

# 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 9, 2015**

**California Maritime Academy, Richmond Maritime Safety & Security Center**

**756 West Gertrude Street, Richmond, CA**

John Berge (M), Pacific Maritime Shipping Association, Vice-Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:08.

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; **Margot Brown** (M), National Boating Federation; **Capt. Robert Carr** (A), San Francisco Bar Pilots; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Bob Gregory** (M), Foss Maritime Company; **Capt. James Marshall** (M), Chevron Shipping Company; **Jim McGrath** (M), Bay Conservation and Development Commission; **Robert Lawrence**, (M), US Army Corps of Engineers; **Capt. Patrick Nelson**, (A), United States Coast Guard; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Randy Scott** (A), Port of Benicia; **Capt. Ray Shipway** (M), Int'l Org. of Masters Mates & Pilots; **Alan Steinbrugge** (A), San Francisco Marine Exchange; **Jeffrey Vine** (A), Port of Stockton.

The meetings are always open to the public.

## **Approval of the Minutes-**

A motion to accept the minutes of the June 11, 2015 meeting was made and seconded. The minutes were approved without dissent.

## **Comments by Vice-Chair- John Berge**

Welcomed the committee members and audience. Addressed the continuing labor shortage at the Port of Oakland which has increased anchorage congestion and offshore vessel drifting. Advised that both the ILWU and PMA were working together to bring additional labor to the region to ease the shortage

## **Coast Guard Report- Capt. Patrick Nelson**

- Introduced himself as the new Deputy Commander of Sector San Francisco.
- Advised that the issue of port congestion is being addressed cooperatively between the USCG, Bar Pilots and the ports to facilitate access and safety. MSIB 15-05 was issued on June 30, 2015 regarding limited anchorage space in San Francisco Bay.

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- Advised of a recent USCG helicopter crash near Air Station San Francisco. The accident happened during a training mission with two people on board. There were no serious injuries.
- Announced that Fleet Week begins on October 5, 2015 with the Parade of Ships scheduled for October 9<sup>th</sup>.
- Advised that this will be Cmdr. Wirts' last HSC meeting as the chief of Waterways Safety although Cmdr. Wirts will be staying with District 11. The new chief of Waterways is Cmdr. Don Edmond.
- Cmdr. Wirts thanked the HSC members and maritime community for their work and collaboration over the years. For the final time, Cmdr. Wirts read from the June- 15 Prevention/Response Report (attached).
- John Berge asked if there was any significant data regarding LOPs resulting from the new low sulfur fuel restrictions now in place nationally. Cmdr. Wirts advised that no correlation between LOPs and the new fuel regulations has yet been shown but that comprehensive data is only being collected for tankers as other vessel types are not required to report LOPs if they occur more than 200nm offshore.

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

- Advised that newly promoted Lt. Col. Adam Czekanski has completed his tour with the San Francisco District and will be replaced by Maj. James Boyette as Deputy Commander.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached).
- Ray Shipway asked how many debris removal boats are currently operating. Rob Lawrence advised that the Dillard plus two or three small boats are available but the Raccoon is still out for maintenance.

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

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

- Advised that OSPR received the revised SF HSC Plan on June, 30, 2015.
- Announced that the Ferry Operations HSC membership terms of Capt. Tom Dougherty and Capt. Peter Belden will end on September 12, 2015. An official announcement and application will be distributed through SFMX for those interested in the open positions representing Ferry Operations.
- Advised that PORTS grant agreement documents were delayed due to the prioritization of the Refugio oil spill but that all documents should be ready and mailed for signing in August.

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- Provided a legislative report on recent OSPR regulations. OSPR has no official position on the following bills. SB 141 was introduced after the Refugio oil spill and would require OPSR to establish a program for fishing vessels to perform oil spill response, conduct VTS risk assessments, schedule oil spill drills, regulate cleanup agents and put a two week time limit on oil recovery credit. AB 815 would amend OSPR codes to clarify rules regarding payment of the Oil Spill Prevention and Administration Fund fee by terminal/refinery operators and streamline registration requirements. OSPR regulatory notices and information are available through Joy Lavin Jones. Contact: [Joy.Lavin-Jones@wildlif.ca.gov](mailto:Joy.Lavin-Jones@wildlif.ca.gov), 916-327-0910
- Ted Mar, chief of OSPR's Marine Safety Branch, introduced Chris Beckwith, new OSPR supervisor in Fairfield with previous experience on the HSC as a former State Lands representative.

### **NOAA Report- Jeff Ferguson**

- Advised that Logan Johnson, NWS meteorologist, has been promoted and moved to Seattle. A new NWS point of contact will be established.
- Advised that NRT6 recently located a sunken buoy in Sausalito which the USCG subsequently recovered.
- Announced that applications are due on August 10, 2015 for a three year term on NOAA's Hydrographic Services Review Panel.
- Advised that NOAA charts have been updated to reflect both the new Greater Farallones National Marine Sanctuary and the Cordell Bank National Marine Sanctuary.

### **State Lands Commission Report- Report Attached**

### **Work Group Reports-**

**Tug Work Group- Bob Gregory** advised that the Tug Work Group has been working on ATB escort regulations and has drafted a letter to Tom Cullen, OSPR Administrator, recommending code changes which would allow ATBs to conduct escorted transits complying with the tanker matrix/regulations or with the less robust tug & barge regulations which are currently in place (letter attached). The Los Angeles HSC has sent a similar letter to OSPR as well.

A motion was made and seconded to discuss the proposed HSC letter to OSPR regarding ATB escort regulations. The motion passed and discussion ensued. It was noted that ATB operators will have the choice to use either tanker or T&B regulations and must declare their intentions before transiting. Safety is greater when using the tanker regulations because they require larger escort tugs in all

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instances. The tanker regulations allow for increased speed of transit which could also improve safety by reducing channel congestion. ATBs generally have engine redundancy and are more maneuverable than regular T&Bs.

John Berge called for a vote to approve the HSC's sending of this letter to OSPR. The motion passed without dissent.

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

**Ferry Operations Work Group- Capt. Tom Dougherty** advised that there was nothing to report.

**Dredge Issues Work Group- John Berge** advised that a letter has been drafted by the Dredge Issues Work Group to be sent to Senator Dianne Feinstein requesting additional federal appropriations funding for FY 2016 Work Plan dredging projects and highlighting the importance of regional ports (letter attached).

