

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, July 10, 2014

California Maritime Academy, 200 Maritime Drive, New Dinning Hall, Vallejo, 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: **Lt.Col. John Morrow** (M), US Army Corps of Engineers; **Esam Amso** (M), Valero Marketing and Supply Company; **Jim Anderson** (M), CA Dungeness Crab Task Force, **Capt. Atanas Atanasov** (A), National Cargo Bureau; **John Berge** (M), Pacific Maritime Shipping Association; **Ted Blanckenburg** (A), AmNav Maritime; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M), San Francisco Bar Pilots; **Capt. Jim Marshall** (M), Chevron Shipping Company; **Jim McGrath** (M), Bay Conservation and Development Commission; **Bill Needham** (A), National Boating Federation; **Capt. Griffin Patrick** (A), Tesoro Refining and Marketing; **Randy Scott** (A), Port of Benicia; **Deb Self** (M), San Francisco Bay Keeper; **Capt. Ray Shipway** (M), Int'l Org. of masters, Mates and Pilots; **Capt. Greg Stump** (M), United States Coast Guard; **Gerry Wheaton** (M), NOAA; **Gregory Zeligman** (A), Starlight Marine Services.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 12, 2014 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 this month's meeting at their new dining facility.

Coast Guard Report- Capt. Greg Stump

- Introduced Cmdr. Andrew Williamson who is replacing Cmdr. Tama. Cmdr. Williamson was formerly with the USCG Marine Safety Unit in Portland, OR. Introduced Lcdr. Nicole Vaughn who is replacing Lcdr. Phillips. Advised that Amy Wirts has been promoted to Cmdr.

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- Advised that there were five reported injuries of maritime personnel in June prompting the issuance of a USCG Marine Safety Alert distributed by the HSC.
- Advised that ILWU contract negotiations are continuing after agreement to a one week extension. Picketing but little disruption has occurred at the LA/LGB port.
- Advised of MSIB 14-03 issued on July 2, 2014 regarding safety procedures for vessels carrying certain dangerous cargoes.
- Advised that recreational boating, board sport and kayaking season is in full swing and stressed safety due to several recent SAR cases and Rule 9 violations.
- Advised that LNG will be a growing fuel source in the region and that safety issues and guidance are at the forefront of meetings regarding the issue.
- Cmdr. Tama advised that it had been a pleasure working with the SF HSC over his three years here and passed the torch to Cmdr. Williamson.
- Cmdr. Wirts read from the June-14 Prevention/Response Report (attached).
- John Berge asked if the vessel involved in the June 4 LOP case had been to California before. Lcdr. Vaughn advised that she would find out and report back.

Army Corps of Engineers Report- Lt.Col John Morrow

- Advised that he has replaced Lt.Col John Baker who has transferred to Washington D.C.
- Offered open dialog and assistance to the HSC and maritime community in any way he can.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report (attached). He advised that Pinole Shoal dredging starts tomorrow and is scheduled for three days.
- Capt. Amso asked about Suisun Bay dredging and Rob Lawrence advised that it was still on target.
- Capt. Horton asked what the process is for allotting dredge days among projects. Rob Lawrence advised that all dredging contracts are handled by headquarters through the Portland, OR district. The San Francisco bay region only gets government dredges for a limited number of days per year and all dredging is prioritized by need based on condition surveys.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto (report attached)

- OSPR Administrator Tom Cullen thanked Cmdr. Tama for his service and advised that CA Governor Jerry Brown had signed the FY14/15 budget on June 20, 2014 putting OSPR's

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statewide regulations into effect. Twenty different work groups are being set up to address the various issues concerning the program expansion.

NOAA Report- Gerry Wheaton

- Read the weather report provided by NOAA meteorologist Logan Johnson. Advised that the last figure he heard regarding the likelihood of an El Nino this year was 80% favorable.

State Lands Commission Report- Chris Beckwith (report attached)

- Announced that the Prevention First 2014 Pollution Prevention Symposium is on October 7-8, 2014 in Long Beach.

Presentation on Whale Notifications- Leslie Abrahamson & Cmdr. Amy Wirts (slides attached)

- Cmdr. Wirts introduced Leslie Abramson with Gulf of the Farallones NMS who has been leading the effort to reduce and mitigate whale strikes by commercial vessels at that site. In past years, the USCG has issued Local Notice to Mariners and VTS broadcasts during whale season informing of their potential presence and requesting a voluntary 10 knot speed limit in the TSS. AIS text messaging was added last year to notify vessels directly. This year, a more targeted notification system is being implemented based on actual whale sightings. Most whale strikes occur offshore outside the HSC's jurisdiction but impact navigational safety in the bay.
 - Leslie Abramson thanked the USCG, PMSA, and Bar Pilots for their partnership on this issue. She advised that the recent changes made to the TSS have had a likely impact on whale strike mitigation with an up to 80% reduction in overlap between ships and whale high density areas, based on Point Blue/NOAA modeling. Vessel traffic has been streamlined though the shelf areas where whales tend to frequent. Unlike on the east coast where speed reduction regulations have been put in place, the strategy being implemented in the SF region relies on a targeted notification system that is based on real whale sightings and reports rather than just predictions. The offshore approach has been divided into three zones, northern, western, and southern. Based on whale sightings reported from trusted sources, notifications requesting caution and speed reduction are targeted to vessels in the specific zone with whale activity. This system provides a more precise way of notifying vessels of whale congregations as opposed to dispersed activity throughout the area.
- Jim Anderson commented that the installation of a cell tower providing coverage offshore Point Reyes would enhance the ability of vessels to report whale sightings.

