

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 14, 2016

California Maritime Academy, Richmond Safety and 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 10:01.

Marcus Freeling, 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; **Margot Brown** (M), National Boating Federation; **Chad Culbertson** (M), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Bob Gregory** (M), Foss Maritime Company; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Ben Huber** (M), Westar Marine Services; **Phil Kipper** (A), San Francisco Baykeeper; **Jim McGrath** (M), Bay Conservation and Development Commission; **Lt.Col. John Morrow** (M), US Army Corps of Engineers; **Capt. Patrick Nelson** (A), United States Coast Guard; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Jeff Robbins** (M), General Steamship Corporation; **Capt. Ray Shipway** (M), Int'l Org. of Masters Mates & Pilots; **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 March 10, 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. Patrick Nelson

- Advised that Sector San Francisco has consolidated on YBI geographically unifying Prevention and Response personnel. Some Coast Guard phone numbers have changed as a result.
- Announced that the Coast Guard will be hosting Port Safety & Security Industry Day on April 28, 2016 at CGI.

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- Announced that the Coast Guard will be hosting an Industry Day at Lake Tahoe on May 5, 2016.
- Advised of a recent Coast Guard meeting with American Waterways Operators and towing vessel companies regarding industry issues and new regulations authorizing towing vessel inspections.
- LT Marcia Medina read from the March- 16 Prevention/Response Report (attached).
- Jim McGrath advised of a recent incident involving a submerged automobile in Berkeley and asked if the USCG is notified in these cases due to oil spill risk. The Coast Guard advised that the potential for a significant discharge from a motor vehicle is relatively small and no reporting is required unless a spill occurs. In case of a discharge, a report should be made to National Response Corp. (NRC) triggering a Cal OES report. Tom Cullen, OSPR Administrator, advised that reports should be made directly to Cal OES as well as NRC to satisfy requirements.
- Pete Bonebacker asked about recent LOPs and potential relationship to fuel switching requirements. The USCG advised that mechanical issues such as stuck valves are primarily responsible for recent LOPs. When the Coast Guard identifies reoccurring issues with specific parts or designs, the manufacturer is notified.
- John Berge asked how the March 18 palm oil spill in Stockton was managed in regards to it not being petroleum based. The USCG advised they have jurisdiction over oil and surface sheens even if not petroleum based. Tom Cullen advised that OSPR funding is contingent on the spill being petroleum based.
- Capt. Horton advised of several recent close calls with fishing vessels and thanked the Coast Guard for their assistance. Jim Anderson advised that the crab season delay has contributed to many difficulties including increased congestion and a more stressful environment for fisherman.

Army Corps of Engineers Report- Lt.Col. John Morrow

- Advised that Rob Lawrence will be retiring in May, 2016.
- Advised that the dredge season is approaching and planning continues.
- Advised that although many California reservoirs are filling up, though the drought is not over and conservation is still needed.
- Al Paniccia read from the US Army Corps of Engineers, San Francisco District Report (attached). The Raccoon is out of dry dock and all debris boats are active. Some planned hopper dredging may be done using clamshell depending on the issues involving the delta smelt.
- Jim McGrath asked about the duration of Suisun Bay dredging and if dredge removal volumes are increased this year compared to previous years. Al Paniccia advised that removal volume is expected to be greater due to increased rainfall this winter requiring more dredging. The Army

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Corps indicated that they can provide a report at the end of the dredge season comparing dredging effects of the current El Nino year with previous years.

- A question was asked regarding the extended dredging window for the Oakland harbor. The Army Corps advised that delays due to equipment availability, weather, changes in debris disposal site and increased removal volume contributed to the need for extended dredging although it is preferred to keep dredging confined to the environmental window if possible.

