

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, April 9, 2015

California Maritime Academy, Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:05.

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

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Ted Blanckenburg** (A), AmNav Maritime; **Margot Brown** (M), National Boating Federation; **Mary Brown** (M), Horizon Lines; **Capt. Robert Carr** (A), San Francisco Bar Pilots; **Capt. Mike Day** (M), United States Coast Guard; **Aaron Golbus** (M), Port of San Francisco; **Robert Lawrence**, (A), US Army Corps of Engineers; **Capt. James Marshall** (A), Chevron Shipping Corp.; **Jim McGrath** (M), Bay Conservation and Development Commission; **Chris Peterson** (M), Port of Oakland; **Janie Singleton** (M), Port of Richmond.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the March 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. Thanked Cal Maritime for hosting the HSC at their new Maritime Safety & Security Center and advised that the official ribbon cutting ceremony for the facility took place yesterday.

Coast Guard Report- Capt. Mike Day

- Advised of a March 20, 2015 Rule 9 Violation in which a small recreational vessel intentionally obstructed the dock approach of a foreign flag tanker. Photos were taken and an investigation is underway.
- Advised that no significant changes in vessel routing have yet been observed as a result of the new offshore fuel regulations that went into effect this year.

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- Advised of a March 8, 2015 incident in which a fishing vessel caught fire near Angel Island. The USCG responded as did other agencies and the fire was put out. No injuries or waterway pollution was reported.
- Advised of a March 20, 2015 incident in which a tank vessel sheared its anchor while attempting to anchor in the Stockton Channel. The lost anchor was retrieved.
- Advised that the Coast Guard's Facilities Industry Day will be held on April 29, 2015 at CGI.
- Cmdr. Amy Wirts read from the March- 15 Prevention/Response Report (attached).
- Cmdr. Wirts advised that the USCG study of vessel routing has found a 3% decrease in use of the western traffic lane this year but that there is not enough data to make conclusions yet.
- Mickey Price, USCG, advised of the planned installation of Mariner Radio Activated Sound Signal (MRASS) devices at Point Bonita and Alcatraz. Comments welcome.
mickey.t.price@uscg.mil

Army Corps of Engineers Report- Robert Lawrence

- Advised that the Water Board Meeting regarding the Army Corps O&M Dredging EA/EIR is scheduled for May 13, 2015. Comments welcome.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached).

Clearing House Report- Alan Steinbrugge (report attached)

- A discussion took place regarding the structure and readability of the Clearing House Report. Alan Steinbrugge advised that the report has not been updated in several years and asked for input from the maritime community. Ted Blanckenburg suggested that ATB's be given their own category.

OSPR Report- David Mighetto

- Advised that Capt. Robert Carr, Alternate, has been appointed to the HSC representing the SF Bar Pilots. He thanked Capt. George Livingstone for his service.

NOAA Report- No Report

State Lands Commission Report- (report attached)

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Work Group Reports-

HSC Plan Update Work Group- Linda Scourtis advised that a HSC Plan Update meeting will be held directly after today's HSC meeting. The 2014/2015 Work Group Reports are needed.

Tug Work Group- Ted Blanckenburg advised that the Tug Work Group will schedule a meeting regarding ATB guidelines soon.

Navigation Work Group- nothing to report

Ferry Operations Work Group- nothing to report

Dredge Issues Work Group- Capt. Korwatch advised that Michelle Connolly and Griffin Patrick are the new co-chairs of the Dredge Issues Work Group. A meeting is being scheduled for next month.

PORTS Work Group- nothing to report.

Prevention through People Work Group- nothing to report

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge Air Gap Sensor is operational and data is now available. The air gap under the bridge is measured with both microwave and laser technology to ensure accuracy. John Berge asked if the measured air gap agreed with the published value. Capt. Carr advised that Capt. Horton's issues with the data have been resolved. Dave Sulouff, USCG, advised that the bridge can deflect up to 9 feet depending on conditions and that the Air Gap Sensor's measurements are more accurate than the charts.

Public Comment-

- Catherine Hooper, maritime consultant, advised that there was no information available about Fleet Week yet but that the Japanese tall ship Kaiwo Maru will be visiting San Francisco on May 2, 2015 and will dock at Pier 30/32.
- Capt. Korwatch announced that the next AMSC meeting is on April 14, 2015 at Pier 35.
- Dave Sulouff advised that the Bay Bridge racons have been repaired.
- Cmdr. Wirts advised that Cal OES is conducting a revision of its catastrophic flooding plan. Local flooding plans are requested for inclusion.