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- John Berge thanked Leslie Abrahamson for her work and presentation on this issue. He advised that speed reduction is not necessarily the best way to reduce whale strikes in our region and with the species of whale we have here. The consensus is that reducing the co-occurrence of whales and ships will best mitigate strikes. Zone targeted notifications give vessels the option of picking an alternate traffic lane if whales are present. Communication with ship agents is key.
- Capt. Korwatch advised that the San Francisco Marine Exchange might be able to assist in the notification of ship agents and others in the maritime community.
- John Berge advised that posters providing whale sighting reporting information are available through PMSA to be put onboard vessels.
- Chris Beckwith asked if whale reporting apps are available for Android. Leslie Abrahamson answered that the popular Apple Whale Alert app and many others are currently being developed for Android and other OS's.
- Cmdr. Tama asked about the impact of CARB regulations and fuel switching on whale strike mitigation due to the increased use of the western traffic lane. Leslie Abrahamson answered that the western traffic lane generally has more whale activity than the southern lane so increased traffic is not beneficial and will hopefully decrease when new CARB regulations go into effect.

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that a Tug Work Group meeting will be held soon, date to be determined.

Navigation Work Group- Capt. Bruce Horton thanked Cmdr. Tama for his work with the Nav. Work Group.

Ferry Operations Work Group- Capt. Tom Dougherty advised that a video of an IBA launch off one of their ferries was recently taken. Several ferry companies were involved and the video will be made available for training purposes. Other training exercises are being planned.

Dredge Issues Work Group- Capt. Esam Amso thanked the Army Corps and Bar Pilots for participating in the recent meeting regarding Pinole Shoal and Suisun Bay Channel dredging priorities.

PORTS Work Group- nothing to report.

Prevention through People Work Group- nothing to report

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PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge Air Gap Sensor data should be available next month after NOAA has verified the installation.
- Advised that the two buoy mounted current sensors in the bay will be serviced next week.
- Aaron Golbus advised that the Port of San Francisco is ready to work on installing a tide station at Pier 27. Alan Steinbrugge advised that he would be in contact.

Public Comment-

- Catherine Hooper, SF Port fleet week representative, advised that fleet week will have an airshow and parade of ships this year. The USS America, LHA-6, amphibious assault ship will be commissioned in San Francisco on October 11, 2014 at 1000 at Pier 30/32. The air show is scheduled in the afternoon from 1pm to 4pm. In addition, eight ships will be participating in the parade including Navy, Coast Guard, Canadian and Japanese vessels. Schedule to be determined. Many dignitaries will be present. Fleet week is missioned with preparing for disaster response and humanitarian assistance.
- Capt. Bruce Clark with Cal. Maritime advised of the partnership between Cal. Maritime and Chevron to build the Maritime Safety and Security Center. The center will be a multi-use facility for safety training. A fire simulator is being constructed. Law enforcement and search and rescue training will also be supported. The target date for opening is September 1, 2014.
- Cmdr. Wirts advised that the USCG is working with the software developer behind Smart Chart AIS app which provides mobile AIS for phones. If all goes well, the location of the fleet week airshow and parade safety zones will be broadcast through Smart Chart AIS to help inform spectators of the regulations. The app is free to download now.
- Phelps Hobart with the Navy League Pacific Merchant Marine Council advised of two upcoming events. The Coast Guard District 11 annual awards at CGI and the commissioning of the USS America. Contact the Navy League for more information.

Old Business- None

New Business-

- Capt. Korwatch advised that the August SF HSC meeting has been canceled.

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Next Meeting-

September 11, 2014

1000-1200

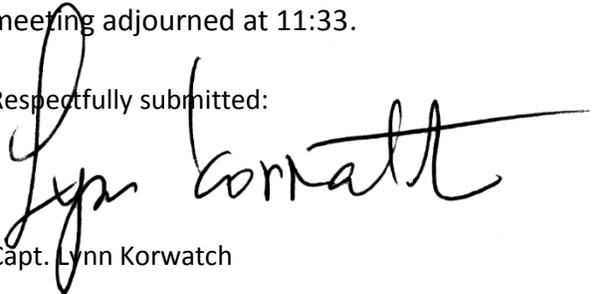
Port of Oakland, Exhibit Room

530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:33.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period:	0	0	0.58
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	5	5	5.75
Navigation Safety (0), Port Safety & Security (5), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (3), Propulsion (3), Personnel (6), Other (2), Power (0), Flooding(0)	15	21	12.58
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (2) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	2	3	4.58
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	1	0	0.75
6. Significant Waterway events or Navigation related cases for the period:	0	0	0.39
7. Maritime Safety Information Bulletins (MSIBs):	0	0	0.39
Total Port Safety (PS) Cases opened for the period:	23	29	25.03

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

	2014	2013	3yr Avg**
VESSELS			
U.S. Commercial Vessels	1	2	0.89
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	1	1.00
Commercial Fishing Vessels	1	0	0.42
Recreational Vessels	7	3	3.44
FACILITIES			
Regulated Waterfront Facilities	0	1	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.11
Other Land Sources	1	1	1.44
Mystery Spills - Unknown Sources	2	2	3.94
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	6	10	6.28
2. Spills 10 - 100 gallons	0	0	0.97
3. Spills 100 - 1000 gallons	0	0	0.11
4. Spills > 1000 gallons	0	0	0.06
5. Spills - Unknown	6	0	4.00
Total:	12	10	11.19
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	12	16.87
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.08
2. Estimated spill amount from Public Vessels:	0	7	6.33
3. Estimated spill amount from Commercial Fishing Vessels:	0.02	0	5.74
4. Estimated spill amount from Recreational Vessels:	8	7	11.44
5. Estimated spill amount from Regulated Waterfront Facilities:	0	1	4.82
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.14
7. Estimated spill amount from Other Land Sources:	4	5	108.08
8. Estimated spill amount from Unknown sources:	0	2	5.85
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	12.02	34	159.37
Civil Penalty Cases for Period	0	0	0.08
Notice of Violations (TKs)	1	0	0.47
Letters of Warning	0	4	1.81
TOTAL PENALTY ACTIONS:	1	4	12.67

