

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, October 9, 2014

Port of Richmond, Harbormaster's Office, 1340 Marina Way South, Richmond, CA

John Berge (M), Pacific Maritime Shipping Association, Vice-Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:15.

Alan Steinbrugge (A), San Francisco 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, **Capt. Atanas Atanasov**, Nation Cargo Bureau; **John Berge** (M), Pacific Maritime Shipping Association; **Jessica Burton Evans**, (A), US Army Corps of Engineers; **Capt. Mike Day** (A), United States Coast Guard; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Aaron Golbus** (M), Port of San Francisco; **Jim McGrath** (M), Bay Conservation and Development Commission; **Bob Gregory** (M), Foss Maritime; **Capt. Griffin Patrick** (A), Tesoro Refining and Marketing; **Deb Self** (M), San Francisco Bay Keeper; **Janie Singleton** (M), Port of Richmond; **Rich Smith** (M), Westar Marine Services; **Alan Steinbrugge** (A), San Francisco Marine Exchange.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the September 11, 2014 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- John Berge

Welcomed the committee members and audience.

Coast Guard Report- Capt. Mike Day

- Advised that mediation is ongoing regarding damage to the Trans Bay Cable caused by anchor fouling during a September 5 LOP incident. The Coast Guard is reviewing procedures.
- Advised of a September 21 stowaway case in which an American was caught on board a vessel departing for Asia. Gangway entry security procedures failed. The stowaway was released without charge due to lack of trespassing charges pursued by the vessel owner.
- Advised of a September 20 incident in which the Jeremiah O'Brian discharged approximately 20 gallons of bunker fuel into the bay near Pier 45. The USCG was forced to federalize the spill

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response. The vessel didn't have a federalized response plan or COFR. NRC was contracted for cleanup.

- Announced that Fleet Week has started and continues through Sunday. Impacts are being minimized and an after action report will be made.
- Advised that a federal government shutdown resolution is being worked on to prevent future sequestration.
- Cmdr. Wirts read from the September-14 Prevention/Response Report (attached).
- Jim McGrath asked if a fine has been issued in regards to the September 5 Trans Bay Cable damage LOP. The USCG advised that the case is still pending. Deb Self asked what caused the LOP and was advised by the Coast Guard that the RPM parameters on the Pilot Card were incorrect. Vessels are responsible for providing the Pilot Card to the pilot when they get on board. Cmdr. Wirts advised that the vessel's anchor was recovered but that the cable still needs to be repaired. The cable is offline and power to San Francisco rerouted.
- Rich Smith advised that Westar had transported the stowaway from the September 21 case to Pier 50. He commented that no one with the Coast Guard accompanied the individual and that USCG security procedures should be looked at. Capt. Day agreed and advised that the case will be reviewed.
- Deb Self commended the USCG for their quick response and early federalization in regards to the September 20 Jeremiah O'Brian spill.

Army Corps of Engineers Report-

- Lt. Col. John Morrow was unable to attend.
- Rob Lawrence advised that the Army Corps report format has been changed and that feedback is welcome.
- Rob Lawrence read from the US Army Corps of Engineers, San Francisco District Report and Jessica Burton Evans overviewed the Draft FY15 Dredging Plan which has not been finalized (attached). No government dredges will be used in 2015. All dredging will be by contract.
- Jim McGrath asked if the proposed dredging extensions will be conditional based on herring spawning activity. Jessica Burton Evan advised that extensions have not been finalized but are expected to be conditional.
- Rich Smith asked which dredge companies have been contracted. Jessica Burton Evans advised that contracts have been awarded to Dutra, R.E. State and Ross Island.

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Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Advised of the upcoming West Coast HSC Summit on October 28, 2014 at Springhill Suites in Napa, CA.
- Advised of OSPR's "Spill Prevention and Response Day" on November 4, 2014 in Long Beach, CA. Spill response/management and crude by rail are on the agenda.
- John Berge asked if there are plans to update the BC States Task Force Offshore Vessel Traffic Risk Assessment from 2005. Tom Cullen, OSPR Administrator, agreed on the need for an updated study and advised that they are working on making it happen. Increased oil barge traffic is expected due to Bakken crude transport which should be factored into the assessment.
- Deb Self asked for comment regarding the recent lawsuit filed by railroad companies against OSPR's statewide program. Tom Cullen advised that he could not comment on pending litigation but that OSPR was not surprised by the lawsuit and dialog will continue.
- Jim Anderson asked if action can be taken to keep the increased oil barge traffic within the traffic lanes in order to reduce conflict with fishing vessels. Cmdr. Wirts advised that the USCG can suggest the tug & barges stay in the traffic lanes but can't require it. Tom Cullen advised that the issue will be looked into. Deb Self asked if there was an estimate for the increased number of oil barges expected if the proposed Vancouver Bakken crude export facility is approved. Tom Cullen answered that it was still too early for an estimate. Bob Gregory advised that refining capacity in California is limited which will constrain the number of oil barges.

