

# 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 10, 2016**

**Port of San Francisco, Ferry Building 2<sup>nd</sup> Floor, The Port Commission Room**

**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 10:06.

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; **Mary Brown** (M), Sea-Logix, LLC; **Capt. Bob Carr** (A), San Francisco Bar Pilots; **Capt. Scott Cooper** (A), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Ben Huber** (M), Westar Marine Services; **Rob Lawrence** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Capt. Greg Stump** (M), United States Coast Guard.

The meetings are always open to the public.

## **Approval of the Minutes-**

A motion to accept the minutes of the February 11, 2016 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 many marine events are scheduled for the coming months. Sector San Francisco approves more marine events than any other USCG sector.
- Advised that ultra large container vessel CMA CGM Benjamin Franklin will now be calling the Port of Oakland on a regular basis, 2-3 times per month. The Pilots have performed docking simulations and will berth in the inner harbor.
- Advised that heavy rain has led to increased waterway pollution. Old industrial oil leakage has been an issue in Monterey. Regional partnerships are particularly important for pollution response.
- Advised of MSIB 16-01 Safety Alert issued on February 24, 2016 regarding distraction and the importance of maintaining a proper look-out (attached).
- Announced that Sector SF change of command is on July 16, 2016. Deputy Capt. Patrick Nelson will be sitting on the HSC in place of Capt. Stump until then.
- LT Marcia Medina read from the February- 16 Prevention/Response Report (attached).

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- Capt. Korwatch asked about the increased number of ferry related cases reported. Capt. Tom Dougherty advised that the ferry incidents were unrelated and that prop issues are fairly common on the bay.

## **Army Corps of Engineers Report- Robert Lawrence**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Capt. Korwatch asked if the owners of abandoned vessels are charged for their removal. Rob Lawrence advised that most vessel owners cannot be found and costs not recouped.
- Capt. Griffin Patrick asked if a schedule of planned upcoming surveys could be posted. Rob Lawrence advised that he would look into it.

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

### **OSPR Report- David Mighetto**

- Advised that Benjamin Huber has been appointed as HSC member representing barge operators. Chis Peterson and Mike O'Brien have been reappointed as HSC members representing port authorities. Terms end on March 9, 2019.
- Advised that the HSC terms for dry cargo operator representatives will end in April, 2016. The HSC terms for non-profit environmental organization representatives will end on March 13, 2016. The HSC terms for tug operator representatives will end on March 13, 2016. Vacancy announcement letters will be distributed by the Marine Exchange. Current members must re-apply to be considered. There are also open HSC alternate member positions for commercial fishing representative, ferry operator representative and pleasure boat operator representative.
- Announced that Clean Pacific is hosting an event in Seattle, WA on June 21-23, 2016.  
[www.cleanpacific.org](http://www.cleanpacific.org)
- Tom Cullen, OSPR Administrator, advised that Chris Beckwith has left OSPR.
- Tom Cullen thanked Capt. Stump for his work at Sector SF.

### **NOAA Report- No Report**

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

- Advised that Chris Beckwith has re-joined State Lands as the new Division Chief and will be stationed in Los Angeles.
- Announced that Prevention First will be on September 27-28, 2016 in Long Beach.

### **Work Group Reports-**

**Tug Work Group- Capt. Korwatch** advised that a work group meeting is tentatively scheduled for April 6, 2016.

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**Navigation Work Group- Capt. Bob Carr** advised that a meeting is in the process of being scheduled to look at issues relating to marine cables and pipelines.

**Ferry Operations Work Group- Capt. Tom Dougherty** introduced Kevin Donnelly with WETA. Kevin Donnelly advised that regional ferry service has been expanding rapidly with a 56 percent growth rate from 2012-2015. Service levels have been increased on all ferry routes. New ferries are being constructed for introduction in 2017 and 2018. Ferry service from San Francisco to Treasure Island is planned to start in 2022.