* 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 (JUNE 2014)

MARINE CASUALTIES

Loss of propulsion, 04JUNE*: A foreign flag container vessel experienced a loss of propulsion while transiting from Los Angeles to Oakland. The vessel was able to regain propulsion and continue its transit. Preliminary investigation by Chief engineer indicated that the cause may have been a loss of fuel pressure in the main engine fuel oil circulating pump. The vessel was issued a COTP Order and directed to Anchorage 7 upon arrival in SF. The vessel was later allowed to transit under a two tug escort to Oakland Berth 30 with a CARB safety waiver. The USCG, Class society surveyor and technical rep attended the vessel and were unable to replicate casualty. The vessel had been operating on MGO for 6 hours before the loss of propulsion. Class surveyor attested to proper operation of propulsion system. The vessel departed on a CARB waiver at the request of the master. LOP likely related to fuel switching. Case closed.

Reduction of propulsion, 07JUNE: A foreign tank vessel experienced an abnormal alarm for the governor actuator and reduction in propulsion at the Pilot station. The vessel was directed to remain offshore. A Captain of the Port Order was issued directing the vsl to Anchorage 9 under a two tug escort. The Chief Engineer reset the alarm and carried out a full inspection of the governor control system and the system was found in good order. The USCG and Class society surveyor attended the vessel and attested to proper operation of propulsion system. Reduction in propulsion was not attributed to fuel switching. Case Closed.

Allision, 8JUNE: A sailing vessel experienced an allision with two moored ferry vessels while transiting near the ferry terminal in Vallejo California. USCG Station Vallejo investigated. The operator of the sailing vessel stated he was on his cell phone and accidentally struck one of the ferries. The sailing vessel was issued two violations. The USCG inspected both ferries for damage and found all damage was minor in nature. Case Pends.

Equipment failure, 17JUNE: a US flagged uninspected vessel lost its tow in vicinity of Antioch, the tow subsequently allided with a pier along the Antioch waterfront. SCC SF launched a Station Rio Vista (STA RV) boarding team to conduct a boarding of the vessel. The uninspected vessel was unable to moor up at the pier and proceeded to re-establish the tow. A COTP Order was issued requiring the vessel to immediately order a commercial assist tug for the remainder of its intended transit to Stockton, CA. STA RV shadowed the vessel until an outbound deep draft vessel completed its transit through the Stockton Deep Water Channel. While rounding Spud Island to facilitate the passing of the deep draft vessel, the uninspected vessel and tow went soft aground. An amendment to the COTP order was issued requiring the vessel to remain at its location until a commercial assist tug arrived to escort the vsl to Stockton. A commercial towing vessel arrived to assist with the tow and they proceeded to Stockton. An additional COTP order was issued to the uninspected vessel directing them to not engage in towing operations of anything greater than 40 feet without review and approval of COTP. Case Pends.

Hull Damage, 27JUNE: A foreign flagged bulk freighter discovered an 18" crack in the No 3 Port Ballast tank while underway from MX to SF. The crack was located 20' below the water line and the vessel was loaded with gypsum. The vessel was allowed to transit to Anchorage 9 where temporary repairs were conducted and certified by the Class surveyor. The vessel was allowed to transit to berth at Antioch, CA where the crack was repaired and the welds certified through non destructive testing. Class Surveyor and Coast Guard Marine Inspectors attended the vessel and confirmed satisfactory repairs on 03 July. Vessel departed San Francisco Bay on 07July. Case closed.

VESSEL SAFETY CONDITIONS

COTP Order, 10JUNE: A UTV was issued a COTP order for multiple safety hazards including missing B-V semi-portable, no Professional Engineer Letter for installed fire detection system, portable fire pump missing, no General alarm light in the engine room, missing Ring Life Bouys, inoperable fuel shut off valves. Vessel movement is restricted by COTP order. Case Pends.

GENERAL SAFETY CASES

Injury, 12JUNE: A foreign flagged cruise ship reported that the Assistant Cruise Director suffered a fracture left foot. Case Closed.

Injury, 14JUNE: A foreign flagged cruise ship reported that a female passenger onboard the vessel experienced a stroke. Case Closed.

Injury, 14JUNE: A foreign flagged cruise ship reported that a passenger needs to be removed from the vsl due to a slip and fall injury and bleeding for 5 hours. The passenger went to the hospital in San Francisco. Case Closed.

Death, 14JUNE: A foreign flagged cruise ship reported that a crew member was found deceased in his stateroom. Case Closed.

*NOTE: Initial incident occurred outside of HSC jurisdiction.

Injury, 17JUNE: A US flagged ferry reported that a deckhand fell from the vessel while mooring. The deckhand transferred to Kaiser in San Rafael, treated and released. Case Closed.

