

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 11, 2016

Port of Oakland, Exhibit Room, 530 Water Street, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:01.

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), CA Dungeness Crab Task Force; **Jeff Robbins** (A), General Steamship Corp.; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Sea-Logix, LLC; **Capt. Bob Carr** (A), San Francisco Bar Pilots; **Chad Culbertson** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Rob Lawrence** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Ray Shipway**, (M), International Organization of Masters, Mates & Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard; **Jeff 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 14, 2016 meeting was made and seconded. The minutes were approved with the following correction:

- Jeff Ferguson advised that his comments be amended to specify that any shoaling and chart issues should be reported to him directly.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Greg Stump

- Advised that the USCG has issued a Boating Public Notice for the Titans of Mavericks surf competition scheduled for February 12, 2016 off Pillar Point.
- Advised that the Coast Guard has been partnering with many other federal, state and local agencies to provide safety and security during Super Bowl related events.

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- Advised that two of twelve Matson containers that went overboard offshore in December, 2015 have been located. Global Diving and Salvage has been contracted to look for and salvage the others once weather conditions improve.
- Advised that two privately owned derelict tugs docked in Richmond, the Black Hawk and the Black Kite, recently began taking on water in what is the latest in a string of issues involving the vessels. Investigation is ongoing.
- Advised that there has been a recent increase in LOP cases but no specific cause has been attributed.
- Announced that the self-nominating process for the Rear Admiral Richard E. Bennis Awards for excellence in maritime security is underway. There are awards given for port, company and facility of the year.
- Advised that due to the closure of Ports America at the Port of Oakland, the ultra large container vessel CMA CGM Ben Franklin will be docking in the Oakland inner harbor during its upcoming return to our region.
- Advised that his change of command is scheduled for the end of July, 2016.
- LT Marcia Medina read from the January- 16 Prevention/Response Report (attached).

Army Corps of Engineers Report- Robert Lawrence

- Advised that the FY 2016 budget is in and that the Work Plan is being developed.
- Advised that the Army Corps is assisting with an ongoing salmon research project. Jim Anderson advised that the project is in its 5th year and uses coded wire tagging to study fish that have been released from different locations along their hatchery migration route. Results from the study are just starting to come in.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). The Raccoon is out for maintenance until mid-February, 2016.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Advised that OSPR has sent an official letter to the SF HSC regarding LOP statistical data and regional towing capabilities (attached). Similar letters have been sent to all the HSCs. Capt. Korwatch advised that the letter has been assigned to the Tug Work Group for review.
- Announced that Rich Smith, HSC member representing barge operators, will be retiring in March, 2016 after 22 years of service on the committee. Tom Cullen, OSPR Administrator and

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Ted Mar, OSPR Marine Safety Branch Chief, presented Rich Smith with a plaque and official letter of commendation in honor of his contributions to harbor safety. Capt. Korwatch presented Rich Smith with a plaque on behalf of the SF HSC.

NOAA Report- Jeff Ferguson

- Advised those in the maritime community to contact him directly with any navigation issues.
- Advised that El Nino conditions are predicted to stay strong with rain returning after the current dry spell.
- Announced that Capt. Rich Goben, Chair of the San Diego HSC, recently passed away.

State Lands Commission Report- Rolando Caabay (report attached)

Presentation of Proposed Bulk Commodities Oakland Terminal- Jerry Bridges and Omar Benjamin, Terminal Logistics Solutions

- Jerry Bridges gave a presentation on the proposed bulk commodities terminal at Oakland Berth 7. The proposed terminal is for multiple bulk commodities such as coal, soda ash, iron, borax and grain among other materials. The terminal will transport and ship materials including coal in covered rail cars using state of the art dust recovery, environmental and safety practices. Comments and improvements to the plan are welcome.
- Capt. Korwatch asked for a breakdown of commodities planned to be transported through the new terminal. Jerry Bridges advised that coal would make up no more than 49 percent of commodities transported with 20 – 30 percent soda ash and significant amounts of grain although types of bulk commodities and percentages can change depending on the market.
- Ted Blanckenburg asked how many new ships would be calling the proposed terminal. Jerry Bridges advised that approximately 100 ships per year are expected.
- Jerry Bridges advised that once approved it will take approximately 18 months for the terminal to come online with a target set for 2019. Little dredging will be required for vessel docking. The proposed terminal will be primarily for export although it will also have import capability. The bulk commodities that will be shipped from the proposed terminal come from all over the country, soda ash from the Green River Valley in Wyoming, coal from Utah/Colorado and agricultural products from California. The terminal will be designed primarily for rail operations.