A presentation was given on the proposed new Treasure Island ferry terminal (presentation slides attached). Extensive planning and studies have been conducted for the project to be located on the west side of Treasure Island near Anchorage 7. Break waters will be constructed to the north and south of the new terminal. The regulatory process is near completion. The ferry terminal is designed to support development on Treasure Island where approximately 8000 new housing units are being built. Up to 20,000 new residents are expected.

**Dredge Issues Work Group- Griffin Patrick** advised that a work group meeting is being scheduled.

**PORTS Work Group-** Nothing to report.

**Prevention through People Work Group-** Nothing to report.

**PORTS Report- Alan Steinbrugge**

- Advised that the Oakland Middle Harbor Park wind bird will be offline until late spring/early summer, 2016.
- Advised that plans are being made to install a current sensor on Buoy 4 in the Oakland Channel to assist with maneuvering of large vessels.
- Advised that the two existing buoy mounted current sensors will be serviced in May, 2016.

**Public Comment- None**

**Old Business-**

- Capt. Korwatch advised that she has received suggestions from Senior Surveyors LLC regarding bunkering regulations which will be reviewed by the Tug Work Group.

**New Business-**

- Capt. Korwatch announced that the quarterly Area Maritime Security Meeting will be held on April 12, 2016 at Pier 35.
- The USCG announced that Port Safety & Security Industry Day will be held on April 28, 2016 at CGI.

# Harbor Safety Committee

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**Next Meeting-**

1000-1200, April 14, 2016

Port of Richmond

California Maritime Academy, Richmond 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 10:58.

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**

February 2016

PORT SAFETY CATEGORIES*	Feb-2016	Feb-2015	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	0	0.86
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	0	6	5.00
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	9	2	12.11
Allision (1), Collision (0), Fire (0), Capsize (1), Grounding (0), Sinking (0)			
Steering (1), Propulsion (1), Personnel (2), Other (3), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	9	3	4.00
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
AIS-835 (7), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations</b>	1	0	0.67
<b>Significant Waterway events/Navigation related Cases</b>	2	0	0.42
<b>Total Port Safety (PS) Cases opened</b>	<b>21</b>	<b>11</b>	<b>23.06</b>
<b>MARINE POLLUTION RESPONSE</b>			
Pollution Discharge Sources (Vessels)	Feb-2016	Feb-2015	**3yr Avg
U.S. Commercial Vessels	2	1	1.00
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.58
Commercial Fishing Vessels	1	0	0.56
Recreational Vessels	1	1	4.56
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	5	1.64
Mystery Spills - Unknown Sources	6	7	4.33
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	3	5	6.39
Spills 10 - 100 gallons	1	1	1.31
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	6	9	5.19
<b>Total Pollution Incidents</b>	<b>10</b>	<b>15</b>	<b>13.17</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	5.00	0.25	14.90
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.11
Estimated spill amount from Public Vessels	0.00	0.00	1.60
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	13.93
Estimated spill amount from Recreational Vessels	11.00	0.00	40.05
Estimated spill amount from Regulated Waterfront Facilities	0.00	84.00	5.78
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	2.50	33.11
Estimated spill amount from Unknown Sources (Mystery Sheens)	UNK	0.00	3.89
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>17.00</b>	<b>86.75</b>	<b>113.36</b>
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	1	0.72
Letters of Warning	3	1	2.75
<b>Total Penalty Actions</b>	<b>4</b>	<b>2</b>	<b>3.58</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 (Feb 2016)

### MARINE CASUALTIES

**Steering Casualty (08FEB16):** A U.S. flag ferry vessel experienced a steering casualty while attempting to moor when the rudder slammed hard to port. The vessel was able to moor up safely without injuring passengers, damaging the facility or the vessel. The vessel was taken out of service and a verbal CG-835 No-Sail was issued. Case Pends.