Injury, 18JUNE: A US Flag freight ship reported that a cattle tender onboard the vessel fell between two hatches and broke his wrist, femur, and tibia. The company arranged for transport to a hospital. Case Closed

Rule 9 Violation, 24JUNE: Rule 9 Violation between 48ft recreational sailing vessel and a foreign flagged container vessel. The container vessel sounded five short blasts and was forced to momentarily back down when the sailing vessel crossed approximately 20 meters ahead of it as the vessel was departing via the Oakland Bar Channel. Station San Francisco boarded the sailing vessel. The operator stated that he had gone below decks to use the head and left his wife, who was not well-versed in ship handling, at the helm. Case Pends

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar, 6JUNE: Vsl issued an inbound LOD. Tech Report provided. Case Closed.

Letter of Deviation (LOD), Inop X-Band Radar, 20JUNE: Vsl issued an inbound LOD. Vessel has letter of dispensation from Flag State allowing it to operate without an X-band radar until 26 JUNE 2014. The vessel was issued an outbound LOD and departed port to LA, where parts were available for repair. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation, 17JUNE: A 5 gallon gas can spilled into the water at Grand Marina; Identified Responsible Party.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 10, 2014**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY14 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details dredge operations.

- a. **FY14 Main Ship Channel** – Contract Hopper (BAYPORT), expected start: 13 June 2014, approximate duration: 10 days dredging. **No change.**
- b. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start early-October 2014. **No change.**
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper (ESSAYONS), expected start: 30 June 2014, approximate duration: 10 days dredging. **No change.**
- d. **FY14 Pinole Shoal** – Government Hopper (ESSAYONS), expected start: 11 July 2014, approximate duration: 2 days dredging. **No change.**
- e. **FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper (YAQUINA), expected start: 01 August 2014, approximate duration: 14 days dredging. **No change.**
- f. **FY14 Oakland O & M Dredging-** Contract awarded to Dutra (clamshell), expected start 01 August 2014, approximate duration: 3 months. **No change.**
- g. **FY14 Redwood City Harbor-** Contract clamshell, planned start early October 2014. **No change.**

2. DEBRIS REMOVAL – Debris removal for June 2014 was 83 tons. (Dillard: 70 tons; and small boats: 13 tons - including 2 derelict boats.) Average for June from 2004 to 2013 is 49 tons. (Range: 0 – 185 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2013	TONS	TONS	TONS	TONS
JAN	0	35	0	35
FEB	0	6	25	31
MAR	0	8.5	2.5	11
APR	0	28	4.5	32.5
MAY	0	29	4.5	33.5
JUN	0	70	13	83
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
226

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2014.

5. OTHER WORK

San Francisco Bay to Stockton - This project received \$800,000 in the FY 14 work plan. **No change.**

Sacramento River Deep Water Ship Channel Deepening – The project received no funding in the FY 14 work plan. The study is on hold. **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

Alameda Point Navigation Chanel: Condition survey of Sept. 2012 is posted.

Berkeley Marina (Entrance Channel): January 7, 2013 condition survey is posted.

Bull's Head Shoal: February 15, 2013 condition survey is posted.

Islais Creek Channel: December 12-13, 2012 condition survey is posted.

Main Ship Channel: Post-dredge survey of June 24-25, 2014 is posted.

Mare Island Strait: Condition survey of October 2012 is posted.

Marinship Channel (Richardson Bay): Condition survey of Dec. 18, 2011 is posted.

Napa River: Condition surveys of early- to mid-April 2012 is posted.

New York Slough: Condition survey of March 14-17, 2014 is posted.

Northship Channel: November 20-26, 2012 condition survey is posted.

Oakland Entrance Channel: Post-dredge surveys of Feb-Mar 2013 are posted.

Oakland Inner Harbor: Condition survey completed March 20, 2014 is posted.

Oakland Inner Harbor Turning Basin: Post-dredge surveys of Feb-Mar 2013 are posted.

Oakland Outer Harbor: Condition survey completed March 24, 2014 is posted.

Pinole Shoal Channel: Condition survey of Jan 24-29, 2014 is posted.

Redwood City Harbor: Condition survey of May 6-7, 2014 is posted.

Richmond Inner Harbor: Condition survey of May 28-29, 2014 is posted.

Richmond Outer Harbor (Longwharf): Condition survey of February 19, 2014 is posted.

Richmond Outer Harbor (Southampton Shoal): Pre-dredge survey of June 27, 2014 is posted.

San Bruno Shoal: Condition survey of April 15, 2014 is posted.

San Leandro Marina (and Channel): Condition survey of April 30 – May 2, 2012 is posted.

San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May, 2013 are posted.

Suisun Bay Channel: Condition survey of March 13-17, 2014 is posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 2013 is posted.

SF-09 (Carquinez): Condition survey of Sept. 2013 is posted.

SF-10 (San Pablo Bay): Condition survey of Sept. 2013 is posted.

SF-11 (Alcatraz): Condition survey of July 14, 2014 is posted.

SF-16 (Suisun Bay Disposal Site): Condition survey of May, 2012 is posted.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 2013 is posted.

O&M DREDGING PLAN FOR FY14

Project	2013			2014									2015			Planned Volume	Placement Site
	OCT FY14	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT FY15	NOV	DEC		
Humboldt Bar&Entrance																500kcy	HOODS
SF Main Ship Channel																350kcy	SF-17
Richmond Inner Harbor																250kcy	SFDODS
Richmond Outer Harbor																250kcy	SF-11
Pinole Shoal																150kcy	SF-10
Suisun Bay Channel																175kcy	SF-16
Oakland Inner Harbor																200 kcy	Montezuma Wetland Restoration Project
Oakland Outer Harbor																	
Redwood City Harbor																350kcy 200kcy	SF-11 SF-DODS
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="width: 20%; text-align: center;"> <p>Complete & Ongoing Contracts</p> </div> <div style="width: 20%; text-align: center;"> <p>Hopper</p> </div> <div style="width: 20%; text-align: center;"> <p>New Dredge Contract</p> </div> <div style="width: 20%; text-align: center;"> <p>Environmental Window</p> </div> </div>																	



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

July 10, 2014

- ✎ In June the clearinghouse did not call OSPR regarding any possible violations.
- ✎ In June the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 4 times regarding possible escort violations in 2014. The Clearinghouse called OSPR 1 time in 2013. The Clearinghouse called 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 June there were 89 tank vessel arrivals; 4 Chemical Tankers, 18 Chemical/Oil Tankers, 30 Crude Oil Tankers, 1 LPG, 10 Product Tankers, and 26 Tugs with Barges.
- ✎ In June there were 295 total arrivals.