Clearing House Report- Marcus Freeling (report attached)

OSPR Report- David Mighetto

- Advised of several new appointments to the SF HSC. Bob Gregory has been reappointed as member representing barge operators. Ted Blanckenburg has been reappointed as alternate member representing barge operators. John Berge has been reappointed as member representing dry cargo operators and as vice-chair. Jeff Robbins has been appointed as member representing dry cargo vessel operators. William Fairchild has been appointed as alternate member representing tug/tank barge operators. Deb Self has been reappointed as member representing nonprofit environmental organizations. Phil Kipper has been appointed as alternate member representing nonprofit environmental organizations. All of the above HSC terms end on April 13, 2019. There are also vacant HSC alternate member positions available for commercial fishing 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
- Advised that he attended the Tug Work Group meeting on April 7, 2016 chaired by Bob Gregory. Requirements of SB 414 were discussed including the assessment of regional tug capabilities to provide emergency towing assistance to vessels in distress within the area of responsibility. The SF HSC is required to initiate this assessment by May 1, 2016. Mike Coyne, OSPR, is the project manager assigned to SB 414 HSC issues.
- Tom Cullen advised of an oil spill last month at LA/LGB which has prompted their USCG Captain of the Port to ask the LA HSC to study pre-booming. Pete Bonebacker advised that stronger currents in SF Bay make pre-booming difficult and less effective than in LA/LGB where the currents are weaker. Capt. Korwatch advised that the SF HSC has looked at this issue in the past.

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NOAA Report- Jeff Ferguson

- Advised of a letter supporting the 2017 funding of NOAA Navigation, Observations and Positioning programs (including PORTS) dated March 31, 2016 and sent by the American Association of Port Authorities to congressional representatives in both the house and senate (attached).
- Advised that NRT6 will be surveying in Suisun Bay near the old reserve fleet.
- Advised that El Nino is weakening and that the NWS is watching for signs of La Nina developing next season.

State Lands Commission Report- Rollie Caabay (report attached)

- Chris Beckwith introduced himself as new State Lands division chief stationed in Los Angeles.
- Chris Beckwith announced that Prevention First will be on September 27-28, 2016 in Long Beach. Agenda upcoming.

Work Group Reports-

HSC Plan Update Work Group- Linda Scourtis advised that the 2015 Plan Update is underway.

Tug Work Group- Bob Gregory advised that a work group meeting was held on April 7, 2016 to discuss SB 414 and the emergency towing assessment. The next tug work group meeting is scheduled for May 5, 2015 at AmNav. Catherine Hooper asked who is responsible for dispatching emergency tugs and who covers costs. The USCG advised that VTS organizes the tug response and that the distressed vessel is financially responsible.

Navigation Work Group- Capt. Bruce Horton advised that a meeting is being scheduled to look at issues relating to marine cables and pipelines.

Ferry Operations Work Group- Capt. Tom Dougherty advised that SF Bay Ferry ridership has been increasing rapidly with a 40 percent increase in February over last year. The Vallejo ferry has experienced a 53 percent increase in riders over last year. The trends are up and the industry is investing in expansion to meet demand. Kevin Donnelly, WETA, is the new alternate for the ferry operations work group.

Dredge Issues Work Group- Griffin Patrick thanked the Army Corps for their involvement and advised that a work group meeting will be held directly after today HSC meeting.

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PORTS Work Group- Nothing to report.

Prevention through People Work Group- Margot Brown advised that Opening Day on the Bay is April 24, 2016. The annual parade and Blessing of the Fleet will take place and various local yacht clubs will be holding events as well.

PORTS Report- Marcus Freeling

- Advised that the Oakland Middle Harbor Park wind bird will be offline until summer, 2016.
- Advised that the Oakland Berth 38 visibility sensor is offline until early summer, 2016 while a heating element is repaired.
- Advised that planning is underway with the Port of Oakland to install a current sensor on Buoy 4 in the Oakland Channel to assist with maneuvering of large vessels.
- Advised that planning is underway with the Port of San Francisco to install a Pier 27 weather station.
- Advised that the two existing buoy mounted current sensors will be serviced in May, 2016.