**Flooding (18FEB16):** A U.S. small passenger vessel experienced an engine room flooding event. The vessel was conducting maintenance on an exhaust pipe when a tidal surge came through the fitting. A CG-835 No-Sail was issued requiring the vessel to conduct permanent repairs, provide a technical report verifying proper operation of propulsion machinery and provide operational test of all machinery and critical systems in engine room to the satisfaction of attending Marine Inspector. Case Pends.

**Equipment Failure (19FEB16):** A U.S. flag ferry vessel experienced an equipment failure on the starboard propeller. The vessel operator reported a vibration on the propulsion drive train above 1500 RPM. The vessel was removed from service and a diver conducted an inspection. The diver discovered that the starboard propeller was failing and a garbage bag was stuck in a crack in the blade root of one of the 5 propeller blades. The vessel was issued a CG-835 No Sail requiring it to conduct repairs to propeller along with required dry-dock exam prior to carrying passengers. Case Pends.

**Fire (22 FEB16):** A U.S. flag ferry vessel suspected a potential fire on board while moored up after its last trip. The vessel's crew contacted the fire department after witnessing large amounts of smoke coming from the engine room. The fire department arrived on scene and confirmed there was no fire, just excessive smoke from the starboard main. A CG-835 Verbal No-Sail was issued. Case closed, Investigation Pends.

**Allision (27FEB16):** A U.S. flag small passenger vessel experienced an when it struck the pier while mooring and broke 02 windows on a tonnage opening. The vessel struck the pier due to wind gusts and a strong flood tide. No further damage was reported. A CG-835 was issued requiring the vessel to repair damage. Case closed, Investigation Pends.

### VESSEL SAFETY CONDITIONS

**Operational Control (17FEB16):** A U.S flag ferry vessel was issued a CG-835 No-Sail requiring the vessel to complete an annual inspection to the satisfaction of an attending marine inspector prior to carrying passengers for hire. Case Pends.

**Operational Control (18FEB16):** A U.S flag small passenger vessel was issued a CG-835 No-Sail requiring the vessel to complete a dry dock inspection to the satisfaction of an attending marine inspector prior to carrying passengers for hire. Case Pends.

### GENERAL SAFETY CASES

Nothing Significant to Report

### NAVIGATIONAL SAFETY

Nothing Significant to Report

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing Significant to Report

**MARINE SAFETY/SECURITY**  
**INFORMATION BULLETIN (MSIB) 16-01**

24 February 2016

Coast Guard Sector San Francisco  
Department of Homeland Security

**Safety Alert:**

**Don't get distracted - maintain a proper look-out!**



This Safety Alert serves as an important reminder that maintaining a proper look-out and not allowing yourself to be distracted by hand-held electronic devices is essential to safe navigation.

Recently, a towing vessel allided with pilings in central San Francisco Bay, and the next day a towing vessel's barge collided with a small recreational vessel in the San Joaquin River. In both instances, the vessel's operators were not standing a proper look-out, and on one of the vessels, the operator was completely distracted by a portable electronic device (PED). Fortunately, in both instances, no one was seriously injured and damage to the vessels was minor. However, in both instances, injuries and damage could have been much worse, to include loss of life.

The National Transportation Safety Board (NTSB) has listed distractions as a significant safety concern on its Most Wanted List. Although distraction by a PED is not the only kind of distraction, PEDs as a cause of distraction has increased ten-fold in recent years. The NTSB states on their website that, "focusing on any other task other than what's up ahead impairs performance and can lead to deadly consequences." Both professional and recreational mariners are reminded that when your attention is focused on your PED, you are not maintaining a proper look-out as per Rule 5 of the International and Inland Navigation Rules. Failing to maintain a proper look-out carries with it the potential for both criminal and civil prosecution. More importantly, it could result in serious injury or death to yourself and others.