A vote was held to discuss the issue. Due to the late inclusion of this vote and its absence from the published HSC agenda, the presence of 2/3 of HSC members or a unanimous vote of all attending members was required to approve voting. The vote was unanimous and discussion ensued. Griffin Patrick advised that the request for additional funding has to be complete by August which requires a vote on sending the letter today. Jim McGrath voiced his strong support.

A vote was held and the HSC unanimously approved sending the dredge funding request letter to Senator Feinstein.

Griffin Patrick announced that the next Dredge Issues Work Group meeting will be held on July 20, 2015.

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

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

**PORTS Report- Alan Steinbrugge**

- Advised that coordination is ongoing with the Port of San Francisco to install a weather station at Pier 27.
- Advised that replacement of modems is underway at several installations.

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## Public Comment-

- Veronica Boe, Cal. Maritime, announced that the school's golf tournament is on September 14, 2015 and that the annual Gala is on November 7, 2015.
- Catherine Hooper, Fleet Week consultant, advised that military vessels are scheduled to start arriving for Fleet Week on October 5, 2015 including a LTD which will dock at Pier 30/32. The Parade of Ships is scheduled for October 9<sup>th</sup> and the vessels will be departing on October 13<sup>th</sup>. The Blue Angels airshow will also take place. A Fleet Week village will be set up at Pier 80 to accommodate the public. An earthquake preparedness exercise will also take place during Fleet Week involving the offloading of commodities. MARAD vessels are participating.

## Old Business-

- Following up from last month's meeting, Cmdr. Wirts advised that there are several private buoys with sticks and flags on them around the bay which are part of a project by UC Davis. Buoy locations are listed in the Local Notice to Mariners.
- Cmdr. Wirts advised that the state is providing a tug in the delta to assist with ferry grounding incidents relating to recently constructed drought salinity barriers.

## New Business-

- John Berge announced that the August HSC meeting has been canceled.

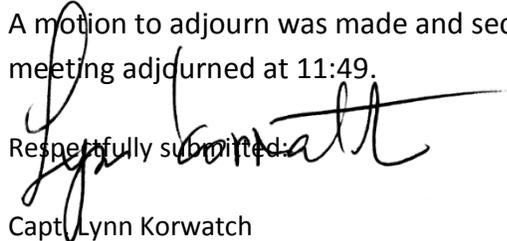
## Next Meeting-

1000-1200, September 10, 2015  
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 11:49.

Respectfully submitted:

  
Capt. Lynn Korwatch

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<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>June-15</b>			
<b>PORT SAFETY CATEGORIES*</b>			
	<b>2015</b>	<b>2014</b>	<b>3yr Avg**</b>
<b>1. Total Number of Port State Control Detentions for period:</b>	0	0	0.67
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>2. Total Number of COTP Orders for the period:</b>	2	5	5.83
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
<b>3. Marine Casualties (reportable CG 2692) within SF Bay:</b> Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0), Steering (1), Propulsion (1), Personnel (0), Other (0), Power (0), Flooding(0)	4	15	12.94
<b>4. Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b> Radar (3) Gyro (0), Steering (0), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (1)	4	2	4.56
<b>5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:</b>	2	1	0.78
<b>6. Significant Waterway events or Navigation related cases for the period: Anchorage Congestion</b>	1	0	0.42
<b>7. Maritime Safety Information Bulletins (MSIBs): Limited Anchorage Space</b>	1	0	0.50
<b>Total Port Safety (PS) Cases opened for the period:</b>	<b>14</b>	<b>23</b>	<b>25.72</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Source Identification (Discharges):</b>			
<b>VESSELS</b>	<b>2015</b>	<b>2014</b>	<b>3yr Avg**</b>
U.S. Commercial Vessels	0	1	0.83
Foreign Freight Vessels	0	0	0.17
Public Vessels	0	0	0.69
Commercial Fishing Vessels	0	1	0.44
Recreational Vessels	2	7	4.64
<b>FACILITIES</b>			
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	1	1.58
Mystery Spills - Unknown Sources	1	2	4.72
<b>Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period</b>			
1. Spills < 10 gallons	1	6	6.72
2. Spills 10 - 100 gallons	0	0	1.11
3. Spills 100 - 1000 gallons	1	0	0.17
4. Spills > 1000 gallons	0	0	0.03
5. Spills - Unknown (MYSTERY SHEEN)	1	6	5.42
<b>Total:</b>	<b>3</b>	<b>12</b>	<b>13.22</b>
<b>TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:</b>			
1. Estimated spill amount from U.S. Commercial Vessels:	0	0	8.13
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.14
2. Estimated spill amount from Public Vessels:	0	0	1.73
3. Estimated spill amount from Commercial Fishing Vessels:	0	0.02	13.54
4. Estimated spill amount from Recreational Vessels:	~305	8	22.51
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	5.85
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.00
7. Estimated spill amount from Other Land Sources:	0	4	33.95
8. Estimated spill amount from Unknown sources: (MYSTERY SHEEN)	unk	0	4.32
<b>TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):</b>	<b>~305</b>	<b>12.02</b>	<b>90.16</b>
Civil Penalty Cases for Period	0	0	0.11
Notice of Violations (TKs)	1	1	0.61
Letters of Warning	0	0	2.31
<b>TOTAL PENALTY ACTIONS:</b>	<b>1</b>	<b>1</b>	<b>3.03</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2015)

### MARINE CASUALTIES

**Loss of Propulsion (03JUN15):** A foreign flag container vessel experienced two losses of propulsion, the LOP's occurred while the vessel was attempting to depart anchorage 9. A COTP order was issued directing the vessel to remain at anchorage until causatives factors have been determined. The LOPs resulted from low start air pressure due to a faulty valve. CG attended the vessel and witnessed satisfactory repairs and proper operation of the engine. COTP order was lifted. Case Closed.