San Francisco Bay Clearinghouse Report For June 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>		
Tanker arrivals to San Francisco Bay	63		76		
Barge arrivals to San Francisco Bay	26		31		
Total Tanker and Barge Arrivals	89		107		
Tank ship movements & escorted barge movements	283		342		
Tank ship movements	149	52.65%	156	45.61%	
Escorted tank ship movements	91	32.16%	96	28.07%	
Unescorted tank ship movements	58	20.49%	60	17.54%	
Tank barge movements	134	47.35%	186	54.39%	
Escorted tank barge movements	32	11.31%	66	19.30%	
Unescorted tank barge movements	102	36.04%	120	35.09%	

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	182		266		0		136		584	
Unescorted movements	88	48.35%	147	55.26%	0	0.00%	77	56.62%	312	53.42%
Tank ships	66	36.26%	101	37.97%	0	0.00%	52	38.24%	219	37.50%
Tank barges	22	12.09%	46	17.29%	0	0.00%	25	18.38%	93	15.92%
Escorted movements	94	51.65%	119	44.74%	0	0.00%	59	43.38%	272	46.58%
Tank ships	74	40.66%	91	34.21%	0	0.00%	40	29.41%	205	35.10%
Tank barges	20	10.99%	28	10.53%	0	0.00%	19	13.97%	67	11.47%

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 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	397		728	
Barge arrivals to San Francisco Bay	163		320	
Total Tanker and Barge Arrivals	560		1,048	
Tank ship movements & escorted barge movements	1,868		3,544	
Tank ship movements	932	49.89%	1,995	56.29%
Escorted tank ship movements	633	33.89%	1,160	32.73%
Unescorted tank ship movements	299	16.01%	835	23.56%
Tank barge movements	936	50.11%	1,549	43.71%
Escorted tank barge movements	230	12.31%	544	15.35%
Unescorted tank barge movements	706	37.79%	1,005	28.36%

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

Escorts reported to OSPR 4 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,116		1,772		0		851		3,739	
Unescorted movements	511	45.79%	941	53.10%	0	0.00%	432	50.76%	1,884	50.39%
Tank ships	413	37.01%	692	39.05%	0	0.00%	292	34.31%	1,397	37.36%
Tank barges	98	8.78%	249	14.05%	0	0.00%	140	16.45%	487	13.02%
Escorted movements	605	54.21%	831	46.90%	0	0.00%	419	49.24%	1,855	49.61%
Tank ships	467	41.85%	627	35.38%	0	0.00%	279	32.78%	1,373	36.72%
Tank barges	138	12.37%	204	11.51%	0	0.00%	140	16.45%	482	12.89%

Notes:

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- Total movements is the total of all unescorted movements and all escorted movements.

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 10 June 24, 2014

Subject: OSPR Report

From: David Mighetto, Oil Spill Prevention Specialist

OSPR has received the revised San Francisco, San Pablo and Suisun Bays Harbor Safety Plan on 6/23/14. We are starting our review of this important document.

OSPR Regulations / Legislative Report, as of May 2, 2014, are included in your hand outs. The **bold black type** highlights what is new information. It should be noted that you can be put on Joy Lavin-Jones mailing list for updates on Workshops or potential regulations changes by contacting her.

OSPR Regulations/Legislative Report
(As of May 2, 2014)

REGULATIONS:

Workgroup to Discuss Changes to the Contingency Plan Regulations Regarding Spill Management Teams

Beginning in January 2013, the Office of Spill Prevention and Response (OSPR) began conducting unannounced plan holder exercises specifically focusing on Spill Management Teams' (SMT) ability to staff an organizational structure of appropriate size for a Type III spill response. Two Workshops were held to discuss the results of these drills, and potential changes to the Contingency Plan regulations regarding SMTs. **OSPR is compiling comments on performance standards for SMTs, to be included in regulations governing contingency plans. It is anticipated that formal rulemaking will begin in late summer.**

Potential Changes to the Oil Spill Response Organization Rating Regulations

Two Workshops were held in December (one in Los Alamitos; one in Hercules) to discuss possible regulatory changes to the rating system for OSRO's and the Sensitive Site Strategy Evaluation Program. Both workshops were well attended and productive. **OSPR made additional changes to the draft and sent out the language for review and comment during an informal written comment period. It is anticipated that formal rulemaking will begin in July.**

Potential Changes to the Certificate of Financial Responsibility (COFR) Regulations

OSPR is amending the regulations governing COFRs. The draft language will be sent out to industry for an informal comment period. **OSPR is reviewing the comments. It is anticipated that formal rulemaking will begin in July.**

To be added to mailing list for updates on Workshops or potential regulations changes please contact Joy Lavin-Jones.

Email: Joy.Lavin-Jones@wildlife.ca.gov

Phone: 916-327-0910.