Public Comment-

- Veronica Bowe, Cal Maritime, announced that the university's Commencement is on April 23, 2016. The fourth cohort of Cal Maritime's graduate program will be graduating this year.
- Capt. Paul Gugg, Chevron, announced that the USCG Foundation Dinner is on September 23, 2016. Cyber security will be highlighted.
- There was a question from the audience regarding comments on bunkering best practices that were recently submitted to the HSC. Capt. Korwatch advised that the HSC is reviewing the suggestions.

Old Business- None

New Business- None

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Next Meeting-

May 12, 2016

1000-1200

Port of San Francisco

Pier 1, Bay Side Conference Room

The Embarcadero

San Francisco, CA

Adjournment-

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

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March 2016

| PORT SAFETY CATEGORIES* | Mar-2016 | Mar-2015 | **3yr Avg |
|---|---------------|--------------|---------------|
| Total Number of Port State Control Detentions: | 0 | 2 | 0.86 |
| SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0) | | | |
| Total Number of COTP Orders: | 3 | 6 | 5.08 |
| Navigation Safety (3), Port Safety & Security (0), ANOA (0) | | | |
| Marine Casualties (reportable CG 2692) within SF Bay: | 8 | 7 | 12.33 |
| Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) | | | |
| Steering (0), Propulsion (1), Personnel (4), Other (3), Power (0) | | | |
| Total Number of (routine) Navigation Safety issues/Letters of Deviation: | 6 | 6 | 4.25 |
| Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (2) | | | |
| AIS-835 (2), ARPA (0), Speed Log (1), R.C. (0), Other (0) | | | |
| Reported or Verified "Rule 9" or other Navigational Rule Violations: | 0 | 1 | 0.67 |
| Significant Waterway events/Navigation related Cases: | 0 | 0 | 0.47 |
| Total Port Safety (PS) Cases opened | 17 | 22 | 23.67 |
| MARINE POLLUTION RESPONSE | | | |
| Pollution Discharge Sources (Vessels) | Mar-2016 | Mar-2015 | **3yr Avg |
| U.S. Commercial Vessels | 0 | 1 | 1.00 |
| Foreign Freight Vessels | 1 | 0 | 0.14 |
| Public Vessels | 1 | 1 | 0.61 |
| Commercial Fishing Vessels | 0 | 1 | 0.56 |
| Recreational Vessels | 1 | 4 | 4.58 |
| Pollution Discharge Sources (Facilities) | | | |
| Regulated Waterfront Facilities | 0 | 0 | 0.28 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.00 |
| Other Land Sources | 1 | 1 | 1.67 |
| Mystery Spills - Unknown Sources | 5 | 8 | 4.47 |
| Number of Pollution Incidents within San Francisco Bay | | | |
| Spills < 10 gallons | 3 | 7 | 6.47 |
| Spills 10 - 100 gallons | 0 | 3 | 1.31 |
| Spills 100 - 1000 gallons | 1 | 0 | 0.25 |
| Spills > 1000 gallons | 0 | 0 | 0.06 |
| Spills - Unknown Size | 5 | 6 | 5.33 |
| Total Pollution Incidents | 9 | 16 | 13.42 |
| Oil Discharge/Hazardous Materials Release Volumes by Spill Size | | | |
| Estimated spill amount from U.S. Commercial Vessels | 0.00 | 1.00 | 14.90 |
| Estimated spill amount from Foreign Freight Vessels | 300.00 | 0.00 | 8.44 |
| Estimated spill amount from Public Vessels | 1.00 | 0.06 | 1.62 |
| Estimated spill amount from Commercial Fishing Vessels | 0.00 | 0.50 | 13.93 |
| Estimated spill amount from Recreational Vessels | 1.00 | 45.50 | 40.07 |
| Estimated spill amount from Regulated Waterfront Facilities | 0.00 | 0.00 | 5.78 |
| Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer | 0.00 | 0.00 | 0.00 |
| Estimated spill amount from Other Land Sources | 5.00 | 0.50 | 33.25 |
| Estimated spill amount from Unknown Sources (Mystery Sheens) | unk | 0.00 | 3.89 |
| Total Oil Discharge and/or Hazardous Materials Release (Gallons) | 307.00 | 47.56 | 121.89 |
| Penalty Actions | | | |
| Civil Penalty Cases | 0 | 0 | 0.11 |
| Notice of Violations | 1 | 1 | 0.75 |
| Letters of Warning | 2 | 4 | 2.81 |
| Total Penalty Actions | 3 | 5 | 3.67 |