**Grounding (04JUN15):** A U.S. flag passenger ferry experienced a soft grounding 600 yards off the Bay Farm Ferry Terminal with 270 persons on board. A towing vessel arrived on scene and successfully recovered ferry and escorted them back to the ferry terminal. A CG-835 No Sail was issued requiring the vessel to prove proper operation of the steering system prior to carrying passenger for hire. The ferry was towed back to the SF Ferry building. CG attended the vessel and witnessed satisfactory operation of vessel. The CG-835 was lifted. Case Closed.

**Loss of Steering (25JUN15):** A foreign flag tank vessel experienced a loss of steering while transiting inbound in the precautionary area of the SF bay. The vsl was issued a COTP order allowing the vessel to proceed to Anchorage 9 with a two tug escort while maintaining a manned steering gear room throughout the transit. Failure was due to a faulty "stop switch" which was replaced by the crew. Class Society attended vessel and witnessed proper operation of steering gear. Case closed.

**Allision (27JUN15):** A foreign flag bulk freight carrier allied with San Joaquin River Light #47 while transiting from Stockton to sea. The aid was reported as extinguished immediately following the allision. Vessel was cleared to transit. Case pends.

### VESSEL SAFETY CONDITIONS

NSTR

### GENERAL SAFETY CASES

**Rule 9 Violation (14JUN15):** A U.S. sailing vessel crossed the bow of several high speed ferry vessels. Case pends.

**Rule 9 Violation (17JUN15):** A U.S. sailing vessel crossed the bow of a foreign flagged container vessel. Pilot onboard executed two significant course changes to avoid collision. Case pends.

**Operational Control (25JUN15):** A U.S passenger vessel was inspected and issued a CG-835 restricting the vessel from carrying passengers for hire until vessel provides proof of properly serviced fixed fire-fighting system. Case Closed.

### NAVIGATIONAL SAFETY

**Letter of Deviation (LOD) Inop X-Band Radar (01JUN15):** Vsl issued an inbound LOD.

**Letter of Deviation (LOD) Inop X-Band Radar (06JUN15):** Vsl issues an Inbound/Outbound LOD.

**Letter of Deviation (LOD) Inop X-Band Radar (12JUN15):** Vsl issued an inbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Enforcement Pending (11JUN15):** A 90 foot wooden hull tug sank at the sugar dock in Richmond with 1500 gallons of diesel on board, discharging approximately 300 gallons. The responsible party hired two diving companies to plug fuel vents and remove the diesel from the fuel tanks, and an environmental contractor to recover the discharge with sorbents and a skimmer. Operations to salvage the vessel are ongoing.

\*\*NOTE: This case occurred outside the HSC jurisdiction.

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Of the San Francisco Bay Region**

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
July 09, 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** – Completed 29 May 2015.
  - b. **FY15 Richmond Inner Harbor** – Contract clamshell dredging scheduled to start October 2015. **No change.**
  - c. **FY15 Richmond Outer Harbor (and Richmond Long Wharf)** – Contract clamshell or hopper dredging scheduled to start September 2015. **No change.**
  - d. **FY15 Pinole Shoal** – Contract hopper or clamshell dredging scheduled to start August 2015. **No change.**
  - e. **FY15 Suisun Bay Channel (and New York Slough)** – Contract clamshell dredging scheduled to start August 2015. **No change.**
  - f. **FY15 Oakland Harbor Dredging** – Contract clamshell dredging scheduled to start September 2015. **No change.**
  - g. **FY14 Redwood City Harbor I**– 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 -30 ft MLLW) was started 08 June 2015.**
  - h. **FY15 Redwood City Harbor II**- Contract clamshell dredging (all reaches to -30 ft MLLW) scheduled to start September 2015. **No change.**
- 2. DEBRIS REMOVAL** – **Debris removal for June 2015 was 21 tons. (Dillard: 14 tons, small boats 3 tons, debris also included 6 abandoned/derelict boats totaling 4 tons). Average for June from 2005 to 2014 is 50 tons. (Range: 0 - 185 tons)**

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
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	0	17	10	27
MAY	0	12.5	9.5	22
JUN	0	18	3	21
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
215.5

**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 May 27, 2015.

**Mare Island Strait:** Condition survey of September 24, 2014.

**Marinship Channel (Richardson Bay):** Condition survey of September 21, 2014.

**Napa River:** Condition surveys of 23-24 October 2014.

**New York Slough:** Condition survey of 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, 2015.

**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.

**Sacramento River Deep Water Ship Channel:** Condition Survey April 2015.

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

**San Leandro Marina (and Channel):** Condition survey of March 30 – April 1, 2015.

**San Rafael Across-the-Flats / San Rafael Creek:** Condition surveys of May 2013.

**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 July 6, 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](http://www.usace.army.mil/missions/civilworks/budget).

## 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				Regional Hopper Contract													700kcy	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 I	**																350kcy	SF-11
Redwood City Harbor II																	400kcy	SFDODS or Upland
Sacramento DWSC																		Upland
Stockton DWSC																		Upland

Complete & Ongoing Contracts
Government Hopper
New Dredge Contract
Environmental Window

\*\* 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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415-441-6600 fax 415-441-3080 hsc@sfmtx.org

## San Francisco Clearinghouse Report

July 9, 2015

- ✎ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June 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 June there were 102 tank vessel arrivals; 5 ATB's, 6 Chemical Tankers, 19 Chemical/Oil Tankers, 30 Crude Oil Tankers, 2 LPG's, 18 Product Tankers, and 22 Tugs with Barges.
- ✎ In June there were 302 total arrivals.