The Captain of the Port highly recommends that all vessel owners and operators refrain from utilizing PEDs while navigating their vessels, and to maintain a proper look-out, which includes utilizing sight and hearing as well as all available means appropriate in the prevailing circumstances and conditions.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. G. Stump". The signature is written over a large, stylized flourish that extends to the right and then loops back down to the left.

G. G. Stump  
Captain, U. S. Coast Guard  
Captain of the Port

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
March 10, 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 **30 April 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 **mid-June**, estimated completion **mid-September 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 February 2016 was 77 tons (60 tons in 2015). Dillard: 62 tons, including 1 abandoned vessel; other boats: 15 tons incl. 3 abandoned vessels. Average for February from 2006 to 2015 is 69.6 tons. (Range: 12 - 141 tons) Also, the Corps assisted Richardson Bay Regional Agency to haul out and demolish a 60 ft sailboat and a 30 ft houseboat, sunk in Richardson Bay (40 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

MONTH	RACCOON	DILLARD	MISC	TOTAL
2016	TONS	TONS	TONS	TONS
JAN	0	61	12	73
FEB	0	62	15	77
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
150

### 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 2018 (FY 19).

### 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:** Composite survey of late Jan to mid-Feb 2016.

**Oakland Inner Harbor Turning Basin:** As above.

**Oakland Outer Harbor:** Composite survey of mid-Dec 2015 to mid-Feb 2016.

**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 Feb 9-12, 2016.

**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 Feb 22-25, 2016.

**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 March 3, 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](http://www.usace.army.mil/missions/civilworks/budget).

### O&M DREDGING PLAN FOR FY16\*

Project	2015			2016									Volume	Placement Site	Notes					
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP				OCT	NOV	DEC		
	FY 2016															FY 2017				
Humboldt Bar & Entrance								ESSAYONS										750kcy	HOODS	Option item in West Coast Hopper Contract
Noyo Harbor																		35kcy	Upland	Pipeline
SF Main Ship Channel								WCH Contract										350kcy	OBDS/ SF-8	West Coast Hopper Contract
Richmond Inner Harbor																		350kcy	SFDODS or Upland	Clamshell. Switch to Upland after work window.
Richmond Outer Harbor								ESSAYONS										250kcy	SF-11	
Pinole Shoal								ESSAYONS										150kcy	SF-10	
Suisun Bay Channel**																		175kcy	SF-16	
Oakland Harbor																		600kcy	SFDODS & Upland	Exercise option against FY15 contract. Switch to Upland after work window.
Redwood City Harbor																		350kcy	SF-11	Clamshell
San Bruno Shoal**																		50kcy		
Napa River#																		150kcy	Upland	Pipeline
Sacramento DWSC																		100kcy	Upland	Pipeline dredge, Task Order against FY14 contract
Stockton DWSC																		300kcy	Upland	Pipeline dredge, Task Order against FY14 contract

Complete & Ongoing Contracts	New SPN Contract	WCH Contract	Gov't Dredge	Environmental Window

Abbreviations:  
 SPN - San Francisco District  
 WCH - West Coast Hopper

\* 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: 3/9/2016



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

## San Francisco Clearinghouse Report

March 10, 2016

- ✎ 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 in 2016 about possible escort violations. 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 February there were 101 tank vessel arrivals; 15 ATB's, 5 Chemical Tankers, 11 Chemical/Oil Tankers, 1 LPG, 31 Crude Oil Tankers, 20 Product Tankers, and 18 Tugs with Barges.
- ✎ In February there were 288 total arrivals.