* 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 2016)

MARINE CASUALTIES

Loss of Propulsion (01MAR16): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting to anchorage 9. The vessel was able to anchor safely in anchorage 9. A COTP order was issued until documentation is received from Class surveyor. Class attended the vessel and witnessed satisfactory operation of the vessels main propulsion system. LOP was not attributed to fuel switching. Case Closed.

Damage Suffered during Cargo Operations (06MAR16): A foreign flagged container vessel experienced a marine casualty during cargo operations when a container fell from the spreader. The vessel experienced heavy damage to the lashing bridge platform, ladder and a hatch cover. Class surveyor attended vessel and conducted survey of damage and required the vessel to conduct temporary repairs on the cargo hatch cover. A deficiency was issued requiring the vessel to conduct permanent repairs during the vessel's dry dock. Case closed.

Loss of Propulsion (12MAR16): A U.S flag small passenger vessel experienced a loss of propulsion while operating North of Alcatraz Island with passengers on board. The vessel was towed to San Francisco Pier 39 and a CG-835 No-Sail was issued requiring the vessel to repair or replace engines to the satisfaction of an attending marine inspector prior to carrying passengers for hire. Case Pends.

VESSEL SAFETY CONDITIONS

Operational Control (10MAR16): A U.S flag small passenger vessel was issued a CG-835 No-Sail requiring the vessel to repair its inoperable fixed power bilge system to the satisfaction of an attending marine inspector prior to carrying passengers for hire. Coast Guard witnessed corrected deficiencies and No-Sail has been lifted. Case closed.

GENERAL SAFETY CASES

Nothing Significant to Report

NAVIGATIONAL SAFETY

Nothing Significant to Report

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (18MAR16): A foreign tank vessel discharged approximately 300 gallons of palm oil when a tank overfilled while conducting transfer operations at Stockton Harbor. A Captain of the Port Order was issued preventing the vessel from departing until cleanup operations were completed. The vessel's oil spill response organization quickly arrived on scene, deployed boom, and successfully completed a multi day recovery operation. There were no known wildlife impacts. Transfer procedures have since been updated to include checking for valve closure to prevent future tank overfills.

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

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

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. **Oakland Harbor** – Expected completion extended to **31 May 2016**.

FY 2016 DREDGING (PLANNED)

- a. **Richmond Inner Harbor** – Estimated start **early July 2016**, estimated completion **end of September 2016**. Contracted clamshell.
- b. **Redwood City Harbor** – Estimated start **early July 2016**, estimated completion **end of 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.
- c. **Suisun Bay Channel (and New York Slough)** – Estimated start **mid-October**, estimated completion **end of November 2016** (if contracted clamshell). Estimated start early October 2016, estimated completion mid-October 2016 (if government hopper).
- d. **Napa River Channel** – Estimated start early August, estimated completion **end of November 2016**, hydraulic pipeline.

2. DEBRIS REMOVAL – Debris removal for March, 2016 was 37.5 tons (29 tons in 2015). Dillard: 34.5 tons; other boats: 3 tons. Average for March from 2006 to 2015 is 74 tons. (Range: 11 to 231.5 tons). Raccoon is set to be finished and returning to service 25 April 2016.