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Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there have been congestion issues in the Oakland inner harbor as a result of the closure of Ports America terminal. Large container ships are arriving with strict draft/current/tug requirements and difficulties are anticipated bringing them into the estuary despite extensive planning. The Tug Work Group will review the letter from OSPR regarding regional tug capabilities.

Navigation Work Group- Capt. Bob Carr advised that there was nothing to report. Capt. Korwatch tasked the Navigation Work Group with looking into issues relating to underwater pipelines and cables and their maintenance/inspection requirements. Anchor fouling is a concern and cables can change depth and uplift over time. Sean Kelley, USCG VTS, advised that the depth of cables in shipping channels is particularly important to consider. Ray Shipway advised of a recent court case involving an underwater cable that had not been inspected for forty years. Jim McGrath and Rob Lawrence advised that they would look into the issue.

Ferry Operations Work Group- Capt. Tom Dougherty advised that planning is needed with the Pilots and tug operators to safely coordinate projected ferry growth in the Oakland inner harbor.

Dredge Issues Work Group- Griffin Patrick advised that there was nothing to report.

PORTS Work Group- Chris Peterson advised that there was nothing to report.

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

PORTS Report- Alan Steinbrugge

- Advised that the Oakland Middle Harbor Park wind bird hopefully will be back online by May, 2016.
- Advised that the new SF Pier 27 weather station should be installed in 2016 but the process is proceeding slowly.
- Advised that installation of a Port of Oakland Inner Harbor Buoy 4 current sensor is in the planning stage.

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Public Comment-

- A representative from Congressman Garamendi's office reported on legislation coming out of the Coast Guard/maritime sub-committee. The USCG Authorization Act HR 4188 passed the house and has been signed by the President. The legislation funds construction of icebreakers, offshore cutters and the e-loran GPS backup system. HR 22 also recently passed the house funding freight mobility systems among other projects. Congressman Garamendi's number one priority is to strengthen the American ship building industry.

Old Business- None

New Business- None

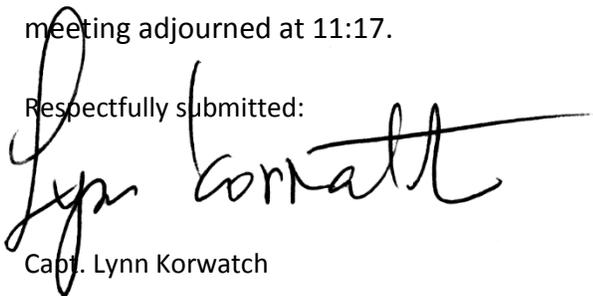
Next Meeting-

1000-1200, March 10, 2016
Port Commission Room
San Francisco Ferry Building 2nd Floor
The Embarcadero
San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:17.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (Jan 2016)

MARINE CASUALTIES

Equipment Failure (04JAN16): A foreign flagged container vessel experienced an equipment failure while inbound to the Port of Oakland. Vessel reported a 25 degree deviation error on the X-Band radar. A technician attended vessel and conducted temporary repairs. Required parts were ordered and delivered to next port of call to make permanent repairs. Case Closed.

Injury (06JAN16): A crewmember aboard a U.S.-flagged freight vessel was injured while assisting with disembarking the pilot. An unsecured lashing bar struck the crewmember in the head. The head laceration injury required the crewmember to be taken to a shore-side hospital for treatment (stitches). Investigation pends.

Loss of Propulsion (10JAN16): A foreign flagged bulk freight vessel experienced a loss of propulsion while transiting northbound in the Pinole Shoal Channel and dropped anchor once it appeared to be departing the channel. Vessel was able to regain propulsion and was issued a COTP Order to proceed to anchorage with a two tug escort. Dirty contacts on the main engine flywheel caused the engine's computer system to interpret a false over-speed condition which prevented the engine from being able to produce full power. Repairs conducted and COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion: (10JAN16): A foreign-flagged container vessel experienced a loss of propulsion while attempting to depart Oakland. The main engine would not respond to commands due to air in the fuel system. Fuel system component maintenance was performed while the vessel was in-port. LOP was not attributed to fuel switching. Investigation pends.