# San Francisco Bay Clearinghouse Report For June 2015

## San Francisco Bay Region Totals

	<u>2015</u>		<u>2014</u>	
Tanker arrivals to San Francisco Bay	75		63	
ATB arrivals	5			
Barge arrivals to San Francisco Bay	22		26	
Total Tanker and Barge Arrivals	102		89	
Tank ship movements & escorted barge movements	320		283	
Tank ship movements	186	58.13%	149	52.65%
Escorted tank ship movements	121	37.81%	91	32.16%
Unescorted tank ship movements	65	20.31%	58	20.49%
Tank barge movements	134	41.88%	134	47.35%
Escorted tank barge movements	40	12.50%	32	11.31%
Unescorted tank barge movements	94	29.38%	102	36.04%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	197		303		0		140		640	
Unescorted movements	81	41.12%	149	49.17%	0	0.00%	72	51.43%	302	47.19%
Tank ships	58	29.44%	92	30.36%	0	0.00%	45	32.14%	195	30.47%
Tank barges	23	11.68%	57	18.81%	0	0.00%	27	19.29%	107	16.72%
Escorted movements	116	58.88%	154	50.83%	0	0.00%	68	48.57%	338	52.81%
Tank ships	95	48.22%	119	39.27%	0	0.00%	48	34.29%	262	40.94%
Tank barges	21	10.66%	35	11.55%	0	0.00%	20	14.29%	76	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 - JUNE COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2014	210	84	40.00
JUNE 1 - 30, 2015	224	80	35.71

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
JUNE 1 - 30, 2014	14,103,000	0	17,119,218	8,440,562	25,559,780
JUNE 1 - 30, 2015	15,992,000	33,000	19,675,791	7,825,537	27,501,328

#### OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JUNE 1 - 30, 2014	0	0	0	0	0
JUNE 1 - 30, 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.

# Harbor Safety Committee

**of the San Francisco Bay Region**

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

July 21, 2015

The Honorable Dianne Feinstein  
U. S. Senate  
331 Hart Senate Office Building  
Washington, D. C. 20515

**Re: FY 2016 Support for Energy & Water Appropriations for Dredging**

Dear Senator Feinstein:

The San Francisco Bay Harbor Safety Committee is grateful for your continuing support over many, many years for Energy and Water appropriations for navigation channel maintenance dredging and deepening projects. Effective and dependable maintenance dredging of the San Francisco Bay-Delta key shipping channels is essential for navigation safety, reliability and further development of the Marine Transportation System Recovery Plan (COE# 8785) regarding continuity of operations during a catastrophic earthquake event (Type I – Stafford Act).

This maintenance dredging is currently underfunded in the President's Budget and when not done to the approved depths that are critical for the continued operations our maritime industries are impacted, such as our oil refineries and large container ship operations. Due to globalization nearly all industries and all other modes of cargo transportation such as rail and airports also depend on the reliability of shipping operations.

In general, the Bay's ports are a primary gateway for international commerce and trade. The Port of Oakland is the fifth largest container port and one of only three U.S. ports that can support the next generation of Ultra Large Containerships. The Bay's five petroleum refineries provide transportation fuels to support local and regional economies (including at least eleven Western states). Additionally, the ports of Stockton and Benicia have been identified as necessary rail head operations for delivering disaster recovery relief to San Francisco and other Bay Area cities via ship transport.

The current appropriations amounts in the President's FY 2016 Budget are not adequate to carry out required maintenance dredging necessary for safe navigation of full channel width to maintain current levels of economic activity. Proposed amounts below represent the changes in dredging methods and increased environmental precautions and protection.

**Harbor Safety Committee** c/o Marine Exchange of the San Francisco Bay Region  
505 Beach Street, Suite 300, San Francisco, California 94133-1131  
(415) 441-7988 – hsc@sfmtx.org

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## FY 2016 Operations and Maintenance (\$ millions):

Project (APPENDIX attached)	Proposed	
	Safe Navigation	President's Budget
Oakland Harbor	\$ 16.0 M	\$ 15.0 M
Redwood City Harbor	8.0	4.5
Richmond Harbor	15.0	12.2
San Francisco Harbor	4.0	3.2
San Pablo Bay/Mare Island Strait	4.0	1.2
Suisun Bay Channel-New York Slough	5.0	3.2
San Francisco Bay Long Term Mgmt Strategy (LTMS) for dredged material placement	3.5	0.5
San Joaquin River - Stockton Channel	8.5	4.4
<b>Total</b>	<b>\$ 64.0 M</b>	<b>\$ 44.2 M</b>

Funding Safe Navigation levels listed above will allow the U. S. Army Corps of Engineers to keep Bay ship channels dredged to their full channel dimensions at Mean Lower Low Water (MLLW) to avoid collisions or groundings. In addition, the planning phase of the San Francisco Bay to Stockton navigation Improvement Study is in a critical phase of development, and without funding will be delayed.

## FY 2016 Continuing Construction Projects (\$ millions)

S.F. Bay to Stockton Navigation Improvement Study (John F. Baldwin and Stockton Deepwater Ship channels; 1965 U. S. Congressional authorization for channel deepening) budget needs: \$1.5m

Funding of the S. F. Bay Long Term Management Strategy for Dredging and Dredged Material Placement will benefit safe navigation by keeping the Regional Dredged Material Placement Plan focused on implementing sites for the beneficial reuse of dredged sediment. In its recent

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approval of the 3-year 2015 Consistency Determination for all federal maintenance dredging in San Francisco Bay, under the federal Coastal Zone Management Act of 1972, the San Francisco Bay Conservation and Development Commission and, under the federal Clean Water Act, the San Francisco Bay Regional Water Quality Control Board conditioned their concurrence and water quality certification, respectively, on meeting the goals of the Long Term Management Strategy (LTMS) of minimizing in-Bay disposal and maximizing beneficial reuse of dredged sediments at critically needed habitat restoration projects and for levee maintenance. The current LTMS goals limit in-Bay disposal of dredged sediments to 20% (1.25 million cubic yards per year) and up to 80% for beneficial use. There are two wetland restoration projects currently accepting dredged sediment in the San Francisco Bay Estuary: Montezuma Wetlands Restoration Project and the US Fish and Wildlife's Cullinan Ranch Restoration Project . Additionally, the South Bay Salt Ponds are in need of up to 25 million cubic yards of sediment and Skaggs Island is in need of up 70 million cubic yards. This sediment is needed to bring these project sites to marsh plain elevation and make them resilient to sea level rise. This mandate and clear need means that additional funding will be required to maintain similar sediment removal amounts and to access more sites implemented to achieve that goal. It is estimated that an additional **\$10-\$20M** in future federal funding will be needed to close this gap.

Funding of the S. F. Bay to Stockton Ship Channel deepening will allow for continued planning as a USACE SMART Planning 3x3x3 project for improved design, more efficient timing of the maintenance, and to achieve its fully authorized depth of -45'.