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Old Business-

- John Berge advised that blue whale migration is starting and real time whale sighting information is needed for strike mitigation. Informational posters and brochures are available and will be distributed. A new phone app, Whale Alert 2.0, is available for recreational boaters to report whale sightings. More information available at: westcoast.whalealert.org

New Business- None

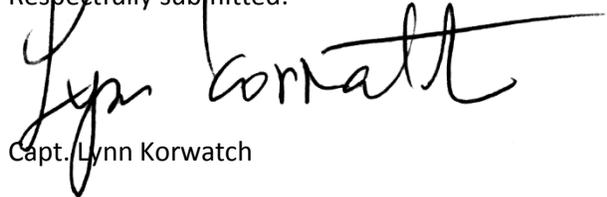
Next Meeting-

1000-1200, May 14, 2015
Port of San Francisco
Bay Side Conference Room, Pier 1
The Embarcadero
San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 10:55.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March-15

PORT SAFETY CATEGORIES*

	2015	2014	3yr Avg**
1. Total Number of Port State Control Detentions for period:	2	0	0.69
SOLAS (2), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	6	12	6.22
Navigation Safety (6), Port Safety & Security (0), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (2), Propulsion (2), Personnel (0), Other (3), Power (0)	7	20	13.14
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0) Gyro (1), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (2), R.C. (0), Other (2)	6	3	4.06
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	2	0.75
6. Significant Waterway events or Navigation related cases for the period	0	0	0.50
7. Maritime Safety Information Bulletins (MSIBs)	0	0	0.44
Total Port Safety (PS) Cases opened for the period:	22	37	25.81

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

	2015	2014	3yr Avg**
VESSELS			
U.S. Commercial Vessels	1	1	1.08
Foreign Freight Vessels	0	0	0.17
Public Vessels	1	1	0.94
Commercial Fishing Vessels	1	1	0.47
Recreational Vessels	4	4	4.53
FACILITIES			
Regulated Waterfront Facilities	0	0	0.47
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	1	1	1.86
Mystery Spills - Unknown Sources	8	6	4.92
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	7	7	6.97
2. Spills 10 - 100 gallons	3	1	1.11
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	6	6	5.94
Total:	16	14	14.00

TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:

1. Estimated spill amount from U.S. Commercial Vessels:	1	1	8.15
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.14
2. Estimated spill amount from Public Vessels:	0.063	5	5.28
3. Estimated spill amount from Commercial Fishing Vessels:	0.5	1	14.42
4. Estimated spill amount from Recreational Vessels:	45.5	16	13.29
5. Estimated spill amount from Regulated Waterfront Facilities:	0	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:	0.5	15	147437.42
8. Estimated spill amount from Unknown sources: (MYSTERY SHEENS)	unk	6	4.40

TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):

Civil Penalty Cases for Period	0	1	0.11
Notice of Violations (TKs)	1	0	0.58
Letters of Warning	4	3	2.25
TOTAL PENALTY ACTIONS:	5	4	13.03

* 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 (March 2015)

MARINE CASUALTIES

Partial Loss of Steering (09MAR15): A foreign break bulk vessel experienced a partial loss of steering while outbound from Richmond. The pilot reported a slow rudder response, having taken one minute for the rudder to go from hard right to hard left. A COTP order was issued requiring the vsl to proceed to Anchorage 9 with two tug escorts. The vsl remained at anchorage until proper documentation from class was received. Documentation was satisfactory and COTP order was lifted. Case Closed.

Loss of Steering (09MAR15): A US flag passenger vessel experienced a loss of steering while u/w IVO Pier 39. All 10 passengers were disembarked and a CG-835 No-Sail was issued requiring a repair proposal and proof of proper operation of system. Steering system was repaired and operation test was satisfactory to CG. Case Closed.

Reduction in Propulsion (15MAR15): A US flag container vessel experienced a reduction in propulsion while outbound SF Bay. A COTP order was issued to the vessel to proceed to the sea buoy then return to Anchorage 9 under a two tug escort and remain until causative factors have been determined. Reduction in propulsion was attributed to the loss of the auxiliary boiler due to a faulty blower motor. Repairs were made and attested to by Class and the COTP order was lifted. LOP not attributed to fuel switching. Case closed.