Loss of Propulsion (11JAN16): An inbound foreign flagged bulk freight vessel experienced a loss of propulsion approximately 15NM offshore in the vicinity of Santa Cruz. Vessel conducted repairs on the main engine and safely transited to Anchorage 9. Class attested to repairs prior to departing Anchorage 9. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (12JAN16): A foreign flagged bulk freight vessel experienced a loss of propulsion while transiting 40NM west of the San Francisco Bay sea buoy. Vessels engines failed to answer an order for astern propulsion during pre-arrival checks and switched back to heavy fuel oil to regain propulsion. A COTP Order was issued directing the vessel to Anchorage 9 with a one tug escort. COTP Order was amended to require the vessel to conduct satisfactory testing of the main engine while on Marine Gas Oil within the bay prior to transiting to Stockton. Repairs were completed and vessel conducted successful sea trial. LOP may have attributed to fuel switching. COTP Order was lifted. Case Closed.

Fire (12JAN16): A small fire broke out on a towing vessel operating near Richmond Long Wharf. Engine coolant leaked onto an exhaust pipe creating a small (fist-sized) fire that was quickly extinguished by the crew. Investigation pends.

Loss of Propulsion (14JAN16): A foreign flag container vessel experienced a loss of propulsion while inbound to Port of Oakland in the vicinity of Anchorage 9. The pilot onboard the vessel reported that an electrical issue caused the loss of propulsion and was corrected almost immediately. A prior to departure deficiency was issued to the vessel requiring class to attend the vessel. Class attended the vessel and witnessed satisfactory operation of the main propulsion system. LOP was not attributed to fuel switching. Case Closed.

Allision (19JAN16): A foreign-flagged cargo vessel was being moved from one berth to another in the Port of Stockton when one of the vessel's cranes hit overhead high-power lines. The power lines were severed and the vessel's crane was damaged. Residential electrical service was disrupted for several hours. The waterway was closed to allow the power lines to be removed and subsequently re-installed. Investigation pends.

Equipment Failure (22JAN16): A foreign flagged tank vessel experienced an equipment failure while inbound to Stockton. The vessel experienced a failure of the bridge and engine room control for the main engine. A COTP Order was issued requiring a one tug escort to Stockton. Class attended the vessel, repairs made and all systems were tested. COTP Order was lifted. Case Closed.

Loss of Propulsion (23JAN16): A foreign flagged container vessel experienced a loss of propulsion while inbound to Port of Oakland in the vicinity of the Oakland Bar Channel. The vessel safely moored at berth with assistance of two tugs. A COTP Order was issued requiring the vessel to remain at berth until causative factors had been determined and repairs were made to the satisfaction of the classification society. Class attended vessel and witnessed satisfactory operation of the vessels propulsion and associated systems. COTP order lifted. LOP was not attributed to fuel switching. Case Closed.

Injury (26JAN16): A crewmember aboard a pilot boat was injured when a ship-to-shore ladder struck him in the head. The crewmember required treatment beyond first-aid (staples for head laceration). Investigation pends.

Injury (27JAN16): A crewmember aboard a ferry lacerated his hand while catching himself when the boat made a hard landing. His injury required medical treatment beyond first aid. Investigation pends.

Injury (31JAN16): A crewmember sustained an injury (hernia) on a towing vessel that was transiting offshore from San Francisco to Seattle. The crewmember was walking down a ladder when rough seas caused him to slip. The crewmember was brought back to San Francisco and was determined unfit for duty. Investigation pends.

VESSEL SAFETY CONDITIONS

Vessel Detention (13JAN16): A foreign flag container ship was examined at the Port of Oakland and detained due to crewmembers failing two consecutive fire drills. The vessel conducted additional crew training and the Coast Guard re-attended the vessel to witness satisfactory fire drills; the detention was lifted. Case Closed.

Vessel Detention (27JAN15): A foreign flag bulk ship was examined in Stockton and detained due to the noncompliance with the Ship Security Plan and failing two consecutive fire drills. Class and Coast Guard attended the vessel, witnessed proper security and crew members conduct satisfactory fire drill. Detention was lifted. Case Closed.