There are few transportation infrastructure problems of such weighty consequence to both the public safety, the environment and the economy as dredging or not dredging in San Francisco Bay and using that sediment in much needed restoration projects. Therefore we appreciate your continued support in closing the funding gap.

Thank you for your serious consideration of this request. If you have questions, please contact me at the San Francisco Marine Exchange.

Sincerely yours,

Lynn Korwatch

Executive Director, S. F. Marine Exchange; Chair, S.F. Bay Harbor Safety Committee

Cc: Lt. Col. John Morrow, District Engineer, S. F. District, U. S. Army Corps of Engineers

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**APPENDIX  
U. S. ARMY CORPS OF ENGINEERS  
MAINTENANCE DREDGING PROJECT DESCRIPTIONS  
SAN FRANCISCO BAY-DELTA, CA**

7/21/15

**PROJECT NAME: OAKLAND HARBOR, CA  
OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

Oakland Harbor is a high-use, deep-draft harbor located in Alameda County, California. The Port of Oakland is the major container facility in San Francisco Bay and is a National Strategic Port. The project was recently deepened from -45' to 50-feet'

It is the third largest container port on the West coast and the fifth largest in the nation. The project includes annual maintenance dredging the Inner and Outer Harbors to a depth of -50 feet MLLW and provides for inspection and maintenance of parallel rubble-mound jetties that form the entrance to Oakland Inner Harbor, monitoring the Sonoma Baylands Wetland Demonstration Site, and for payment to Alameda County for Operations and Maintenance (O&M) of the Fruitvale Avenue Railroad Bridge.

AUTHORIZATION: River and Harbor Acts of 1910, 1917, 1922, 1928, 1930, 1945, and 1962, Water Resource Development Acts of 1986 and 1999

FISCAL YEAR 2013 ACTUAL: \$20,903,212

FISCAL YEAR 2014 ALLOCATION: \$21,848,310 .

CONFERENCE AMOUNT FOR FY 2015: \$21,970,000

BUDGETED AMOUNT FOR FY 2016: M: \$14,725,000 O: \$275,000 T: \$15,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$15,000,000 - Funding will be used for annual contract maintenance dredging of the Inner and Outer Harbor Channels to 49-foot deep. Amount also includes annual operation of the Fruitvale Avenue Railroad Bridge.

**PROJECT NAME: REDWOOD CITY HARBOR, CA  
OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

Redwood City Harbor is located on San Francisco Bay in San Mateo County. Project Operations and Maintenance (O&M) provides for a two-year cycle of maintenance dredging of the main ship channel, which has an authorized project depth of 30 feet Mean Lower Low Water (MLLW), and two turning basins. Redwood City Harbor is a deep draft, mid-use port, and close to 800,000 tons of commodities move through it each year. The total tonnage for the fiscal year ending June 30, 2015 was the fourth highest in modern Port history at 1,715,633 metric tons. This reflects the continuing strong demand for construction materials in Silicon Valley and the south Bay, particularly the high quality sand and aggregates shipped to the Port from British Columbia. It is the only commercial deep draft harbor in southern San Francisco Bay. The

major commodities include aggregates for the booming South Bay construction industry, recycled scrap metal, and recycled petroleum products.

**AUTHORIZATION:** River and Harbor Acts of 1910 and 1930, Rivers and Harbors Acts of 1935, 1945, and 1950

FISCAL YEAR 2013 ACTUAL: \$0

FISCAL YEAR 2014 ALLOCATION: \$7,737,500

CONFERENCE AMOUNT FOR FY 2015: \$1,900,000

BUDGETED AMOUNT FOR FY 2016: M: \$4,500,000 O: \$0 T: \$4,500,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$4,500,000 - Funding provides for maintenance dredging to achieve a project depth of 26 to 28 feet. Failure to dredge would result in imposed draft restrictions limiting commercial navigation.

**PROJECT NAME: RICHMOND HARBOR, CA**

**OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

Richmond Harbor is a high use, deep-draft harbor located in Contra Costa County, California. 30-percent of all commercial tonnage in San Francisco Bay moves through the Port of Richmond, as it is the major tanker terminal and break bulk port. Project Operations and Maintenance (O&M) provides for annual maintenance dredging of (1) an Outer Harbor Channel 600 feet wide to a depth of 45 feet Mean Lower Low Water (MLLW), from Southampton Shoal in San Francisco Bay to the Richmond Long Wharf, including the Maneuvering Area; (2) a reach leading into the Inner Harbor Channel 600 feet wide to 38 feet MLLW to Point Richmond; (3) a reach 500 feet wide to 8 feet MLLW with a 1,260-foot diameter turning basin at Point Potrero; (4) a reach 850 feet wide to 38 feet MLLW to the Santa Fe Channel; and (5) the Santa Fe Channel, which is 200 feet wide and 30 feet MLLW deep. It also provides for annual inspection and periodic maintenance of a 10,000 foot long rubble-mound training wall extending westerly from Brooks Island.

**AUTHORIZATION:** River and Harbor Acts of 1917 and 1930, Rivers and Harbors Acts of 1935, River and Harbor Act of 1938, Rivers and Harbors Act of 1945, and River and Harbor Act of 1954

FISCAL YEAR 2013 ACTUAL: \$10,725,945

FISCAL YEAR 2014 ALLOCATION: \$13,607,000

CONFERENCE AMOUNT FOR FY 2015: \$7,900,000

BUDGETED AMOUNT FOR FY 2016: M: \$12,243,000 O: \$0 T: \$12,243,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$12,243,000 - Funding will be used for annual maintenance dredging of the Inner and Outer Harbors by contract. The Port of Richmond is the major tanker terminal in San Francisco Bay. Failure to dredge would result in imposed draft restrictions limiting commercial navigation.