NOAA Report-

- Alan Steinbrugge advised that Jeff Ferguson, new NOAA HSC representative, will be at next month's meeting. An El Nino report is also expected.

State Lands Commission Report- (report attached)

- Chris Beckwith was unable to attend.

Work Group Reports-

Tug Work Group- Bob Gregory advised that a meeting will be held soon. ATB regulations are on the agenda.

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Navigation Work Group- nothing to report. Cmdr. Wirts advised that CMA's and the Mile Rocks Light issue are on the agenda.

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

Dredge Issues Work Group- Capt. Griffin Patrick advised that there was nothing to report.

PORTS Work Group- nothing to report.

Prevention through People Work Group- nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that the Bay Bridge Air Gap Sensor installation requires modifications before NOAA can approve the data. Progress has been slow.
- Advised that planning for the installation of the Pier 27 weather station is underway.

Public Comment-

- Jim McGrath, vice-president of the SF Board Sailing Association, advised of a meeting they had yesterday with the USCG regarding recreational boating safety.
- Aaron Golbus advised that the Fleet Week parade of ships is on Friday. Airshows will be held on Friday, Saturday and Sunday. The commissioning of the USS America will be held on Saturday at 1000.

Old/New Business-

- Kip Carlson, SF Bar Pilots, asked about the safety of several tug boats anchored in Anchorage 5. Cmdr. Wirts advised that the Coast Guard is aware of the issue and is actively coordinating with the vessels. The tugs are seaworthy and manned. A COTP order is in effect. VTS is monitoring the tugs and anchor dragging issues have been improved.
- Dave Mighetto passed on a thank you from Al Storm with OSPR for the HSC award presented to him at last month's meeting.

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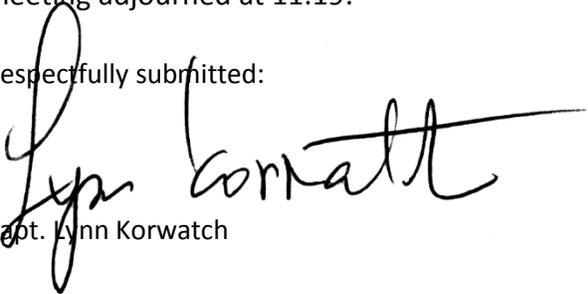
Next Meeting-

1000-1200, November 13, 2014
San Francisco Exploratorium Observatory
Pier 15, San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:19.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

September-14

PORT SAFETY CATEGORIES*

	2014	2013	3yr Avg**
1. Total Number of Port State Control Detentions for period: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.56
2. Total Number of COTP Orders for the period: Navigation Safety (0), Port Safety & Security (0), ANOA (0)	5	2	6.25
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0), Steering (2), Propulsion (4), Personnel (0), Other (2), Power (0)	8	12	12.72
4. Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (0) Gyro (1), Steering (0), Echo sounder (0), AIS (1), AIS-835 (0), ARPA (0), SPD LOG (0), R.C. (0), Other (0)	2	5	4.33
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay:	0	1	0.72
6. Significant Waterway events or Navigation related cases for the period:	1	1	0.47
7. Maritime Safety Information Bulletins (MSIBs):	0	2	0.42
Total Port Safety (PS) Cases opened for the period:	15	23	25.47

MARINE POLLUTION RESPONSE

Source Identification (Discharges):

	2014	2013	3yr Avg**
VESSELS			
U.S. Commercial Vessels	4	0	1.00
Foreign Freight Vessels	0	1	0.14
Public Vessels	0	1	0.92
Commercial Fishing Vessels	0	0	0.42
Recreational Vessels	3	5	3.94
FACILITIES			
Regulated Waterfront Facilities	0	0	0.33
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	1	1.72
Mystery Spills - Unknown Sources	6	2	4.08
Number of Oil/Hazmat Pollution Incidents within San Francisco Bay for Period			
1. Spills < 10 gallons	5	9	6.39
2. Spills 10 - 100 gallons	1	1	1.00
3. Spills 100 - 1000 gallons	0	0	0.14
4. Spills > 1000 gallons	0	0	0.11
5. Spills - Unknown	9	0	4.72
Total:	15	10	12.14