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 | 0 | 34.5 | 3 | 37.5 |
| APR | | | | |
| MAY | | | | |
| JUN | | | | |
| JUL | | | | |
| AUG | | | | |
| SEP | | | | |
| OCT | | | | |
| NOV | | | | |
| DEC | | | | |

| |
|-----------------|
| YR TOTAL |
| 187.5 |

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 FY14). A request is in progress for additional time and funding to complete the study in late 2018 (FY19).

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 have recently been posted:

Napa River: Condition survey of March 2 to 7, 2014.

Oakland Entrance Channel: Post-dredge survey of January 26 and February 3 & 16, 2015.

Oakland Inner Harbor (Reach 2): Post-dredge survey of March 14 to 17, 2016.

Oakland Inner Harbor (Reach 3): Post-dredge survey of March 25 to 30, 2016.

Oakland Outer Harbor (Reaches 7 to 9): Composite post-dredge survey of December 12, 2015, January 12 and February 8 & 16, 2016.

Redwood City Harbor (Reaches 4 and 5A): Composite post-dredge survey of December 30, 2015 to January 6, 2016.

Richmond Inner Harbor: Condition survey of March 15 to 22, 2016.

Sacramento River Deep Water Ship Channel: Condition Survey February 9 to 12, 2016.

San Bruno Shoal (Redwood City Harbor): Condition survey of February 4, 2016.

Suisun Bay Channel (Bull's Head Shoal from Stat 60+00 to Sta 152+00): Condition survey of March 18, 2016.

Suisun Bay Channel (including Bull's Head Shoal): Condition survey of July 15 to 22, 2016.

Suisun Bay Channel (New York Slough): Condition survey of July 14 to 15, 2015.

Disposal Site Condition Surveys:

SF-11 (Alcatraz): Condition survey of March 3, 2016.

Requested Surveys:

Redwood City Harbor scheduled for April 4 to 11.

Stockton Deep Water Ship Channel survey results scheduled for posting in April.

Suisun Bay Channel/New York Slough scheduled for May 4 to 18.

SF-11 (Alcatraz) scheduled for May 3.

SAN FRANCISCO DISTRICT HYDROSURVEY WEB ADDRESS:

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

HEADQUARTERS USACE WORK PLAN:

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 | | | WCH Contract | | | | | | 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 | Contract alternative combined with San Bruno Shoal. | |
| 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 | | Contract alternative combined with Suisun Bay Channel. | |
| Napa River | | | | | | | | | | | | | | | 300kcy | 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 | New SPN Contract | WCH Contract | Gov't Dredge | Environmental Window | Abbreviations: 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



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San Francisco Clearinghouse Report

April 14, 2016

- ✎ In March the clearinghouse did not need to 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 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 March there were 91 tank vessel arrivals; 12 ATB's, 8 Chemical Tankers, 10 Chemical/Oil Tankers, 1 LPG, 25 Crude Oil Tankers, 15 Product Tankers, and 20 Tugs with Barges.
- ✎ In March there were 288 total arrivals.

San Francisco Bay Clearinghouse Report For March 2016

San Francisco Bay Region Totals

| | <u>2016</u> | | <u>2015</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 59 | | 66 | |
| ATB arrivals | 12 | | 17 | |
| Barge arrivals to San Francisco Bay | 20 | | 29 | |
| Total Tanker and Barge Arrivals | 91 | | 112 | |
| Tank ship movements & escorted barge movements | 331 | | 350 | |
| Tank ship movements | 187 | 56.50% | 207 | 59.14% |
| Escorted tank ship movements | 133 | 40.18% | 127 | 36.29% |
| Unescorted tank ship movements | 54 | 16.31% | 80 | 22.86% |
| Tank barge movements | 144 | 43.50% | 143 | 40.86% |
| Escorted tank barge movements | 29 | 8.76% | 38 | 10.86% |
| Unescorted tank barge movements | 115 | 34.74% | 105 | 30.00% |