**PROJECT NAME: SAN FRANCISCO BAY HARBOR, CA**

**OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

The project is located approximately five miles west of the Golden Gate Bridge in the waters leading into San Francisco Bay. All commercial deep-draft and national defense shipping to San Francisco Bay, San Pablo Bay, Suisun Bay, Sacramento, and Stockton must traverse through this project. Extremely hazardous bar conditions resulting from winter storms require annual dredging for safe navigation. Over 60 million tons of waterborne commerce move thru the San Francisco Bar entrance channel annually. Since the completion of the -50-foot deep channel at the Port of Oakland, the continued maintenance of the 55- foot deep Bar Channel is essential. Project Operations and Maintenance (O&M) provides for annual maintenance dredging to be performed on the San Francisco Main Ship (Bar) Channel to attain a -55 foot project depth at Mean Lower Low Water (MLLW). This critical channel, which is the gateway to San Francisco Bay, is 2,000 feet wide by 16,000 feet long. Infrequent maintenance dredging of various other channels within the Port of San Francisco may also be performed. This includes Islais Creek Shoal, Presidio Shoal, and Black Point Shoal, each of which have an authorized project depth of 40 feet MLLW, and San Francisco Airport Channel which has an authorized project depth of 10 feet MLLW. Rock Pinnacles, which include Blossom Rock, Rincon Reef Rock, Arch Rock, Harding Rock, and Shag Rocks all have authorized depths of -35 feet MLLW.

AUTHORIZATION: River and Harbor Acts of 1927, 1930, and 1935

FISCAL YEAR 2013 ACTUAL: \$2,265,857

FISCAL YEAR 2014 ALLOCATION: \$3,089,750 .

CONFERENCE AMOUNT FOR FY 2015: \$1,900,000

BUDGETED AMOUNT FOR FY 2016: M: \$3,220,000 O: \$0 T: \$3,220,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$3,220,000 - Funding will be used for annual maintenance dredging of the Main Ship (Bar) Channel by USACE vessel ESSAYONS to -55'.

## **PROJECT NAME: SAN PABLO BAY AND MARE ISLAND STRAIT, CA**

### **OPERATIONS AND MAINTENANCE**

#### **PROJECT LOCATION AND DESCRIPTION**

San Pablo Bay and Mare Island Strait is a high use, deep-draft harbor located in Solano County, California. It provides deep-water access to the Suisun Bay Channel and the Ports of Sacramento and Stockton and the Military Ocean Terminal Concord, a strategic US military seaport in the National Port Readiness Network. This project provides for maintenance dredging of (1) a 600-foot wide channel to a depth of 35 feet Mean Lower Low Water (MLLW), which is approximately 11 miles long, in San Pablo Bay across Pinole Shoal with a maneuvering area adjacent to Oleum Pier at the mouth of Carquinez Strait; (2) a 600-foot wide channel to 30 feet MLLW through Mare Island Strait, flaring to a turning basin generally 1,000 feet wide, from former dike number 6 to within 75 feet south of the causeway between Mare Island and Vallejo; (3) a channel to 30 feet MLLW up the Napa River, except (4) at the northerly end, at the City of Vallejo Marina, where the project depth is 26 feet MLLW. Pinole Shoal Channel is authorized to 35-feet deep. Pinole Shoal Channel is 11 miles long and is part of the San Francisco Stockton Ship Channel, a major arterial. Mare Island Strait has not been dredged since the closure of Mare Island Naval Shipyard, but condition surveys are performed periodically.

AUTHORIZATION: River and Harbor Acts of 1902, 1911, 1917, 1938, 1945, 1965, and 1968

FISCAL YEAR 2013 ACTUAL: \$494,010

FISCAL YEAR 2014 ALLOCATION: \$772,500

CONFERENCE AMOUNT FOR FY 2015: \$2,400,000

BUDGETED AMOUNT FOR FY 2016: M: \$1,180,000 O: \$0 T: \$1,180,000 1/ DESCRIPTIONS

OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$1,180,000 - Funding will be used for annual maintenance dredging of the Pinole Shoal Channel by USACE vessel ESSAYONS in order to provide continued access to refineries, and the ports of West Sacramento and Stockton.

**PROJECT NAME: SUISUN BAY CHANNEL, CA**

**OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

This project is located 30 miles northeast of San Francisco and is part of the San Francisco Bay to Stockton Ship Channel. All commercial deep draft and national defense shipping to Sacramento and Stockton must traverse through this project. The channels provide access to Ports of Sacramento, Stockton, and Concord Naval Weapons Station. It also supports Military Ocean Terminal Concord, a strategic US military seaport in the National Port Readiness Network.

The project provides for annual maintenance dredging of (1) the Suisun Bay Channel (main channel), which is 300 feet wide with a depth of 35 feet Mean Lower Low Water (MLLW), from the Carquinez Strait at Martinez to Pittsburg, (2) New York Slough Channel further upstream to Antioch, a distance of almost 17 miles; (3) a channel 250 feet wide with a depth of 20 feet MLLW south of Seal Islands, from the main channel at Point Edith to the main channel again at Port Chicago, at mile 6. Authorized project depth of the main channel is 35 feet. Bullshead Reach is a critical maneuvering area in the main channel with a high shoaling rate.

FISCAL YEAR 2013 ACTUAL: \$2,130,050

FISCAL YEAR 2014 ALLOCATION: \$2,005,740

CONFERENCE AMOUNT FOR FY 2015: \$2,400,000

BUDGETED AMOUNT FOR FY 2016: M: \$3,250,000 O: \$0 T: \$3,250,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$3,250,000 - Funding will be used for annual maintenance dredging of the main channel (including Bullshead Reach) by USACE vessel YAQUINA in order to prevent draft restrictions to oil tankers.

**PROJECT NAME: SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY (LTMS), CA**

**OPERATIONS AND MAINTENANCE**

**PROJECT LOCATION AND DESCRIPTION**

The project area includes San Francisco, San Pablo, and Suisun Bays in California. Policy objectives of the Long Term Management Strategy (LTMS) for Dredged Material Placement are to identify an acceptable array of dredged material placement sites; develop management, economic, and environmental plans for these sites; implement a decision making framework for site usage; streamline permit procedures; and establish long-term site monitoring.