GENERAL SAFETY CASES

None

NAVIGATIONAL SAFETY

None

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (11JAN16): A forty foot, wood hull commercial fishing vessel sank at Fisherman's Wharf harbor, causing an oil sheen on the waterway. The Port of San Francisco quickly deployed sorbents and containment boom. The responsible party hired a diver to raise the vessel, but had trouble due to the vessel being stuck in the mud and due to the vessel's deteriorating hull. Further diving operations were also delayed due to strong currents. The responsible party hired a professional salvor who was able to dewater and raise the vessel, preventing any further oil discharge.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-16

PORT SAFETY CATEGORIES*	Jan-2016	Jan-2015	3yr Avg
1. Total Number of Port State Control Detentions for period:	2	3	0.86
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	6	4	5.36
Navigation Safety (6), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay:	13	15	12.50
Allision (1), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (3), Propulsion (2), Personnel (4), Other (2), Power (0)			
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	4	4.14
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.67
6. Significant Waterway events or Navigation related cases for the period	1	0	0.42
7. Maritime Safety Information Bulletins (MSIBs)	0	0	0.47
Total Port Safety (PS) Cases opened for the period:	23	26	24.42
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (VESSELS)	Jan-2016	Jan-2015	3yr Avg
U.S. Commercial Vessels	0	0	0.97
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.67
Commercial Fishing Vessels	0	0	0.53
Recreational Vessels	1	16	4.86
Pollution Discharge Sources (FACILITIES)			
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	1	1.72
Mystery Spills - Unknown Sources	3	8	4.36
Number of Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	0	3	6.89
2. Spills 10 - 100 gallons	1	1	1.36
3. Spills 100 - 1000 gallons	0	0	0.22
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	3	22	5.08
Total:	4	26	13.61
OIL DISCHARGE/HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE:			
1. Estimated spill amount from U.S. Commercial Vessels:	0.00	0.00	14.78
2. Estimated spill amount from Foreign Freight Vessels:	0.00	0.00	0.11
2. Estimated spill amount from Public Vessels:	0.00	0.00	1.68
3. Estimated spill amount from Commercial Fishing Vessels:	0.00	0.00	13.90
4. Estimated spill amount from Recreational Vessels:	1.00	36.00	40.32
5. Estimated spill amount from Regulated Waterfront Facilities:	0.00	1.00	5.78
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel	0.00	0.00	0.00
7. Estimated spill amount from Other Land Sources:	0.00	0.00	33.84
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	0.00	4.11
OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE (GALLONS):	1.00	37.00	114.53
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	1	1	0.72
Letters of Warning	0	2	2.89
TOTAL PENALTY ACTIONS:	1	3	3.72

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

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

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 11, 2016**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY16 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details of dredge operations.

FY 2015 DREDGING

- a. **SF Main Ship Channel** – Completed 29 May 2015.
- b. **Redwood City Harbor I** – Completed 4 July 2015.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Completed 21 October 2015.
- d. **Suisun Bay Channel (and New York Slough)** – Completed 22 November 2015.
- e. **Richmond Inner Harbor** – Completed 15 December 2015.
- f. **Redwood City Harbor II** – Completed 6 January 2016.
- g. **San Pablo Bay (Pinole Shoal)** – **Completed 2 February 2016.**
- h. **Oakland Harbor** – **Expected completion extended to 15 March 2016.**

FY 2016 DREDGING (PLANNED)

- a. **SF Main Ship Channel** – Estimated start **early June 2016**, estimated completion **mid June 2016**, contracted hopper.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Estimated start early June 2016, estimated completion mid June 2016, government hopper.
- c. **Richmond Inner Harbor** – Estimated start early June, estimated completion **end of August 2016**, contracted clamshell.
- d. **San Pablo Bay (Pinole Shoal)** – Estimated start mid June 2016, estimated completion end of June, government hopper.
- e. **Redwood City Harbor** – Estimated start late June 2016, estimated completion mid-September 2016. **San Bruno Shoal will also be dredged in 2016, starting approximately mid-October, finishing end of November, contingent on sediment suitability and environmental approvals. Work to be accomplished by either government hopper or contracted clamshell.**
- f. **Oakland Harbor** – Estimated start early August 2016, estimated completion end of November 2016, contracted clamshell.

- g. **Suisun Bay Channel (and New York Slough)** – Estimated start mid-August, estimated completion end of October (if contracted clamshell). Estimated start early October 2016, estimated completion mid October 2016 (if government hopper).
- h. **Napa River Channel** – Estimated start early August, estimated completion mid-October, hydraulic pipeline.