# San Francisco Bay Clearinghouse Report For February 2016

## San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	68		59	
ATB arrivals	15		12	
Barge arrivals to San Francisco Bay	18		23	
Total Tanker and Barge Arrivals	101		94	
Tank ship movements & escorted barge movements	334		305	
Tank ship movements	174	52.10%	146	47.87%
Escorted tank ship movements	117	35.03%	98	32.13%
Unescorted tank ship movements	57	17.07%	48	15.74%
Tank barge movements	160	47.90%	159	52.13%
Escorted tank barge movements	29	8.68%	38	12.46%
Unescorted tank barge movements	131	39.22%	121	39.67%

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

Escorts reported to OSPR 1 1

<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	197		314		0		141		652	
Unescorted movements	102	51.78%	173	55.10%	0	0.00%	81	57.45%	356	54.60%
Tank ships	78	39.59%	128	40.76%	0	0.00%	56	39.72%	262	40.18%
Tank barges	24	12.18%	45	14.33%	0	0.00%	25	17.73%	94	14.42%
Escorted movements	95	48.22%	141	44.90%	0	0.00%	60	42.55%	296	45.40%
Tank ships	81	41.12%	117	37.26%	0	0.00%	44	31.21%	242	37.12%
Tank barges	14	7.11%	24	7.64%	0	0.00%	16	11.35%	54	8.28%

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 2016

## San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	129		691	
ATB arrivals	30		108	
Barge arrivals to San Francisco Bay	41		256	
Total Tanker and Barge Arrivals	170		1,055	
Tank ship movements & escorted barge movements	648		3,617	
Tank ship movements	370	57.10%	2,088	57.73%
Escorted tank ship movements	249	38.43%	1,304	36.05%
Unescorted tank ship movements	121	18.67%	720	19.91%
Tank barge movements	278	42.90%	1,529	42.27%
Escorted tank barge movements	72	11.11%	572	15.81%
Unescorted tank barge movements	206	31.79%	1,105	30.55%

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

Escorts reported to OSPR 1 3

<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	385		612		0		278		1,275	
Unescorted movements	176	45.71%	302	49.35%	0	0.00%	142	51.08%	620	48.63%
Tank ships	124	32.21%	202	33.01%	0	0.00%	89	32.01%	415	32.55%
Tank barges	52	13.51%	100	16.34%	0	0.00%	53	19.06%	205	16.08%
Escorted movements	209	54.29%	310	50.65%	0	0.00%	136	48.92%	655	51.37%
Tank ships	180	46.75%	248	40.52%	0	0.00%	95	34.17%	523	41.02%
Tank barges	29	7.53%	62	10.13%	0	0.00%	41	14.75%	132	10.35%

### 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 - FEBRUARY COMPARISON**

**VESSEL TRANSFERS**

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
FEBRUARY 1 - 28, 2015	192	73	38.02
FEBRUARY 1 - 29, 2016	219	94	42.92

**CRUDE OIL / PRODUCT TOTALS**

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
FEBRUARY 1 - 28, 2015	11,611,000		16,661,524	7,648,407	24,309,931
FEBRUARY 1 - 29, 2016	13,183,000	100,000	17,426,000	9,062,643	26,488,643

**OIL SPILL TOTAL**

	Terminal	Vessel	Facility	Total	Gallons Spilled
FEBRUARY 1 - 28, 2015	1	0	0	1	84 Gallons
FEBRUARY 1 - 29, 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.*