Loss of Propulsion (16MAR15): A foreign flag freight vessel experienced a loss of propulsion while attempting to get underway from Anchorage 9. LOP was determined to be result of a fuel rack malfunction. The vessel was issued a COTP order to remain in Anchorage 9 until repairs are completed and documentation received. Class attended the vessel and attested to proper operation; COTP order lifted. LOP not attributed to fuel switching. Case closed.

Equipment Failure (20MAR15): A foreign flagged tank vessel experienced an equipment failure in the San Joaquin River. The vessel was attempting to anchor and let go two shots of chain, after which it experienced bank suction. The vessel sheared its port anchor and three shots of chain. The vessel was able to continue to port. A COTP order was issued requiring the vessel to retrieve the anchor and associated chain prior to departure. CG received proper documentation and verified all requirements had been completed. COTP order was lifted. Case Closed.

Equipment Failure (26MAR15): A foreign flagged vessel experienced an equipment failure while transiting outbound on the San Joaquin River. The vessel reported a fuel leak in the engine room. A COTP order was issued requiring the vessel to return to Stockton under a two tug escort and remain until the class society attested proper operation. CG received class report attesting to proper repairs. The COTP order was lifted. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (12MAR15): A foreign tank vessel was inspected at Anchorage 9 and detained as a result of multiple issues with a rescue boat. In addition, fresh water drain tank was being used to collect oil/water waste. PSC and Class verified correction of deficiencies; detention was lifted. Case Closed.

Vessel Detention (16MAR15): A US flag passenger vessel was issued a CG-835 No Sail, requiring the vessel to provide a technicians report detailing the proper annual maintenance and inspection of the fixed fire fighting system prior to carrying passengers. Case Pends.

Vessel Detention (24MAR15): A foreign freight vessel was detained because they were not in compliance with their voyage plan and not in possession of local charts. CG received notification that the vsl obtained all necessary charts and detention was lifted. Case Closed.

GENERAL SAFETY CASES

Rule 9 Violation, (20MAR15): A foreign flag tank vessel was intentionally obstructed in its approach to the dock by a small recreational vessel. Station Vallejo launched, but was unable to locate the recreational vessel. Subsequent investigation identified the vessel and occupants for enforcement action. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop [Anchor] (08MAR15): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop [Anchor] (08MAR15): Vsl issued an outbound LOD.

Letter of Deviation (LOD), Inop [Speed Log] (10MAR15): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD), Inop [Speed Log] (14MAR15): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop [Gyro Compass] (21MAR15): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Inop [AIS] (31MAR15): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

POTENTIAL ONLY, NO ENFORCEMENT (08MAR15): A 43 foot trawler with 500 gallons of diesel fuel caught fire near Angel Island with 4 persons on board. Multiple agencies responded including the San Francisco Police Department, Tiburon Fire Department, Richmond Fire Department and Coast Guard Stations Golden Gate and San Francisco. A Good Samaritan safely transferred all persons from the vessel and no injuries were reported. The fire was put out, and the vessel was successfully towed to shore with no pollution impacts to the waterway.

POTENTIAL ONLY, NO ENFORCEMENT (15MAR15): An abandoned raft in the Oakland Estuary was reported with hazardous substances on board. The CERCLA fund was opened for \$10,000, and an environmental contractor was hired for cleanup operations. Fire extinguishers, a white powdery substance, gas cans, fuel lines, household hazardous chemicals, and a large propane cylinder were safely removed from the raft. There were no known pollution impacts to the waterway.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 9, 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. **No change.**
- b. **FY14 Richmond Inner Harbor** – Contract was awarded to R.E. Staite (clamshell) on 30 September 2014 and dredging started on 23 October 2014. **Project completion delayed because of weather and spawning herring within 500 feet of the dredge. Dredging was actually completed on March 12, 2015.**
- c. **FY15 Richmond Inner Harbor** – Contract clamshell dredging scheduled to start October 2015. **No change.**
- d. **FY15 Richmond Outer Harbor (and Richmond Long Wharf)** – Contract clamshell dredging scheduled to start August 2015. **No change.**
- e. **FY15 Pinole Shoal** – Contract hopper or clamshell dredging scheduled to start August 2015. **No change.**
- f. **FY15 Suisun Bay Channel (and New York Slough)** – Contract hopper or clamshell dredging scheduled to start August 2015. **No change.**
- g. **FY15 Oakland Harbor Dredging** – Contract clamshell dredging scheduled to start August 2015. **No change.**
- 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. **No change.**
- i. **FY15 Redwood City Harbor** - Contract clamshell dredging (all reaches to -30 ft MLLW) scheduled to start September 2015. **No change.**

