

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

Thursday, March 12, 2015

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: **John Berge** (M), Pacific Merchant Shipping Association; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Capt. Tom Dougherty** (M); Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Robert Lawrence**, (A), US Army Corps of Engineers; **Capt. James Marshall** (A), Chevron Shipping Corp.; **Jim McGrath** (M), Bay Conservation and Development Commission; **Mike O'Brien** (A), Port of Oakland; **Randy Scott** (A), Port of Benicia; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Ray Shipway** (M), Int'l Org. of Master, Mates & Pilots; **Rich Smith** (M), Westar Marine Services; **Capt. Greg Stump** (M), United States Coast Guard; **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 February 12, 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 that the Coast Guard's Small Passenger Vessel Industry Day took place last week and that a Facilities Industry Day will be held on April 29, 2015 at Coast Guard Island.
- Advised that port congestion is much improved with only two container vessels recently in Anchorage 9.
- Advised of two separate oil spills that took place on February 10, 2015. An estimated two barrels of oil were discharged into the Carquinez Strait during a hydro testing failure at Shell Martinez. In addition, a sheen from an unknown source was reported in the Oakland Estuary near Alameda Marina. It has been confirmed that the discharge did not come from a USCG vessel.

Harbor Safety Committee

of the San Francisco Bay Region

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- Advised of a recent electrical fire onboard a container ship at the Port of Oakland. OFD responded.
- Advised that he had recently attended Cal Maritime's Women's Leadership Summit and participated in a panel on industry safety standards.
- Advised that bilge pump issues outlined in USCG Marine Safety Alert 13-14 were found in Boston as well affecting the same fleet of vessels.
- Cmdr. Amy Wirts read from the February- 15 Prevention/Response Report (attached).
- Ted Blanckenburg asked about the presence of oil in the line during the February 10 hydro testing failure and subsequent spill. Capt. Stump advised that the line was mostly empty but that a small percentage of oil remained that was discharged.
- John Berge asked if LOP's have been an issue for other ports, as they have been in California, since the national fuel switching requirements went into effect this year. Cmdr. Wirts advised that it was too soon to tell but that the USCG is monitoring LOP's in addition to effects on offshore vessel routing resulting from the new regulations.
- Deb Self asked if storm drain runoff could be the source of oil found in Clinton Basin, Oakland on February 12, 2015. The Coast Guard advised that tests confirmed that the product was diesel and that the possibility of it coming from storm drains was investigated but not confirmed.
- Capt. Bruce Horton reported that a drone was recently spotted over a Chevron ship. Capt. Stump advised that drones are a concern and that there is no federal policy concerning them. Report suspicious drone sightings to the USCG Command Center. Tom Cullen, OSPR Administrator, advised that the topic of drones was discussed during a recent roundtable meeting on crude by rail. Although OSPR is considering using drones for rail tank car monitoring, the devices can present a security threat and "no drone zones" could possibly be established where appropriate. Mike O'Brian advised that this issue should be addressed by the AMSC.

Army Corps of Engineers Report- Robert Lawrence

- Advised that Army Corps command was not able to attend and he is filling in.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Kyle Watson, Global Diving and Salvage, asked how abandoned vessel removals were conducted. Rob Lawrence advised that derelict vessels were removed by crane or towed. The removed vessels were not underwater. Capt. Stump advised that there are many abandoned vessels around the bay and that the USCG can't realistically track them all.

Harbor Safety Committee of the SF Bay Region

March 12, 2015

Page 2

Harbor Safety Committee

of the San Francisco Bay Region

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

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Advised that William Needham, Alternate, has been reappointed to the HSC representing Pleasure Boat Operators. Jim Anderson, Member, has been reappointed to the HSC representing Commercial Fishing Operators. Duncan McFarlane, Alternate, has been appointed to the HSC representing Tanker or Terminal Operators.
- Tom Cullen advised that OSPR emergency regulations will be issued soon and that a calendar of upcoming events and exercises is available on OSPR's website.