2. DEBRIS REMOVAL – Debris removal for January 2016 was 73 tons (60 tons in 2015). Dillard: 61 tons, including 5 abandoned vessels; other boats: 12 tons incl. 3 abandoned vessels. Average for January from 2006 to 2015 is 123 tons. (Range: 35 - 426 tons) The Raccoon should be back in service by mid-Feb.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2016	TONS	TONS	TONS	TONS
JAN	0	61	12	73
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
73

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2016.

5. OTHER WORK

San Francisco Bay to Stockton – No funds were received in 2015. The Tentative Selected Plan milestone is to be reached in FY16 with the use of carryover funds (from FY 14). A request is in progress for additional time and funding to complete the study in late 2017 (FY 18).

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

The following surveys are posted;

Alameda Point Navigation Chanel: Condition survey of Nov. 2014.
Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014.
Bull's Head Shoal: February 15, 2013 condition survey.
Islais Creek Channel: Condition survey of September 25, 2014.
Main Ship Channel: Post-dredge survey of May 27, 2015.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of September 21, 2014.
Napa River: Condition surveys of 23-24 October 2014.
New York Slough: Condition survey of mid-July 2015.
Northship Channel: Condition survey of late July 2015
Oakland Entrance Channel: Post-dredge survey of Dec 2014 – Jan 2105.
Oakland Inner Harbor: Condition survey of early July 2015.
Oakland Inner Harbor Turning Basin: As above.
Oakland Outer Harbor: Condition survey of early July 2015.
Petaluma River: Condition survey of mid-September 2014.
Pinole Shoal Channel: Condition survey of Jan. 12-26, 2016.
Redwood City Harbor: Post-dredge survey of Dec 2015-Jan 2016, for Reaches 4-5A
Richmond Inner Harbor: Post-dredge survey of late Nov/Dec 2015.
Richmond Outer Harbor (Longwharf): Condition survey of late July 2015.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of mid-October 2015.
Sacramento River Deep Water Ship Channel: Condition Survey April 2015.
San Bruno Shoal: Condition survey of April 15, 2014.
San Leandro Marina (and Channel): Condition survey of March 30 – April 1, 2015.
San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 2013.
Stockton Ship Channel: Condition survey of April/May 2015.
Suisun Bay Channel: Condition survey of mid-July 2015.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013
SF-09 (Carquinez): Condition survey of March 2, 2015.
SF-10 (San Pablo Bay): Condition survey of March 2, 2015.
SF-11 (Alcatraz Island): Condition survey of February 2, 2016.
SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012.
SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013.
NEW WEB ADDRESS – USACE WORK PLAN: www.usace.army.mil/missions/civilworks/budget.

O&M DREDGING PLAN FOR FY16*

Project	2015			2016									FY 2017			Volume	Placement Site	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
	FY 2016												FY 2017					
San Francisco District (SPN)																		
Humboldt Bar & Entrance							ESSAYONS	█		█							750kcy	HOODS
Noyo Harbor																	35kcy	Upland
SF Main Ship Channel										WCH Contract	█						350kcy	OBDS/ SF-8
Richmond Inner Harbor																	350kcy	SFDODS or Upland
Richmond Outer Harbor										ESSAYONS	█						250kcy	SF-11
Pinole Shoal																	150kcy	SF-10
Suisun Bay Channel**																	175kcy	SF-16
Oakland Harbor																	600kcy	SFDODS & Upland
Redwood City Harbor																	350kcy	SF-11
San Bruno Shoal**																	50kcy	
Napa River#																	???	Upland
Sacramento DWSC																	100kcy	Upland
Stockton DWSC																	300kcy	Upland
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>Complete & Ongoing Contracts</p> </div> <div style="text-align: center;"> <p>West Coast Hopper Contract</p> </div> <div style="text-align: center;"> <p>Gov't Dredge</p> </div> <div style="text-align: center;"> <p>Environmental Window</p> </div> </div>																		

* Based on FY16 Work Plan

** Plan A - Dredging by Essayons, Back-up Plan - Dredging by New SPN Contract

*** Environmental Window Extension Granted

Environmental Window is from 1 August to 15 October

Updated:

2/10/2016

San Francisco Bay Clearinghouse Report For January 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	61		66	
ATB arrivals	15			
Barge arrivals to San Francisco Bay	23		8	
Total Tanker and Barge Arrivals	99		74	
Total tank ship & tank barge movements	314		386	
Tank ship movements	196	62.42%	325	84.20%
Escorted tank ship movements	132	42.04%	161	41.71%
Unescorted tank ship movements	64	20.38%	100	25.91%
Tank barge movements	118	37.58%	61	15.80%
Escorted tank barge movements	43	13.69%	164	42.49%
Unescorted tank barge movements	75	23.89%	45	11.66%