Percentages above are percent of total tank ship movements & escorted 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 | 193 | | 234 | | 0 | | 131 | | 558 | |
| Unescorted movements | 90 | 46.63% | 77 | 32.91% | 0 | 0.00% | 66 | 50.38% | 233 | 41.76% |
| Tank ships | 63 | 32.64% | 26 | 11.11% | 0 | 0.00% | 49 | 37.40% | 138 | 24.73% |
| Tank barges | 27 | 13.99% | 51 | 21.79% | 0 | 0.00% | 17 | 12.98% | 95 | 17.03% |
| Escorted movements | 103 | 53.37% | 157 | 67.09% | 0 | 0.00% | 65 | 49.62% | 325 | 58.24% |
| Tank ships | 90 | 46.63% | 131 | 55.98% | 0 | 0.00% | 49 | 37.40% | 270 | 48.39% |
| Tank barges | 13 | 6.74% | 26 | 11.11% | 0 | 0.00% | 16 | 12.21% | 55 | 9.86% |

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 | 188 | | 691 | |
| ATB arrivals | 42 | | 108 | |
| Barge arrivals to San Francisco Bay | 61 | | 256 | |
| Total Tanker and Barge Arrivals | 249 | | 1,055 | |
| Tank ship movements & escorted barge movements | 979 | | 3,617 | |
| Tank ship movements | 557 | 56.89% | 2,088 | 57.73% |
| Escorted tank ship movements | 382 | 39.02% | 1,304 | 36.05% |
| Unescorted tank ship movements | 175 | 17.88% | 720 | 19.91% |
| Tank barge movements | 422 | 43.11% | 1,529 | 42.27% |
| Escorted tank barge movements | 101 | 10.32% | 572 | 15.81% |
| Unescorted tank barge movements | 321 | 32.79% | 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

| Movements by Zone | Zone 1 | % | Zone 2 | % | Zone 4 | % | Zone 6 | % | Total | % |
|--------------------------|---------------|----------|---------------|----------|---------------|----------|---------------|----------|--------------|----------|
| Total movements | 578 | | 846 | | 0 | | 409 | | 1,833 | |
| Unescorted movements | 266 | 46.02% | 379 | 44.80% | 0 | 0.00% | 208 | 50.86% | 853 | 46.54% |
| Tank ships | 187 | 32.35% | 228 | 26.95% | 0 | 0.00% | 138 | 33.74% | 553 | 30.17% |
| Tank barges | 79 | 13.67% | 151 | 17.85% | 0 | 0.00% | 70 | 17.11% | 300 | 16.37% |
| Escorted movements | 312 | 53.98% | 467 | 55.20% | 0 | 0.00% | 201 | 49.14% | 980 | 53.46% |
| Tank ships | 270 | 46.71% | 379 | 44.80% | 0 | 0.00% | 144 | 35.21% | 793 | 43.26% |
| Tank barges | 42 | 7.27% | 88 | 10.40% | 0 | 0.00% | 57 | 13.94% | 187 | 10.20% |

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

VESEL TRANSFERS

| | Total Transfers | Total Vessel Monitors | Total Transfer Percentage |
|--------------------|-----------------|-----------------------|---------------------------|
| MARCH 1 - 31, 2015 | 220 | 88 | 40.00 |
| MARCH 1 - 31, 2016 | 213 | 99 | 46.48 |

CRUDE OIL / PRODUCT TOTALS

| | Crude Oil (D) | Crude Oil (L) | Overall Product (D) | Overall Product (L) | GRAND TOTAL |
|--------------------|-----------------|-----------------|-----------------------|-----------------------|-------------|
| MARCH 1 - 31, 2015 | 11,141,500 | 0 | 18,607,357 | 8,465,385 | 27,072,742 |
| MARCH 1 - 31, 2016 | 14,063,500 | 0 | 18,962,400 | 8,213,595 | 27,175,995 |