NOAA Report- Jeffrey Ferguson

- Advised that warm and dry conditions are expected to continue for the next ten days.
- Advised that the Cordell Bank and Gulf of the Farallones National Marine Sanctuary expansion has been approved and press release issued. Shipping should not be affected.
- Advised of an April 8 – 10, 2015 public meeting of NOAA's Hydrographic Services Review Panel in Long Beach, CA. PORTS and weather buoys are on the agenda. Suggestions welcome.
- Advised that he is reviewing hydrographic survey requests and chart discrepancies. Submit reports if issues are found.

State Lands Commission Report- Gary Pirkig (report attached)

Presentation on Developing a Case Study of San Francisco Waterways Management Activities as an Example of Marine Spatial Planning – Jennifer McCann and Tiffany Smythe, University of Rhode Island Coastal Resources Center and Rhode Island Sea Grant

- Advised that the purpose of Marine Spatial Planning is to bring together federal, state and NGO interests with the latest science and best practices. San Francisco Bay's Waterways Management is an example of Marine Spatial Planning where uses are identified and conflicts resolved. Planning for Rhode Island's offshore wind farm is another example.
- Advised that the Coastal Resources Center is developing case studies in Rhode Island, Washington State and San Francisco Bay. SF Bay has used advanced and complicated coastal management exemplified by the America's Cup race planning activities, PARS, and implementation of EATON.
- Advised that one on one interviews will be conducted with some HSC members and industry representatives. A breakout session will be held after today's meeting. The results of the study

Harbor Safety Committee

of the San Francisco Bay Region

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will be shared when complete and hopefully will inform other ports and improve Marine Spatial Planning globally.

- Contact Jennifer McCann at McCann@ufc.uri.edu and Tiffany Smythe at tiffany@smythecoastal.com.
- John Hummer, MARAD, asked who the stakeholders are. Jennifer McCann advised that tribes, unions, USCG, industry and environmental NGOs are all involved in the process.

Work Group Reports-

HSC Plan Update Work Group- nothing to report.

Tug Work Group- nothing to report.

Navigation Work Group- Capt. Horton advised that there was nothing to report.

Ferry Operations Work Group- Capt. Dougherty advised that there was nothing to report but that he would pass on drone reporting information.

Dredge Issues Work Group- nothing to report. Capt. Korwatch advised that a volunteer is needed to chair the Dredge Issues Work Group now that Capt. Amso has retired.

PORTS Work Group- nothing to report.

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

PORTS Report- Alan Steinbrugge

- Advised that Bay Bridge Air Gap Sensor data has still not been verified by NOAA and is not yet available. The sensor is installed and working and should be online soon.
- Capt. Korwatch advised that the letter to OSPR requesting the continuation of PORTS funding has been sent and that a meeting was held with Tom Cullen regarding the issue. Alternate measures for securing PORTS funding are being considered.

Public Comment-

- Cmdr. Wirts advised that Mile Rocks Light is currently shining but has not been repaired yet. It is thought that recent rains have cleaned the solar panels enough to allow some charging.
- Capt. Stump advised of USCG MSIB 15-01 regarding revision of hot-work permit and notification and MSIB 15-02 promulgating the updated HSC Guidelines for Navigating in Reduced Visibility. Both were issued on February 13, 2015.

Harbor Safety Committee

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Old Business-

- John Berge asked if Bay Bridge racons are currently functional. Dave Sulaf, USCG, advised that Caltrans is working on the racons but they are currently at reduced intensity. Deb Self asked if Caltrans can test the racons themselves. Dave Sulaf responded that Caltrans does have a vessel with testing capabilities but it is not always available. A remote monitoring system exists but can only determine a complete racon failure.
- John Hummer, MARAD, advised of a recent emergency planning exercise at the Port of Benicia that tested FEMA's emergency supply distribution in the event of earthquake or other disaster.

New Business-

- Capt. Korwatch advised that Cal Maritime's ribbon cutting for their new Richmond Maritime Safety & Security Center will be held on April 8, 2015.