LEGISLATION:

Governor's Budget – 2014-15

SB 861 of the 2013-2014 Regular Session, signed by the Governor to go into effect on July 1, 2014, created a statewide oil spill prevention and response program:

Oil Spill Response Program — \$6.7 million Oil Spill Prevention and Administration Fund and 38 positions to enhance the Department's inland oil spill prevention, preparedness, and response capabilities. Rail shipments of oil, including North Dakota Bakken oil, are expected to significantly increase from 3 million barrels to approximately 150 million barrels per year by 2016. This type of oil is extremely flammable and its transport increases the risk of serious accidents, similar to the rail incident in Lac-Megantic, Quebec in July 2013. This proposal will expand the existing oil spill program to address the increased risk of inland oil spills by supporting prevention, emergency response preparedness, cleanup, and enforcement measures. The proposal also includes increased funding for the Oil Wildlife Care Network, which protects wildlife affected by marine oil spills. This additional funding will be supported by expanding the existing 6.5 cent per barrel fee, which is currently collected at marine ports, to all crude oil sent to refineries. This proposal is part of the Administration's ongoing efforts to improve the safety of the extraction, transportation, processing, and use of fossil fuels in California.”

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CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2013	231	97	41.99
JUNE 1 - 30, 2014	210	84	40.00

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2013	13,944,167	0	19,104,392	7,855,277	26,959,669
JUNE 1 - 30, 2014	14,103,000	0	17,119,218	8,440,562	25,559,780

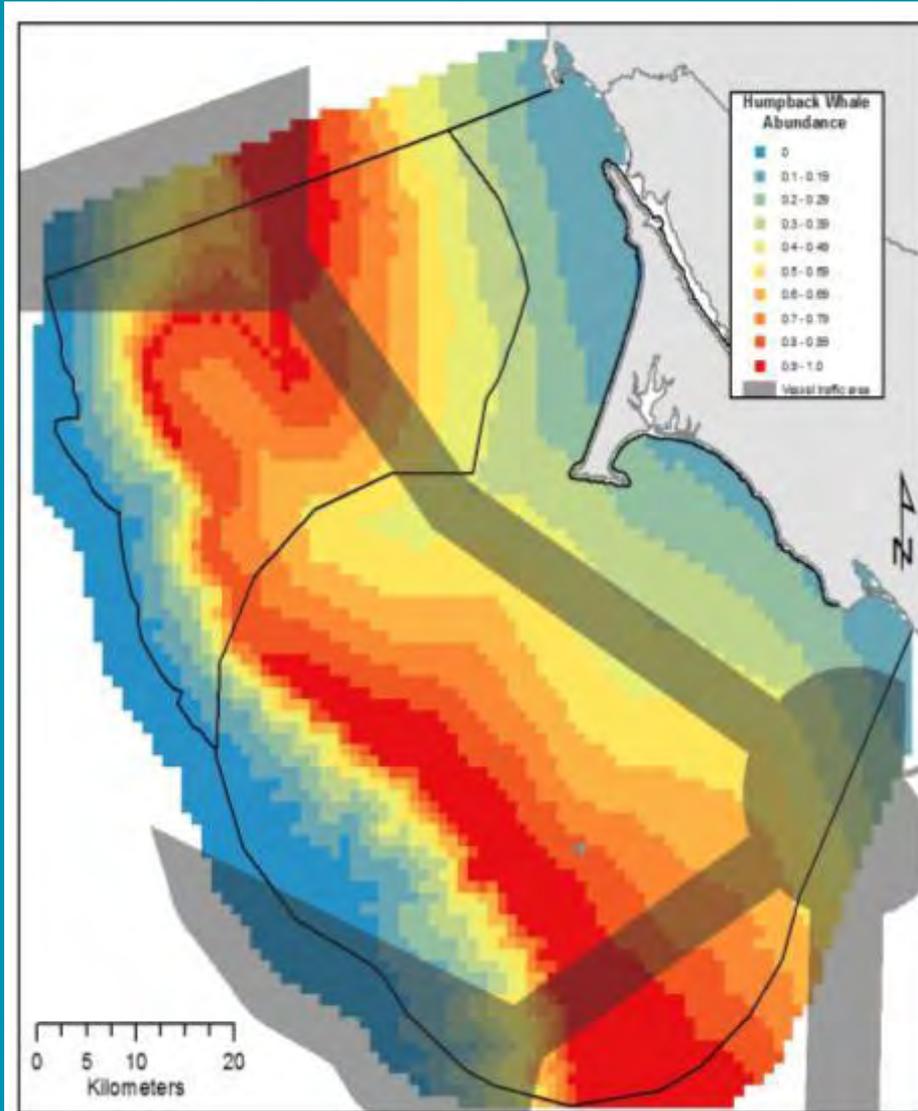
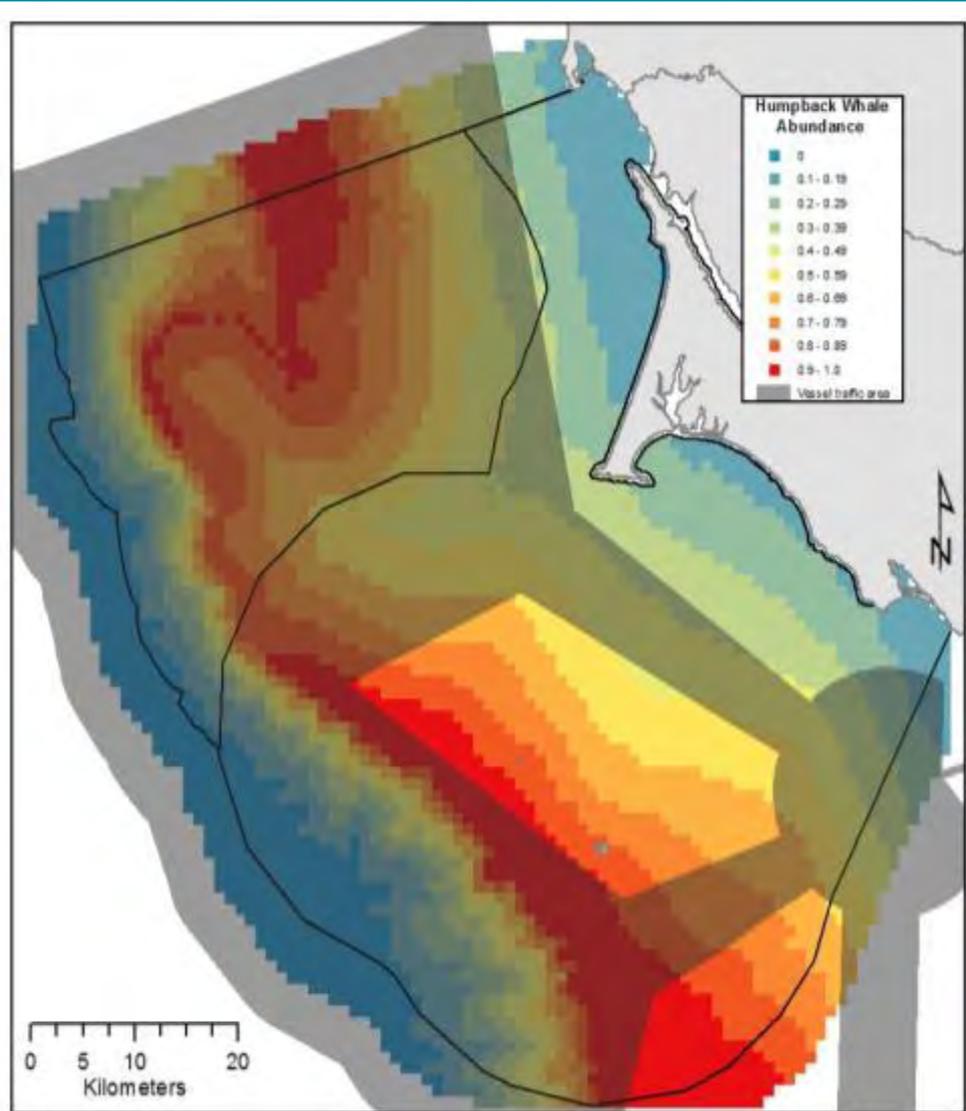
OIL SPILL TOTAL