Percentages above are percent of total tank ship & tank 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	188		298		0		137		623	
Unescorted movements	74	39.36%	129	43.29%	0	0.00%	61	44.53%	264	42.38%
Tank ships	46	24.47%	74	24.83%	0	0.00%	33	24.09%	153	24.56%
Tank barges	28	14.89%	55	18.46%	0	0.00%	28	20.44%	111	17.82%
Escorted movements	114	60.64%	169	56.71%	0	0.00%	76	55.47%	359	57.62%
Tank ships	99	52.66%	131	43.96%	0	0.00%	51	37.23%	281	45.10%
Tank barges	15	7.98%	38	12.75%	0	0.00%	25	18.25%	78	12.52%

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.



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

San Francisco Clearinghouse Report

February 11, 2016

- ✎ 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 3 time 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 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 99 tank vessel arrivals; 15 ATB's, 3 Chemical Tankers, 13 Chemical/Oil Tankers, 1 LPG, 27 Crude Oil Tankers, 17 Product Tankers, and 23 Tugs with Barges.
- ✎ In January there were 295 total arrivals.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2015	229	105	48.85
JANUARY 1 - 31, 2016	211	81	38.39

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2015	13,565,000	0	17,714,600	9,787,035	27,501,635
JANUARY 1 - 31, 2016	13,933,547	0	17,630,712	7,138,773	24,769,485

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1 - 31, 2015	0	0	0	0	0
JANUARY 1 - 31, 2016	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.



State of California -The Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Office of Spill Prevention and Response
1700 K Street, Suite 250
Sacramento, California 95811
Telephone: (916) 445-9338
www.wildlife.ca.gov/ospr

EDMUND G. BROWN, JR., Governor
CHARLTON H. BONHAM, Director



January 25, 2016

Captain Lynn Korwatch
Chair
Harbor Safety Committee of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133

Dear Captain ^{Lynn}Korwatch:

Senate Bill 414 was recently signed into law by Governor Edmund G. Brown, Jr. and became effective January 1, 2016. This bill requires me to exercise my authority pursuant to Government Code 8670.13(d) and 8670.23.1(g), and to task your Harbor Safety Committee (HSC) with the following:

- Assess the presence and capability of tugs within your respective geographic areas of responsibility to provide emergency towing of vessels over 300 GRT to arrest their drift or otherwise guide emergency transit.
- The assessment for the San Francisco Bay area shall be initiated by May 1, 2016.
- The assessment shall consider, but not be limited to, data from available United States Coast Guard Vessel Traffic Systems, relevant incident and accident data, any relevant simulation models, and identification of any transit areas where risks are higher.
- The assessment shall consider the condition of tank and non-tank vessels calling on the harbor, including the United States Coast Guard's marine inspection program and port state control program regarding risks due to a vessel's hull or engineering material deficiencies, or inadequate crew training and professionalism.

My project officer for this assessment is Oil Spill Prevention Specialist Michael Coyne who may be contacted by e-mail at Mike.Coyne@wildlife.ca.gov or by phone at (916) 324-5659. Questions regarding the appropriateness of any assessment model or report format may be directed to Mr. Coyne or to my Prevention Branch Chief, Ted Mar, who may be contacted by e-mail at Ted.Mar@wildlife.ca.gov or by phone at (916) 323-6281.

Conserving California's Wildlife Since 1870

Captain Lynn Korwatch

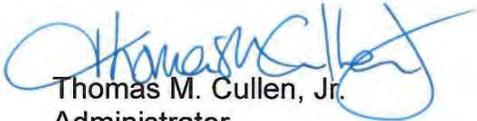
January 25, 2016

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The assessment should be completed by June 2017 and reported in your 2017 Harbor Safety Plan. If additional funding is required to complete this tasking, the amount and justification should be submitted to the project officer rather than your Office of Spill Prevention and Response's HSC liaison.

As always, I appreciate the committee's efforts. I look forward to results of your findings.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas M. Cullen, Jr.", written over the typed name.

Thomas M. Cullen, Jr.

Administrator

Office of Spill Prevention and Response