AUTHORIZATION: Energy and Water Appropriations Act of 1991

**LOCATION AND DESCRIPTION:** The project is the regional program which encompasses all dredging and placement occurring in the San Francisco, San Pablo, and Suisun Bays in California. The LTMS joint state-federal partnership agencies are the U.S. Army Corps of Engineers, the U. S. Environmental Protection Agency Region 9; the S. F. Bay Regional Water Quality Control Board, the S. F. Bay Conservation and Development Commission, the California State Lands Commission and affiliated state and federal fish and wildlife agencies. The goals of the LTMS program are as follows:

- a. maintain, in an economically and environmentally sound manner, those channels necessary for navigation
- b. conduct dredged material disposal in the most environmentally sound manner
- c. maximize the use of dredged material as a resource; and
- d. establish a cooperative permitting framework for dredging and dredged material disposal applications. (created as the Dredged Material Management Office=DMMO)

In order to implement these goals, the LTMS Management Plan set dredged material disposal targets at a maximum of 20-percent in-bay, a minimum of 40-percent beneficial reuse, with 40-percent ocean disposal as the safety valve if beneficial reuse sites were not available. All management activities are designed to accomplish these goals.

FISCAL YEAR 2013 ACTUAL: \$0 FISCAL YEAR 2014 ALLOCATION: \$770,000.

CONFERENCE AMOUNT FOR FY 2015: \$275,000 BUDGETED AMOUNT FOR FY 2016: M: \$0 O: \$500,000 T: \$500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$500,000 - Funding will be used for USACE staff labor for the DMMO.

OTHER INFORMATION: DMMO is a critical permitting function of San Francisco Bay LTMS for management of unconfined aquatic placement and beneficial use of dredged material. USACE dredging projects are allowed continued use of cost-effective aquatic placement in part due to the oversight and management of aquatic disposal provided by the DMMO.

**PROJECT NAME: SAN JOAQUIN RIVER (PORT OF STOCKTON), CA  
OPERATIONS AND MAINTENANCE  
PROJECT LOCATION AND DESCRIPTION**

The Stockton Deep Water Ship Channel extends 41 miles from the Port of Stockton to Antioch, California, in the counties of Contra Costa, Sacramento, and San Joaquin. The project includes the channel, a sediment trap, and bank protection. The Channel was completed by the U.S. Army Corps of Engineers in 1988.

The ship channel is an integral component of the California Bay Delta ecosystem and supports the Port of Stockton, which is the largest inland and fourth busiest port in California.

Approximately 30 cargo vessels pass through the channel each month, taking more than 1,000,000 trucks off area roads annually. The latest commercial tonnage shipped through the project is 5,000,000 tons. The port is a vital link to the agricultural industry of the California Central Valley, handling more than 90-percent of fertilizer used by the regions growers and over 50-percent of California's bagged rice to Japan. Overall responsibility for the project O&M dredging transferred to the San Francisco District effective in FY 2015, although levee maintenance will continue to be managed by the Sacramento District

AUTHORIZATION: Act to Improve Rivers and Harbors of 1876, River and Harbor Act of 1927, and Rivers and Harbors Act of 1950

FISCAL YEAR 2013 ACTUAL: \$3,232,201

FISCAL YEAR 2014 ALLOCATION: \$6,017,270 .

CONFERENCE AMOUNT FOR FY 2015: \$4,952,000

BUDGETED AMOUNT FOR FY 2016: M: \$4,442,000 O: \$0 T: \$4,442,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2016: N: \$4,442,000 - Funding will be used for routine maintenance dredging of the channel to the authorized depth of -35 feet, compliance with mandated water quality certification, and establishment of programmatic agreements for the federal Endangered Species Act.

### **SAN FRANCISCO BAY TO STOCKTON NAVIGATION IMPROVEMENT STUDY APPROPRIATION TITLE: CONTINUING CONSTRUCTION PROJECTS**

The San Francisco Bay to Stockton Navigation Improvement Study (the Project) is part of a long-term effort to improve deep draft navigation on the John F. Baldwin and Stockton Deep Water Ship channels from the San Francisco Bay to the Port of Stockton, California. The project is composed of two reaches (Figure 1): the Western Reach, which spans from the West Richmond Channel to Avon; and the Eastern Reach, which spans from Avon to the Port of Stockton (Port). Both reaches are currently maintained to a depth of -35 feet mean lower low water (MLLW).

The project seeks to modernize the 75-mile shipping channel between the Golden Gate and the Port of Stockton by deepening the channel to its federally authorized 45ft depth west of Avon and 40ft thereafter to the Port of Stockton thus allowing for the safe and efficient movement of goods. This is the final phase of the original 1965 US Congressional authorization which has already seen improvements to the Oakland and Richmond Harbors.

The Project is 75% federal, 25% locally cost shared by the US Army Corps of Engineers, and the non-federal sponsor, the Port of Stockton. Contra Costa County and the Western States Petroleum Association, and its member refineries, are local contributors to the Study. Currently, the entire project is maintained to 35 feet mean lower low water (MLLW).

