs with Tows in Petroleum Service Navigating in Reduced Visibility**

**Applicability:** These guidelines apply to the following:

- Large Vessels (power driven vessels of 1600 gross tons or more)
- Tugs with tows of 1600 gross tons or more
- **All tugs with tows in petroleum service.**

**Vessels to which this guidance applies should comply with the following visibility-related guidelines when operating in the San Francisco Bay and Delta Region (the Bay):**

1. Vessel Masters, Pilots and operators should at all times use proactive voyage planning to attempt to avoid CMAs during periods of reduced visibility.
2. Vessels should not transit within a CMA when visibility is less than 0.5NM and should comply with the applicable CMA guidelines listed below.
3. Vessels should expect delays at berth, anchor or sea if visibility in a CMA along their planned voyage is less than 0.5 nautical mile.
4. Vessels should make visibility reports as part of their underway report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
5. Vessel masters, pilots or operators should notify VTS upon determination that a scheduled transit will be delayed or cancelled. If underway, they shall make a sailing plan deviation report per VTS regulations. Should a CMA-related delay introduce additional risks threatening the overall safety of the vessel or the port, then vessel Masters, Pilots, and

operators are expected to proactively mitigate these risks through appropriate action and associated communication with VTS.

6. All vessels which encounter unexpected visibility of less than 0.5 nautical mile within a CMA are advised to exercise extreme caution during the transit.
7. **Vessels docked:** Vessels at a dock within the Bay should not commence a transit if visibility is less than 0.5 nautical mile at the dock.
8. **Vessels at anchor:** Vessels at anchor within should remain at anchor when visibility is less than 0.5 nautical mile at anchorage.
9. **Vessels proceeding to dock:** Vessels proceeding to a dock should anchor if visibility at the dock is known to be less than 0.5 nautical mile, unless, under all circumstances, proceeding to the dock is the safest option.

**The following ten locations within the San Francisco Bay and Delta Region are identified by the Harbor Safety Committee as Critical Maneuvering Areas; the specific guidelines listed below apply to vessels operating in each CMA:**

1. **Redwood Creek** :
  - Vessels should not transit through Redwood Creek when visibility is less than 0.5 nautical mile.
2. **San Mateo-Hayward Bridge:**
  - Vessels should not proceed southbound past San Bruno Shoal Channel Light 1 and Lighted Buoy 2 if the visibility is known to be less than 0.5 nautical mile at the San Mateo-Hayward Bridge.
  - Northbound vessels should not transit through the San Mateo – Hayward Bridge if visibility is less than 0.5 nautical mile.
3. **Islais Creek Channel** (inland from Lash Terminal Approach Lighted Buoy 2 and Lash Terminal Lighted Approach Buoy 5):
  - Vessels should not transit Islais Creek Channel when visibility is less than 0.5 nautical mile.
4. **Oakland Harbor Regulated Navigation Area (RNA):**
  - Vessels should not transit within the Oakland Harbor RNA (33CFR165.1181) when visibility is less than 0.5 nautical mile.
5. **The San-Francisco Oakland Bay Bridge (West of Treasure Island):**
  - Outbound/northbound vessels should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
  - Vessels transiting the Bay Bridge CMA in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.

6. **Richmond Inner Harbor (inland from Lighted Buoy 2):**
  - Vessels should not transit within Richmond Inner Harbor when visibility is less than 0.5 nautical mile.
  
7. **Richmond-San Rafael Bridge, East Span:**
  - Southbound vessels should not proceed past Point San Pablo if visibility is known to be less than less than 0.5 nautical mile at the East Span of the Richmond-San Rafael Bridge.
  - Northbound vessels should not enter Southampton Shoal Channel if visibility is known to be less than less than 0.5 nautical mile at the East Span of the Richmond-San Rafael Bridge.
  
8. **Union Pacific Bridge (Benicia-Martinez Railroad Draw-Bridge):**
  - Large vessels must comply with the applicable regulations for the Benicia-Martinez Railroad Draw-bridge and RNA (33CFR165.1181e3).
  - Eastbound tugs and tows < 1600GT in petroleum service should not enter the Benicia-Martinez RNA if visibility is less than 0.5 nautical mile. If visibility reduces to less than 0.5 nautical mile at the UP Bridge after entering the RNA, vessels should not transit the bridge.
  - Westbound tugs and tows < 1600 GT in petroleum service should not proceed past Suisun Bay Channel Lighted Buoy 7 if visibility at the UP Bridge is less than 0.5 nautical mile.
  