OIL SPILL TOTAL

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

March 31, 2016

The Honorable Thad Cochran
Chairman
Senate Committee on Appropriations
S-128 Capitol Building
Washington, DC 20510
c/o Ben Hammond

The Honorable Harold Rogers
Chairman
House Committee on Appropriations
H-305 Capitol Building
Washington, DC 20515
c/o Dale Oak

The Honorable Barbara A. Mikulski
Ranking Member
Senate Committee on Appropriations
S-146A Capitol Building
Washington, DC 20510
c/o Bob Putnam

The Honorable Nita M. Lowey
Ranking Member
House Committee on Appropriations
1016 Longworth House Office Building
Washington, DC 20515
c/o Chris Bigelow

RE: Funding Support for FY 2017 NOAA Programs

Dear Chairmen Cochran and Rogers, and Ranking Members Mikulski and Lowey:

We are writing in support of funding for the National Oceanic and Atmospheric Administration's *Navigation, Observations, and Positioning* programs. We urge you to support these essential Federal programs within NOAA's National Ocean Service as well as its marine weather forecasting capabilities, including the National Data Buoy Center of NOAA's National Weather Service. We also urge you to support operations and maintenance for NOAA's aging hydrographic fleet and to ensure NOAA's current and future investments in new vessels includes new hydrographic vessels.

The Nation's seaports are economic gateways to America's international trade and interstate commerce. Collectively, U.S. seaports sustain employment for more than 13 million U.S. workers and provide more than \$1 trillion a year in economic benefits. More than 99 percent of overseas trade transits through our seaports – including agricultural, mineral, and manufactured exports. Every day tankers and barges transport more than nine million barrels of oil through our ports and harbors.

We understand the current fiscal climate and appreciate the difficult choices you face. As we work to strengthen and build our economy, we need to prioritize investments that fulfill essential Federal missions to enhance safety, protect life and property, and enhance the ability of U.S. industries and exporters to compete in the increasingly competitive global marketplace.

Modest investments in NOAA's *Navigation, Observing and Positioning* services will do that by providing a consistent national network of baseline scientific data and tools to mariners and other coastal decision-makers. The need for highly accurate, real time and forecast services from NOAA has never been greater. Ever-larger vessels are challenging the limits of our waterways and ports. This past December the largest container ship to ever dock at a North American port arrived in Los Angeles. At 1,200 feet long, the *Benjamin Franklin* spans about four football fields and is wider than an Olympic-size swimming pool. In addition, the Panama Canal expansion is expected to result in larger vessels visiting more U.S. ports.

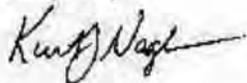
NOAA's products enable ports, manufacturers, shippers, exporters and supply chain experts to strategically plan shipping routes and vessel arrivals and departures. They comprise an important component of the "information infrastructure" upon which modern commerce and business increasingly depend. NOAA's services are also the first line of defense against marine accidents and associated pollution. These services fulfill long-standing Federal roles and responsibilities to advance and support trade and commerce as recognized by Congress in the Coast and Geodetic Survey Act and the Hydrographic Services Improvement Act. In addition, these data, products and services are proving to be an essential source of information for other coastal interests, including coastal and port planners and emergency responders.

One particular area of concern remains the chronic underfunding for operations and maintenance of NOAA's Physical Oceanographic Real Time System or "PORTS." The Administration's request is again far short of meeting Federal responsibilities. This program is vital to the safe navigation of Federal waters and channels and our international competitiveness. It is a vital source of real-time information available to mariners and pilots on specific channel conditions. In addition, we urge you to encourage the Administration to build on the recent pilot project in Long Beach, California, and to seek budget support for next generation NOAA navigation services, including very high definition charts for our most congested ports and waterways.

We appreciate your recognition of the critical importance of ports and their vital role in the U.S. transportation system and economy. Please let us know whenever AAPA and our member ports may be of any assistance.

Thank you in advance for your consideration and support.

Sincerely,



Kurt Nagle
President & CEO