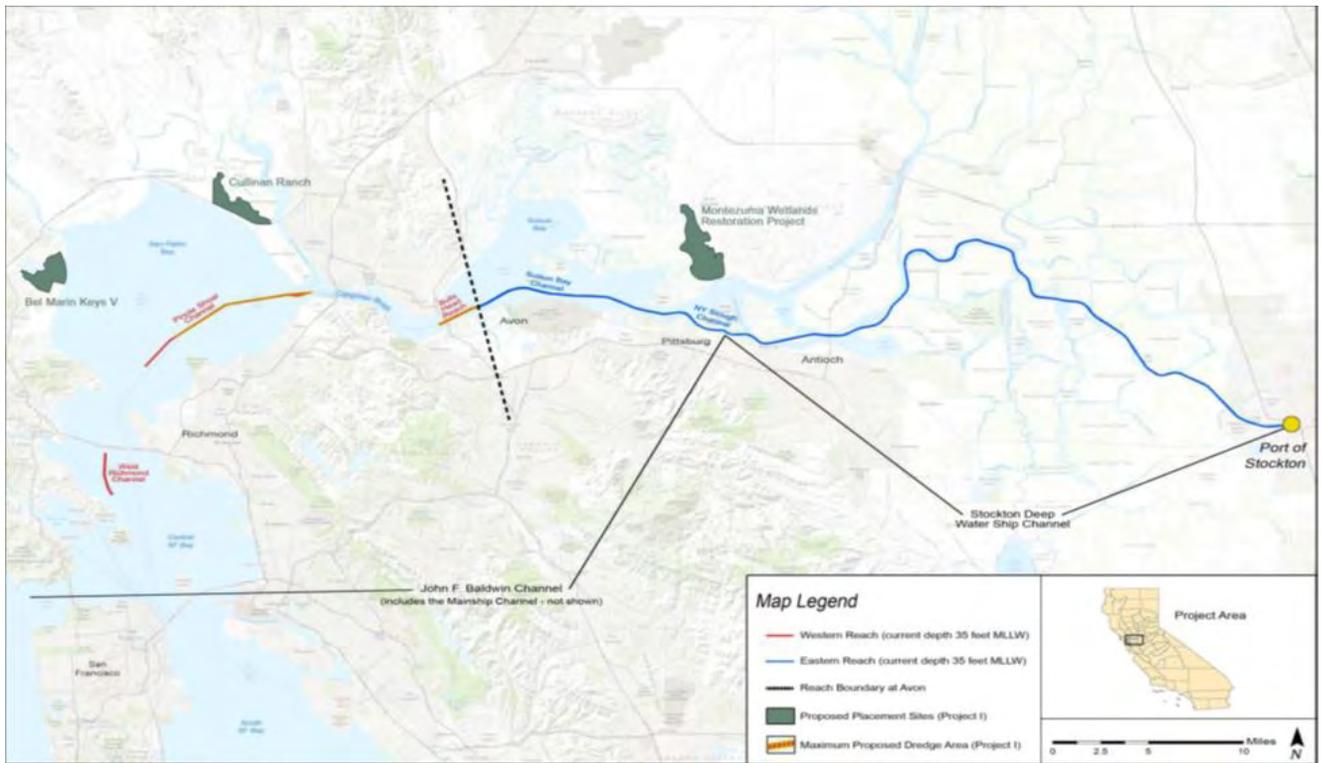
At the present time in the Study, the overall project has been separated into two projects to comply with scheduling and funding criteria under the USACE SMART Planning 3x3x3 requirements.

(<http://planning.usace.army.mil/toolbox> or [www.corpsplanning.us](http://www.corpsplanning.us))

Project 1 proposes to deepen the Western Reach (John F. Baldwin Ship Channel to Avon) to a depth that would not significantly affect water quality through salinity intrusion without implementation of measures to offset salinity impacts. Current salinity modeling has indicated that the maximum depth for Project I could be -38' (MLLW).

Project II proposes to deepen the Eastern Reach to -38 to -40' (east of Avon including the Stockton Deepwater Ship Channel) and also consider additional deepening of the Western Reach beyond -38'. Project II will include ecosystem restoration as a project purpose in addition to navigation. It also proposes to include project components and/or mitigation to offset salinity intrusion such that impacts to water quality would not be significant.

According to the Waterborne Commerce Statistics Center data, 20 to 26 million tons of commodities moved through Carquinez Strait annually between 2005 and 2010. The largest volume commodity in tonnage and value that moves through the Project is crude oil. .



San Francisco Bay to Stockton Navigation Improvement Study (Project)



STATE OF CALIFORNIA  
THE NATURAL RESOURCES AGENCY

July 9, 2015

ANNOUNCEMENT FOR:

**San Francisco Harbor Safety Committee Membership**

The Office of Spill Prevention and Response (OSPR), is accepting applications for membership on the San Francisco Harbor Safety Committee. The OSPR is seeking applicants for the following positions:

Representative of Ferry Operators  
Representative of Ferry Operators Alternate

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following internet site:

[www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=34046&inline=true](http://www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=34046&inline=true)

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. The OSPR intends to appoint the new members at the October 8, 2015 Harbor Safety Committee meeting.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. David Mighetto at e-mail address [david.mighetto@wildlife.ca.gov](mailto:david.mighetto@wildlife.ca.gov), or by telephone at (916) 445-3157.

*Conserving California's Wildlife Since 1870*

Mr. Thomas M. Cullen  
Administrator  
Office of Spill Prevention and Response  
1700 K Street, Suite 250  
Sacramento California, 95811

June 29th, 2014

**Reference:** TITLE 14, CALIFORNIA CODE OF REGULATIONS, SUBDIVISION 4. OFFICE OF SPILL REVENTION AND RESPONSE, CHAPTER 4. VESSEL REQUIREMENTS SUBCHAPTER 1. TANK VESSEL ESCORT REGULATIONS FOR THE SAN FRANCISCO BAY REGION, SECTIONS 851.1 through 851.10.1

Dear Mr. Cullen:

It has come to the attention of the San Francisco Harbor Safety Committee that section 851.9.1 (C) of the above referenced regulation does not adequately address or define conditions and requirements for an Articulated Tug Barge (ATB). ATBs were not in use at the inception of these regulations and hence the rules were only written for a tug that tows a laden tank barge. The modern ATB acts as a single unit with the tug rigidly attached to a barge and therefore has more of the characteristics of a tanker than a barge.

The San Francisco Harbor Safety Committee through the Tug Escort Work Group has determined that ATBs which comply with all the applicable tanker rules contained in the regulations should have the ability to operate under the Tanker Escort Matrix.

The Committee recommends to the Office of Spill Prevention and Response (OSPR) that ATBs for the purpose of complying with the Tank Vessel Escort Program for San Francisco Bay, CCR, sections 851.1 – 851.10.1, should comply with the following:

1. The Master of an ATB which can comply with all the applicable tanker rules in the regulation will notify the Clearing House and Agent whether he shall comply with;
  - a) Those regulations and statutes as applicable to a tanker of the same displacement as the aggregate displacement of the ATB combined units. Or
  - b) shall comply with CCR, Section 851.9.1, Barge and Tug Matching Criteria, and Barge Crew and Equipment Requirements
2. An ATB that is unable to meet these requirements shall comply with CCR, Section 851.9.1, Barge and Tug Matching Criteria, and Barge Crew and Equipment Requirements

ATBs using the Tanker Escort Matrix while complying with all the applicable tanker requirements will enhance the safe transit of petroleum products on the navigable waters of San Francisco Bay. The Tanker Escort Matrix requires larger escort tugs when operating in designated escort zones and the applicable current conditions. This will support the best achievable protection of San Francisco Bay.

The San Francisco HSC appreciates O.S.P.R.'s consideration of this recommendation and we look forward to your response.

Sincerely,