9. **New York Slough, up-bound:**
  - Vessels should not proceed past the “NY” buoy marking the entrance to New York Slough when visibility is less than 0.5 nautical mile.
  
10. **Rio Vista Lift Bridge:**
  - Vessels should not transit the Rio Vista Lift Bridge when visibility is less than 0.5 nautical mile.

## **Guidelines for Tugs with Tows < 1600 GT Not in Petroleum Service Navigating in Restricted Visibility**

### **Applicability:**

These guidelines apply to Tugs with Tows < 1600GT **not in petroleum service**. (For Tugs with Tows < 1600GT in petroleum service, reference the Guidelines for Navigating in Reduced Visibility for Large Vessels.)

### **Tugs with Tows < 1600 GT should comply with the following visibility-related guidelines when operating in the San Francisco Bay and Delta Region (the Bay):**

1. Vessel Masters, Pilots and operators should at all times use proactive voyage planning to attempt to avoid CMAs during periods of reduced visibility.
2. Vessels should comply with the applicable CMA guidelines listed below.
3. Vessels should expect delays at berth, anchor or sea if visibility in a CMA along their planned voyage is less than 0.25 nautical mile.
4. Vessels should make visibility reports as part of their underway report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
5. Vessel masters, pilots or operators should notify VTS upon determination that a scheduled transit will be delayed or cancelled. If underway, they shall make a sailing plan deviation report per VTS regulations. Should a CMA-related delay introduce additional risks threatening the overall safety of the vessel or the port, then vessel Masters, Pilots, and operators are expected to proactively mitigate these risks through appropriate action and associated communication with VTS.
6. All vessels which encounter unexpected visibility of less than 0.25 nautical mile within a CMA are advised to exercise extreme caution during the transit.
7. **Vessels docked:** Tugs with Tows < 1600 GT at a dock within the Bay should not commence a transit if visibility is less than 0.25 nautical mile at the dock.
8. **Vessels at Anchor:** Tugs with Tows < 1600 GT at anchor should remain at anchor when visibility is less than 0.25 nautical mile at anchorage.
9. **Vessels proceeding to dock:** Tugs with Tows < 1600 GT proceeding to a dock should anchor if visibility at the dock is known to be less than 0.25 nautical mile, unless, under all circumstances, proceeding to the dock is the safest option.

The following ten locations within the San Francisco Bay and Delta Region are identified by the Harbor Safety Committee as Critical Maneuvering Areas; the specific guidelines listed below apply to all Tugs with Tows < 1600 GT operating in each CMA:

1. **Redwood Creek** :
  - Tugs with Tows < 1600 GT should not transit through Redwood Creek when visibility is less than 0.25 nautical mile.
2. **San Mateo-Hayward Bridge:**
  - Tugs with Tows < 1600 GT should not proceed southbound past San Bruno Shoal Channel Light 1 and Lighted Buoy 2 if the visibility is known to be less than 0.25 nautical mile at the San Mateo-Hayward Bridge.
  - Outbound Tugs with Tows < 1600 GT should not transit through the San Mateo – Hayward Bridge if visibility is less than 0.25 nautical mile.
3. **Islais Creek Channel** (inland from Lash Terminal Approach Lighted Buoy 2 and Lash Terminal Lighted Approach Buoy 5):
  - Tugs with Tows < 1600 GT should not transit Islais Creek Channel when visibility is less than 0.25 nautical mile.
4. **Oakland Harbor Regulated Navigation Area (RNA):**
  - Tugs with Tows < 1600 GT should not transit within the Oakland Harbor RNA (33CFR165.1181) when visibility is less than 0.25 nautical mile.
5. **The San-Francisco Oakland Bay Bridge (West of Treasure Island):**
  - Outbound/northbound Tugs with Tows < 1600 GT should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.25 nautical mile.
  - Tugs with Tows < 1600 GT transiting the Bay Bridge CMA in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
6. **Richmond Inner Harbor (inland from Lighted Buoy 2):**
  - Tugs with Tows < 1600 GT should not transit within Richmond Inner Harbor when visibility is less than 0.25 nautical mile.
7. **Richmond-San Rafael Bridge, East Span:**
  - Southbound Tugs with Tows < 1600 GT should not proceed past Point San Pablo if visibility is known to be less than less than 0.25 nautical mile at the East Span of the Richmond-San Rafael Bridge.
  - Northbound Tugs with Tows < 1600 GT should not enter Southampton Shoal Channel if visibility is known to be less than less than 0.25 nautical mile at the East Span of the Richmond-San Rafael Bridge.
8. **Union Pacific Bridge ((Benicia-Martinez Railroad Draw-Bridge):**
  - Tugs with Tows < 1600GT not in petroleum service should not transit the Union Pacific bridge if visibility is less than 0.25 nautical mile.