2. DEBRIS REMOVAL – Debris removal for March 2015 was 29 tons (Dillard: 21.5 tons; Raccoon 7.5, including 2 abandoned vessels). Average for March from 2005 to 2014 is 84 tons. (Range: 11 – 231.5 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	7.5	21.5	0	29
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
145.5

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

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, 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: Reaches 4 and 9 post-dredge survey of March 12-13, 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 April 3, 2015.
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.

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
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San Francisco Clearinghouse Report

April 9, 2015

- ✎ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In March 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 March there were 112 tank vessel arrivals; 5 Chemical Tankers, 18 Chemical/Oil Tankers, 25 Crude Oil Tankers, 2 LPG's, 16 Product Tankers, and 46 Tugs with Barges.
- ✎ In March there were 275 total arrivals.

San Francisco Bay Clearinghouse Report For March 2015

San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	66		66	
Barge arrivals to San Francisco Bay	46		24	
Total Tanker and Barge Arrivals	112		90	
Tank ship movements & escorted barge movements	350		305	
Tank ship movements	207	59.14%	146	47.87%
Escorted tank ship movements	127	36.29%	98	32.13%
Unescorted tank ship movements	80	22.86%	48	15.74%
Tank barge movements	143	40.86%	159	52.13%
Escorted tank barge movements	38	10.86%	38	12.46%
Unescorted tank barge movements	105	30.00%	121	39.67%

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

Escorts reported to OSPR 0 2

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	217		337		0		149		703	
Unescorted movements	100	46.08%	176	52.23%	0	0.00%	81	54.36%	357	50.78%
Tank ships	58	26.73%	103	30.56%	0	0.00%	44	29.53%	205	29.16%
Tank barges	42	19.35%	73	21.66%	0	0.00%	37	24.83%	152	21.62%
Escorted movements	117	53.92%	161	47.77%	0	0.00%	68	45.64%	346	49.22%
Tank ships	101	46.54%	124	36.80%	0	0.00%	53	35.57%	278	39.54%
Tank barges	16	7.37%	37	10.98%	0	0.00%	15	10.07%	68	9.67%

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	191		721	
Barge arrivals to San Francisco Bay	108		288	
Total Tanker and Barge Arrivals	299		1,009	
Tank ship movements & escorted barge movements	980		3,387	
Tank ship movements	514	52.45%	1,748	51.61%
Escorted tank ship movements	325	33.16%	1,188	35.08%
Unescorted tank ship movements	189	19.29%	560	16.53%
Tank barge movements	466	47.55%	1,639	48.39%
Escorted tank barge movements	121	12.35%	401	11.84%
Unescorted tank barge movements	345	35.20%	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	585		935		0		416		1,936	
Unescorted movements	278	47.52%	500	53.48%	0	0.00%	230	55.29%	1,008	52.07%
Tank ships	205	35.04%	339	36.26%	0	0.00%	143	34.38%	687	35.49%
Tank barges	73	12.48%	161	17.22%	0	0.00%	87	20.91%	321	16.58%
Escorted movements	307	52.48%	435	46.52%	0	0.00%	186	44.71%	928	47.93%
Tank ships	245	41.88%	322	34.44%	0	0.00%	131	31.49%	698	36.05%
Tank barges	62	10.60%	113	12.09%	0	0.00%	55	13.22%	230	11.88%

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 - MARCH COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
MARCH 1 - 31, 2014	229	102	44.54
MARCH 1 - 31, 2015	220	88	40.00

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MARCH 1 - 31, 2014	13,054,463	0	17,392,313	8,148,018	25,540,331
MARCH 1 - 31, 2015	13,249,500	0	18,607,357	8,465,385	27,072,742

OIL SPILL TOTAL

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

*** Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.