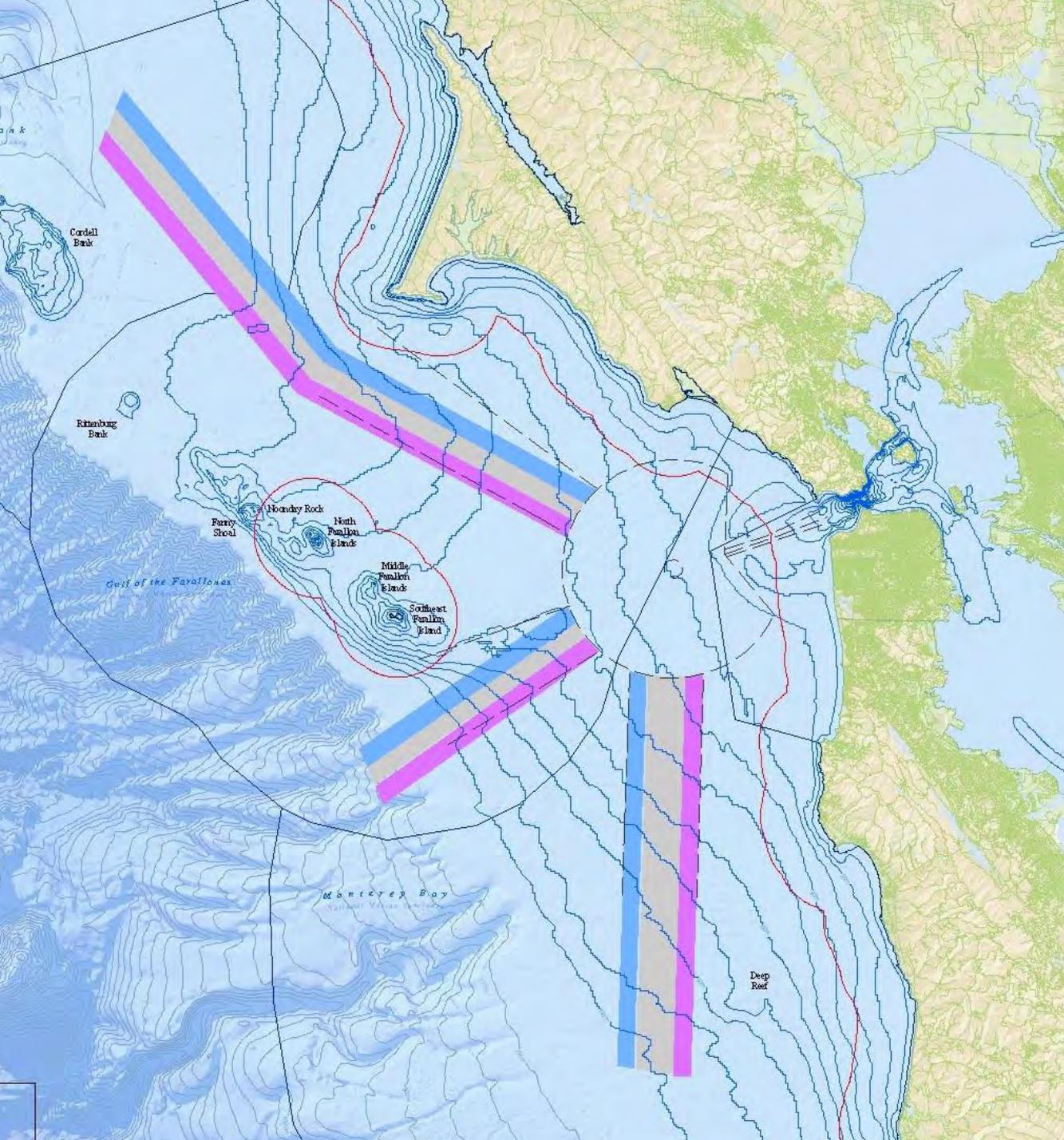
	Terminal	Vessel	Facility	Total	Gallons Spilled Diesel / 1 Gallon
JUNE 1 - 30, 2013	1	0	0	1	
JUNE 1 - 30, 2014	0	0	0	0	0