9. **New York Slough, up-bound:**

- Tugs with Tows < 1600 GT should not proceed past the “NY” buoy marking the entrance to New York Slough when visibility is less than 0.25 nautical mile.

10. **Rio Vista Lift Bridge:**

- Tugs with Tows < 1600 GT should not transit the Rio Vista Lift Bridge when visibility is less than 0.25 nautical mile.

February 3, 2015

Thomas M. Cullen, Jr.  
Administrator  
Office of Spill Prevention and Response  
Department of Fish and Wildlife  
1700 K Street, Suite 250  
Sacramento, CA 95811

**RE: Funding for San Francisco Bay Physical Oceanographic Real Time System (PORTS)**

Dear Administrator Cullen:

On behalf of the undersigned, we would like to respectfully express our concern and opposition to the decision of the Office of Spill Prevention and Response (OSPR) to unilaterally phase out funding for the San Francisco Bay PORTS program, which is providing critical real-time safety information to maritime users of the San Francisco Bay.

The San Francisco Bay serves as a thriving center of maritime commerce, helping to deliver jobs and economic activity throughout the region. This commerce, however, comes along with increased risks to the coastal environment, with San Francisco Bay and Delta recognized as posing the most challenging navigational environment in California in terms of tides, currents and visibility. This makes marine navigational safety a serious national, regional and local concern. PORTS is a critical tool that improves the safety and efficiency of maritime commerce and coastal resource management through the integration of real-time environmental observations, forecasts and other geospatial information. It promotes navigation safety, improves the efficiency of U.S. ports and harbors, and ensures the protection of coastal marine resources. In addition to the preventative benefits that increased navigation safety delivers in terms of avoided accidents, the PORTS system also has the capability to provide information to respond to and mitigate the damages from a spill, should one occur.

The San Francisco Bay PORTS was implemented in two phases. The Developmental Demonstration Phase began in October, 1995 and continued for two years. This was followed by the Operational Demonstration Phase, where operation and maintenance of the system was the responsibility of the San Francisco Marine Exchange. The Operational Demonstration Phase ended in 1999. Subsequent legislation and agreements have funded the San Francisco PORTS and the San Francisco Marine Exchange continues to have responsibility for system operation and maintenance. San Francisco PORTS presently encompasses 6 Tide stations, 14 Wind Monitoring sites, 3 Current sensors, 3 Visibility sensors, 1 Wave Sensor, and 1 Air Gap sensor. These sensors are located from Pittsburg to Redwood City. It is significant to note that this system was used to help predict oil spill trajectories in both the COSCO BUSON and CAPE

MOHICAN oil spills, providing emergency responders with additional real time situational awareness capabilities.

In your letter to the San Francisco Marine Exchange (the Program Manager for PORTS) you referenced that the decision to phase out funding for the program was based in part on OSPR's recent expansion to a statewide focus, and of the fiscal implications that the continued support for the PORTS system would have on your agency's budget. While we certainly appreciate that a careful evaluation of any program's merits and expenses is required, the environmental and economic risks of not continuing this critical safety program far outweigh any short-term savings that might be realized. The prevention of maritime accidents is the single most cost-effective measure that can be taken to protect fragile coastal ecosystems. Additionally, the expansion of your office's jurisdiction and safety efforts should not come at the immediate expense of worthwhile and tested safety and prevention efforts that have already proven their capabilities in the San Francisco Bay marine environment.

We share your goal of forming new funding partnerships within the maritime industry and with other users and beneficiaries of the PORTS program, and believe that these partnerships could be utilized in the future to fund the continued operation and maintenance needs of the system. However, these partnerships may take some time to coalesce and should be done in concert with, and not absent, the state's support. The rapid phase-out of state user-fee supported funds for this critical program is not an optimal approach and we urge you to reconsider.

Thank you in advance for your review and consideration of our concerns, and we look forward to working with OSPR to ensure the continued safe and efficient navigation of the San Francisco Bay.

Sincerely,

cc: The Honorable Jerry Brown, Governor  
San Francisco Bay Area Congressional Delegation  
San Francisco Bay Area State Legislative Delegation