Next Meeting-

1000-1200, April 9, 2015
California Maritime Academy
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:27.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February-15

PORT SAFETY CATEGORIES*

	2015	2014	3yr Avg**
1. Total Number of Port State Control Detentions for period:	2	1	0.69
SOLAS (1), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
2. Total Number of COTP Orders for the period:	6	10	6.33
Navigation Safety (5), Port Safety & Security (1), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0), Steering (0), Propulsion (3), Personnel (0), Other (1), Power (1)	6	15	13.17
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (2), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	3	5	4.00
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	0	0.75
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.50
7. Maritime Safety Information Bulletins (MSIBs): 15-01 Hotwork Permits; 15-02 Guidelines for Nav in Red Vis	2	0	0.50
Total Port Safety (PS) Cases opened for the period:	19	31	25.94

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

	2015	2014	3yr Avg**
VESSELS			
U.S. Commercial Vessels	1	0	1.06
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	1	0.94
Commercial Fishing Vessels	0	0	0.44
Recreational Vessels	1	4	4.42
FACILITIES			
Regulated Waterfront Facilities	1	0	0.47
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	5	3	1.89
Mystery Spills - Unknown Sources	7	3	4.97
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	6	6.78
2. Spills 10 - 100 gallons	1	0	1.03
3. Spills 100 - 1000 gallons (2 spills over 42 gallons: 656 gallons, 400 gallons)	0	2	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	9	3	6.11
Total:	15	11	13.97
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0.25	0	8.13
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.14
2. Estimated spill amount from Public Vessels:	0	1	5.31
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	14.40
4. Estimated spill amount from Recreational Vessels: (ABANDONED VESSEL)	unk	8	12.02
5. Estimated spill amount from Regulated Waterfront Facilities:	84	0	7.74
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	2.5	1058	147437.41
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	3	4.96
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	-86.75	1070	147490.12
Civil Penalty Cases for Period	0	1	0.11
Notice of Violations (TKs)	1	0	0.56
Letters of Warning	1	1	2.14
TOTAL PENALTY ACTIONS:	2	2	12.28

* 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 (February 2015)

MARINE CASUALTIES

Loss of Power (01FEB15): A foreign flag tank vessel experienced an equipment failure while getting underway from Anchorage 9. A generator shutdown resulted in a loss of power to the vessel. A COTP Order was issued to the vessel requiring it to remain at Anchorage 9 until proper documentation was received attesting to proper repairs. Required documentation was received from Class and COTP Order was lifted. Case closed.

****Loss of Propulsion (08FEB15):** A foreign flag tank vessel experienced a loss of propulsion while transiting inbound 218NM offshore. Vessel diagnosed the casualty and regained 70% of max propulsion speed. A COTP was issued requiring the vessel to have a two tug escort from the pilot station to Anchorage 9. COTP Order was amended allowing the vessel to transit to berth for cargo operations then return to Anchorage for permanent repairs. Class report was received and COTP Order was lifted. LOP was attributed to fuel switching. Case closed.

Fire (15FEB14): A foreign bulk freight vessel experienced a fire on board while berthed in Oakland. The vessel shifted to an alternate berth to conduct repairs. Causal factors remain under investigation. Case Pends.

Equipment Failure (19FEB15): A U.S. passenger vessel experienced an engine casualty while mooring. The vessel successfully moored to disembark passengers and was issued a CG-835 allowing transit to their maintenance pier only. Coast Guard witnessed proper operation of the starboard engine and replacement of faulty raw water pump. No Sail was lifted. Case Closed.

Equipment Failure (26FEB15): A U.S. container vessel experienced an equipment failure while berthed in Oakland. The Fire Detection System in the engine room was found inoperable; a CG-835 No-Sail was issued. An alternate compliance plan was approved requiring the vessel to have a fully manned engine room at all times. System repairs were scheduled for LA and an outstanding Class requirement was issued. CG-835 was lifted. Case Closed.

Loss of Propulsion (27FEB15): A foreign tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. The vessel quickly regained propulsion after switching from remote to local control. A COTP Order was issued requiring vessel to remain at anchorage 9 until documentation from class was received. Coast Guard and Class society attended vessel and witnessed satisfactory operation of the engine and COTP order was lifted. LOP not attributed to fuel switching. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (21FEB15): A foreign vessel tank ship was detained due to inability to pass a fire drill. PSC and Class representative attended vessel and witnessed 2 successful fire drills and the detention was lifted. Case closed.

Vessel Detention (27FEB15): A foreign flag bulk carrier was inspected in Stockton, CA and detained due to a failure to correct a major non-conformity IAW the ISM Code. An ISM Audit was completed by Class; 02 minor non-conformities and 02 observations were recorded. CG performed exam and lifted the detention. Case closed.