*** 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.

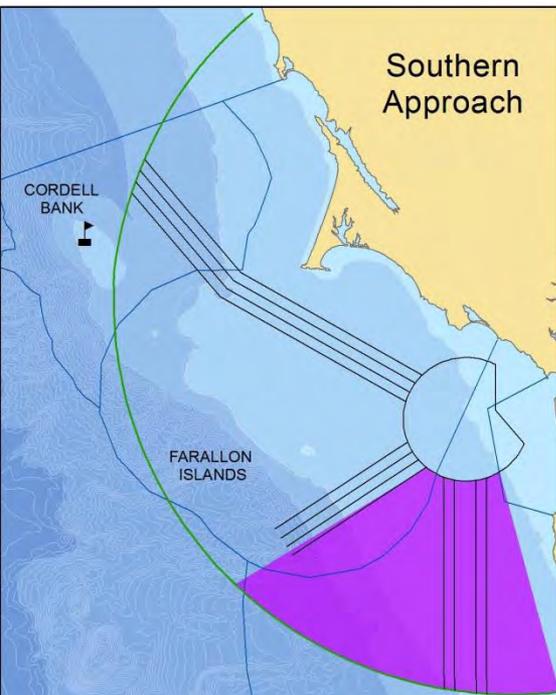
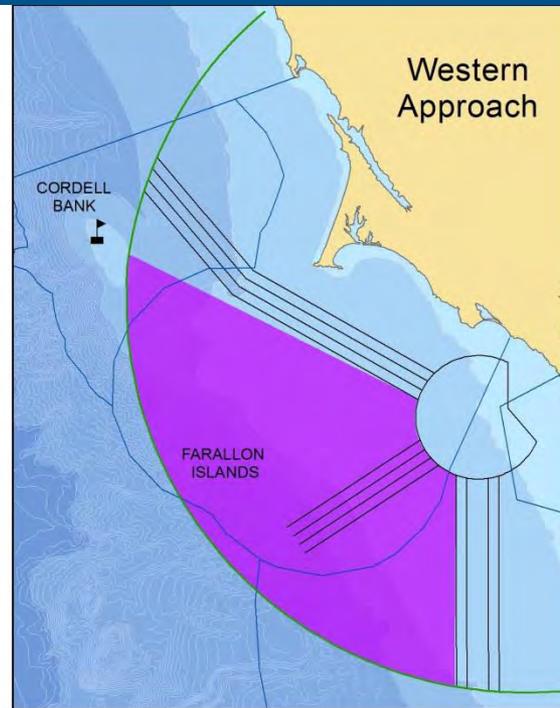
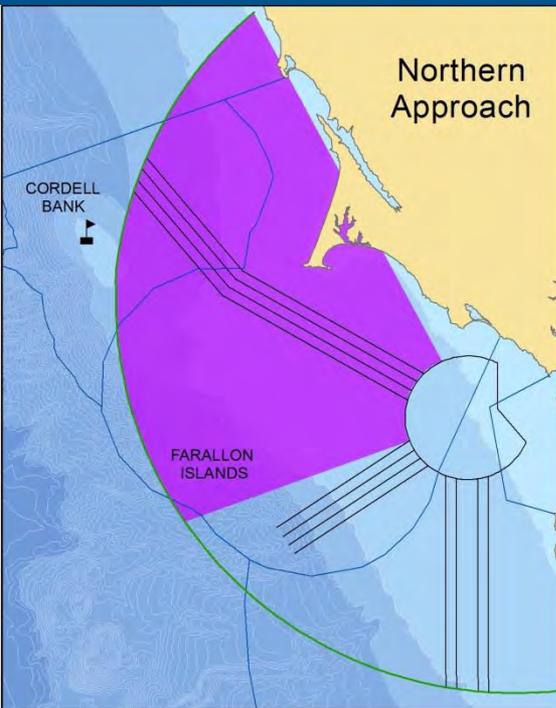
Reduce conflict between vessels and preferred whale habitat





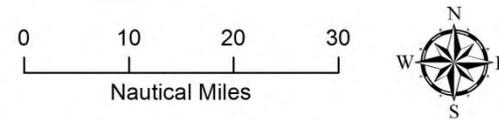


Dynamic Management Areas



Potential Dynamic Management Areas

- Cordell Bank Buoy
- National Marine Sanctuary
- Existing TSS
- 0 - 30m Depth
- 30 - 100m
- 100 - 200m
- 200 - 3000m
- >3000m



Contour Interval 100 Meters
Not Intended for Navigation