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

1. Estimated spill amount from U.S. Commercial Vessels:	23	0	17.51
2. Estimated spill amount from Foreign Freight Vessels:	0	1	0.08
3. Estimated spill amount from Public Vessels:	0	1	5.44
4. Estimated spill amount from Commercial Fishing Vessels:	0	0	13.10
5. Estimated spill amount from Recreational Vessels:	1	4	11.98
6. Estimated spill amount from Regulated Waterfront Facilities:	0	0	4.88
7. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.03
8. Estimated spill amount from Other Land Sources: (mystery sheens)	unk	1	147483.19
9. Estimated spill amount from Unknown sources: (mystery sheens)	unk	56	5.63
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	24	63	147541.85
Civil Penalty Cases for Period	0	0	0.08
Notice of Violations (TKs)	1	0	0.50
Letters of Warning	3	1	1.89
TOTAL PENALTY ACTIONS:	4	1	12.47

* 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 (September 2014)

MARINE CASUALTIES

Loss of propulsion (05SEP14): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting from Anchorage 9 to Stockton, CA IVO Carquinez Strait. Both anchors were deployed and later found to be fouled on each other. The vessel's port anchor was also fouled on submerged cable. The port anchor was cut and lowered to the sea floor. A COTP Order directed vessel to proceed to Anchorage 9 with three tractor tugs and to remain there until satisfactory repairs have been made and causative factors are determined. The pilot card on board the vessel had the incorrect parameters for operating on Marine Gas oil. Further investigation revealed that the operating procedures on board only accounted for use of heavy fuel. The vessel corrected the deficiencies; the COTP Order was cleared and the vessel was allowed to transit to the port of Stockton. LOP was attributed to fuel switching. This was the vessel's first ever port call in California. Case closed.

Equipment Failure (06SEP14): A foreign flag container vessel experienced a loss of start air while transiting outbound from the Port of Oakland. A COTP Order was issued directing them to proceed to Anchorage 7. Class determined cause to be a Flywheel Sensor alarm. The flywheel sensors were inspected and grease was found on the surface of the sensors. The sensors were cleaned and a starting test to the main engine was carried out and witness by the Class and Coast Guard. COTP Order lifted. Case closed.

***Equipment Failure (09SEP14):** A foreign flag container vessel experienced a fuel oil leak on the return valve of the main engine fuel oil line while transiting approximately nine miles west of the Golden Gate Bridge. The vessel had departed the Port of Oakland and requested to proceed outside of the precautionary area and shut down its main engine to attempt temporary repairs. After several unsuccessful attempts, a COTP Order was issued requiring the vessel to return to Anchorage 9 to complete repairs. Class surveyor issued report approving of repairs and proper operation of the damaged fuel return line. Coast Guard attended vessel and witnessed satisfactory operation of main engine; the COTP order was lifted. Case closed.

Loss of steering (05SEP14): A U.S. flag vessel experienced a loss of steering while IVO San Francisco's southern waterfront. The boat lost steering shortly after entering the water and moored using her engine. The vsl was removed from service and CG-835 No-Sail was issued. Causative factor was that the steering cable and pin connection had separated. Vessel installed new steering cable/pin assembly; CG attended and verified repairs. Case closed.

Loss of propulsion (17SEP14): A foreign flag container vessel experienced a loss of propulsion while transiting outbound from the Oakland Outer Harbor. The vessel had two tugs alongside, regained propulsion and proceeded to Anchorage 9. A COTP Order was issued directing the vessel to remain at Anchorage 9. Causative factor was determined to be the electronic sensor for lubricating oil inlet pressure. Satisfactory repairs were completed, system tested sat, lifted COTP order. LOP was NOT attributed to fuel switching. Case closed.

VESSEL SAFETY CONDITIONS

Stowaway (21SEP14): A foreign flag container ship was transiting outbound from Oakland when a stowaway was reported on board. The vessel was directed to Anchorage 7. The individual was an American citizen attempting to travel to South Korea or China. A COTP Order was issued for the vessel to undergo a security exam and for the stowaway to be removed. The stowaway was taken via water taxi to Pier 50 in San Francisco where he voluntarily departed. Security exam was completed and the COTP order was lifted. Investigation pends.

GENERAL SAFETY CASES

No significant cases

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (11SEP14): Vsl issued an inbound LOD.

Letter of Deviation (LOD), Gyro Compass (12SEP14): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Enforcement Action TDB (20SEP14): Multiple reports were received of a sheen near Pier 45 in San Francisco. The source was determined to be a U. S. flagged commercial vessel that experienced a malfunction during an internal transfer, causing an estimated 20 gallons of Bunker C to be discharged into San Francisco Bay at Fisherman's Wharf, impacting Hyde Street Fishing Harbor, Hyde Street Pier and Aquatic Park. The vessel OSRO responded, and containment boom deployed around the vessel and around Hyde Street Pier. Sorbent pads and sorbent boom were used to recover the oil. Sector San Francisco issued a Notice of Federal Assumption and hired a contractor to continue cleanup efforts. The responsible party reassumed responsibility of the case, ensuring continuation of response efforts, including vessel decontamination. Case pends.