GENERAL SAFETY CASES

NSTR

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar (19FEB15): Vsl issued in inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (10FEB15): Sector San Francisco received report that during hydro testing, an estimated 2 barrels of orient crude oil discharged into the Carquinez Strait when a gasket between a fixed pipe flange and blind failed at an oil refinery. Containment boom was immediately deployed, and the facility OSRO responded with boom boats and skimmers. Martinez Marina and Martinez Marsh, two nearby sensitive sights, also immediately boomed. There were no reported wildlife or shoreline impacts. Cleanup operations continued over a 7 day period. Over 5000 feet of boom and 7 OSRO vessels were deployed, multiple helicopter over flights were conducted, and over 100 personnel responded. The estimated total amount of recovered oil from the water is 13 gallons. The refinery was cleared to resume all transfer operations on 17FEB15.

ENFORCEMENT PENDING (10FEB15): Sector San Francisco received report of sheen from an unknown source in the Oakland Estuary. Alameda Fire Department responded and observed very light sheen throughout Alameda Marina and Oakland Estuary, but could not find the source or determine impact due to limited visibility after sunset. Sector San Francisco opened the Oil Spill Liability Trust Fund (OSLTF) for \$25,000 and hired a contractor to boom impacted areas and conduct cleanup operations.

ENFORCEMENT PENDING (12FEB15): While conducting harbor patrols to determine the impact of the spill in Oakland Estuary, Sector San Francisco discovered a thick amount of oil in Clinton Basin, Oakland. The OSLTF was opened for \$30,000, and a cleanup contractor was hired. Containment boom and sorbents were deployed.

** Initial incident occurred outside of HSC jurisdiction

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 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. **FY15 Main Ship Channel** – Contract hopper dredging scheduled for June 2015.
- 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 middle of March 2015.
- c. **FY15 Richmond Inner Harbor** – Contract clamshell dredging scheduled to start October 2015.
- d. **FY15 Richmond Outer Harbor (and Richmond Long Wharf)** – Contract clamshell dredging scheduled to start August 2015.
- e. **FY15 Pinole Shoal** – Contract hopper or clamshell dredging scheduled to start August 2015.
- f. **FY15 Suisun Bay Channel (and New York Slough)** – Contract hopper or clamshell dredging scheduled to start August 2015.
- g. **FY15 Oakland Harbor Dredging** – Contract clamshell dredging scheduled to start August 2015.
- h. **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.
- i. **FY15 Redwood City Harbor** - Contract clamshell dredging (all reaches to -30 ft MLLW) scheduled to start September 2015.

2. DEBRIS REMOVAL – Debris removal for February 2015 was 56.5 tons (Dillard: 49.5 tons, including 4 abandoned boats; other vessels: 7 tons). Average for February from 2005 to 2014 is 83 tons. (Range: 12 – 190 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2015	TONS	TONS	TONS	TONS
JAN	0	45	15	60
FEB	0	49.5	7	56.5
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
116.5

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

The following surveys are posted;

Alameda Point Navigation Chanel: Condition survey of Nov. 2014.
Berkeley Marina (Entrance Channel): Condition survey of September 23, 2104.
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 June 24-25, 2014.
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 February 2-4, 2015.
Northship Channel: September 16-20, 2014 condition survey.
Oakland Entrance Channel: Post-dredge survey of Dec 2014 – Jan 2105.
Oakland Inner Harbor: Post-dredge survey (Reach 2) of Dec 2014 – Jan 2105.
Oakland Inner Harbor Turning Basin: As above.
Oakland Outer Harbor: As above.
Petaluma River: Condition survey of mid-September 2014.
Pinole Shoal Channel: Condition survey of February 24-25.
Redwood City Harbor: Post-dredge survey of Nov/Dec, 2014.
Richmond Inner Harbor: Reach 10 post-dredge survey of February 12-18, 2015.
Richmond Outer Harbor (Longwharf): Post-dredge survey of Dec, 2014.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of July 18-23, 2014.
San Bruno Shoal: Condition survey of April 15, 2014.
San Leandro Marina (and Channel): Condition survey of April 30 – May 2, 2012.
San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 2013.
Suisun Bay Channel: Condition survey of February 6-18, 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 March 3, 2015.
SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012.
SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013.