# TREASURE ISLAND DEVELOPMENT PROJECT

Mar 10, 2016  
Ferry Presentation to Harbor Safety Committee



**Planning:**

**2003 WTA (WETA) Programmatic EIR**

**2011 Treasure Island/YBI EIR**

**2014 Downtown SF Ferry Terminal EIR**





**Ferry Terminal: Float/GW/Pier  
Breakwaters,  
Shelter**

**10-20% of Commuters**

**Ferry Operation: WETA-MOU with TIDA**

**Vessel: 399 pax**

**930 pax AM (6:30-9:00)**

**1,210 pax PM (4:00-6:30)**

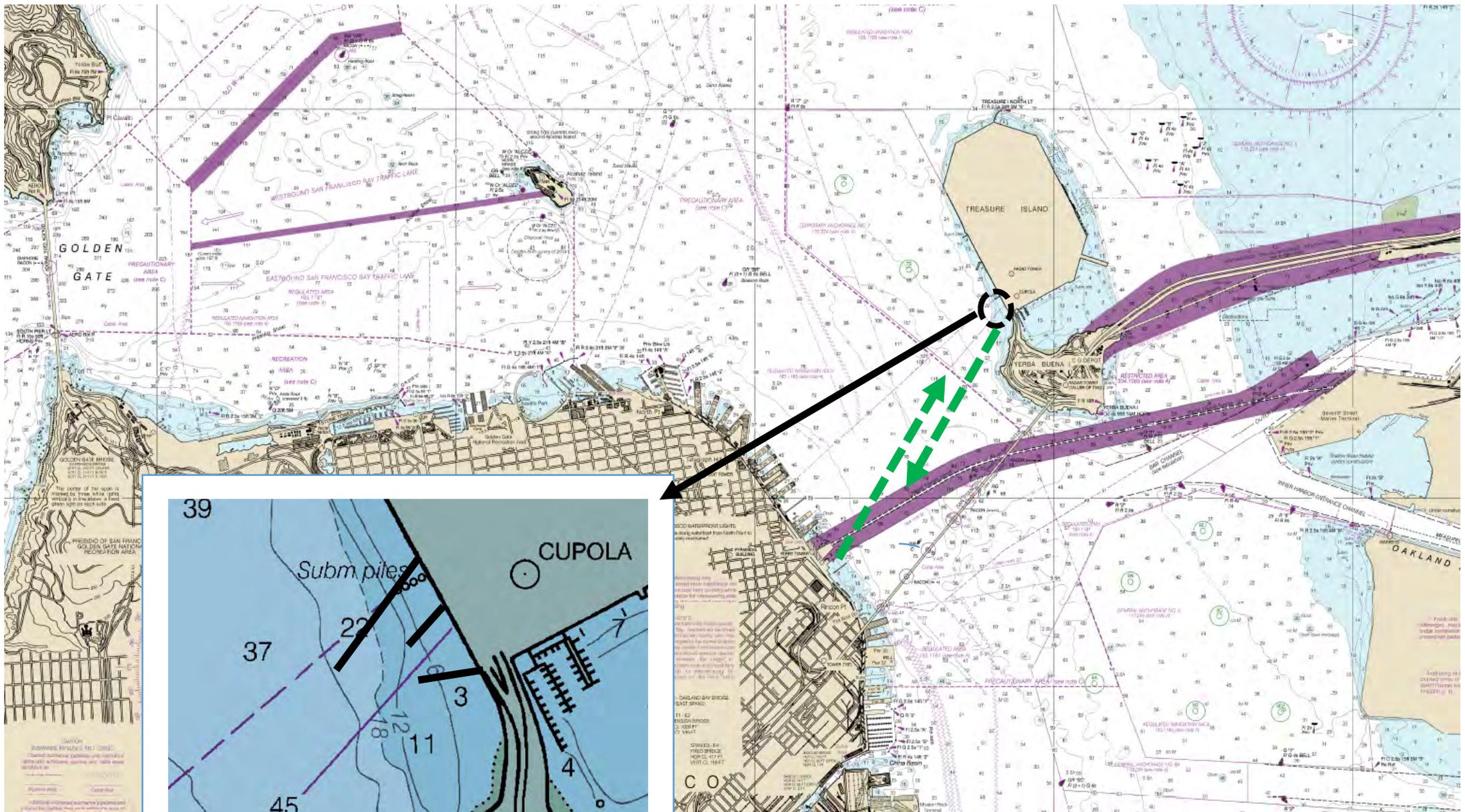
**Trips (SF-TI-SF)**

**Initial: 50 Mins, 5am-9pm**

**Ultimate: 15 Mins at Peak**



**7 min Transit  
35 min Cycle**





**THANK YOU**