Address of Corps' web site for completed hydrographic surveys:

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

NEW WEB ADDRESS – USACE WORK PLAN: 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									ESSAYONS							1mcy	HOODS
SF Main Ship Channel									REGIONAL HOPPER CONTRACT							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	SFDODS or Upland	
Redwood City Harbor Ph I					**											400kcy	SF-11
Redwood City Harbor Ph II															350kcy	SF-DODS	
Sacramento DWSC																	Upland
Stockton DWSC																	Upland

Complete & Ongoing Contracts

Government Hopper

New Dredge Contract

Environmental Window

* Based on FY15 Work Plan, schedule subject to change

** Work Window Extension Required



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

March 12, 2015

- ✎ In February the clearinghouse contacted OSPR one time regarding a possible escort violations.
- ✎ In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 1 time so far 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 February there were 94 tank vessel arrivals; 3 Chemical Tankers, 15 Chemical/Oil Tankers, 22 Crude Oil Tankers, 2 LPG's, 17 Product Tankers, and 35 Tugs with Barges.
- ✎ In February there were 199 total arrivals.

San Francisco Bay Clearinghouse Report For February 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	59		53	
Barge arrivals to San Francisco Bay	35		25	
Total Tanker and Barge Arrivals	94		78	
Tank ship movements & escorted barge movements	305		277	
Tank ship movements	146	47.87%	135	48.74%
Escorted tank ship movements	98	32.13%	94	33.94%
Unescorted tank ship movements	48	15.74%	41	14.80%
Tank barge movements	159	52.13%	142	51.26%
Escorted tank barge movements	38	12.46%	39	14.08%
Unescorted tank barge movements	121	39.67%	103	37.18%

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

Escorts reported to OSPR 1 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	179		286		0		127		592	
Unescorted movements	87	48.60%	155	54.20%	0	0.00%	68	53.54%	310	52.36%
Tank ships	74	41.34%	119	41.61%	0	0.00%	46	36.22%	239	40.37%
Tank barges	13	7.26%	36	12.59%	0	0.00%	22	17.32%	71	11.99%
Escorted movements	92	51.40%	131	45.80%	0	0.00%	59	46.46%	282	47.64%
Tank ships	67	37.43%	97	33.92%	0	0.00%	40	31.50%	204	34.46%
Tank barges	25	13.97%	34	11.89%	0	0.00%	19	14.96%	78	13.18%

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 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	125		721	
Barge arrivals to San Francisco Bay	62		288	
Total Tanker and Barge Arrivals	187		1,009	
Tank ship movements & escorted barge movements	630		3,387	
Tank ship movements	307	48.73%	1,748	51.61%
Escorted tank ship movements	198	31.43%	1,188	35.08%
Unescorted tank ship movements	109	17.30%	560	16.53%
Tank barge movements	323	51.27%	1,639	48.39%
Escorted tank barge movements	83	13.17%	401	11.84%
Unescorted tank barge movements	240	38.10%	1,238	36.55%

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

Escorts reported to OSPR

	1	5
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	368		598		0		267		1,233	
Unescorted movements	178	48.37%	324	54.18%	0	0.00%	149	55.81%	651	52.80%
Tank ships	147	39.95%	236	39.46%	0	0.00%	99	37.08%	482	39.09%
Tank barges	31	8.42%	88	14.72%	0	0.00%	50	18.73%	169	13.71%
Escorted movements	190	51.63%	274	45.82%	0	0.00%	118	44.19%	582	47.20%
Tank ships	144	39.13%	198	33.11%	0	0.00%	78	29.21%	420	34.06%
Tank barges	46	12.50%	76	12.71%	0	0.00%	40	14.98%	162	13.14%

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.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBRUARY 1 - 31, 2014	199	85	42.71
FEBRUARY 1 - 31, 2015	192	73	38.02

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBRUARY 1 - 31, 2014	12,213,280	0	15,966,024	6,899,159	22,865,183
FEBRUARY 1 - 31, 2015	11,611,000	0	16,661,524	7,648,407	24,309,931

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 31, 2014	0	0	0	0	0
FEBRUARY 1 - 31, 2015	1	0	0	1	84 Gallons

*** 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.