*NOTE: Initial incident occurred outside of HSC jurisdiction.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 9, 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) completed dredging in late June 2014.
- b. **FY14 Richmond Inner Harbor** – Contract clamshell, planned start mid to late-October 2014.
- c. **FY14 Richmond Outer Harbor (and Richmond Long Wharf)** – Government Hopper (ESSAYONS) completed dredging 27 June 2014 – 11 July 2014. Post-dredge survey is posted on the website.
- d. **FY14 Pinole Shoal** – Government Hopper (ESSAYONS), completed dredging 11-14 July 2014 and Government Hopper (YAQUINA) completed additional dredging 19-21 August 2014. Post-dredge survey from 6-12 August 2014 (ESSAYONS work) is posted on the website, post-dredge survey from 4 September 2014 (YAQUINA work) will be posted shortly.
- e. **FY14 Suisun Bay Channel (and New York Slough)** - Government Hopper (YAQUINA), completed dredging 11-29 August 2014. Post-dredge survey was completed 9-10 September 2014, and will be posted within 2 weeks .
- f. **FY14 Oakland O & M Dredging-** Contract #1 awarded to Dutra (clamshell), dredging started 1 August 2014 and is expected to be complete by 30 September 2014. Contract #2 is expected to start dredging in early to mid-November 2014.
- g. **FY14 Redwood City Harbor-** Contract clamshell, planned start mid to late-October 2014.

2. DEBRIS REMOVAL – Debris removal for September 2014 was 8.5 tons including 2 abandoned boats. Average for September from 2004 to 2013 is 35.8 tons. (Range: 9.5 – 66 tons). The Corps continues to patrol, monitor and respond to calls for debris and hazards to navigation with the small boat fleet. Raccoon is on schedule to be back in service and patrolling the waterways by 17 Oct and Dillard is scheduled to return to service by 31 Oct.

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	0	24	14	38
AUG	0	26	45	71
SEP	0	0	8.5	8.5
OCT				
NOV				
DEC				

YR TOTAL
343.5

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 Channel: Condition survey of Sept. 2012 is posted.

Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014 is posted.

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

Islais Creek Channel: Condition survey of September 25, 2014 is posted.

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

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

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

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

New York Slough: Pre and post-dredge survey of Sept. 21, 2014 is posted.

Northship Channel: September 16-20, 2014 condition survey is posted.

Oakland Entrance Channel: Condition survey completed 15 July 2014 is posted

Oakland Inner Harbor: Condition survey completed 15 July 2014 is posted.

Oakland Inner Harbor Turning Basin: Condition survey completed 15 July 2014 is posted

Oakland Outer Harbor: Pre-dredge survey of August 13-18, 2014 is posted.

Petaluma River: Condition survey of mid-September is posted.

Pinole Shoal Channel: Post-dredge survey of September 4, 2014 is posted. *

Redwood City Harbor: Condition survey of August 4-5, 2014 is posted.

Richmond Inner Harbor: Condition survey of September 7, 2014 is posted.

Richmond Outer Harbor (Longwharf): Post-dredge survey of July 28, 2014 is posted.

Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of July 18-23, 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: Post-dredge survey of September 10, 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. 30, 2014 is posted.

SF-10 (San Pablo Bay): Condition survey of Sept. 30, 2014 is posted.

SF-11 (Alcatraz): Condition survey of September 9, 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.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
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San Francisco Clearinghouse Report

October 9, 2014

- ✎ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September the clearinghouse received one notification of a vessel arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has contacted OSPR 5 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 September there were 87 tank vessel arrivals; 2 Chemical Tankers, 17 Chemical/Oil Tankers, 31 Crude Oil Tankers, 1 Non Specific Tanker, 15 Product Tankers, and 21 Tugs with Barges.
- ✎ In September there were 291 total arrivals.

San Francisco Bay Clearinghouse Report For September 2014

San Francisco Bay Region Totals

	<u>2014</u>		<u>2013</u>	
Tanker arrivals to San Francisco Bay	66		64	
Barge arrivals to San Francisco Bay	21		25	
Total Tanker and Barge Arrivals	87		89	
Tank ship movements & escorted barge movements	272		279	
Tank ship movements	145	53.31%	142	50.90%
Escorted tank ship movements	108	39.71%	99	35.48%
Unescorted tank ship movements	37	13.60%	43	15.41%
Tank barge movements	127	46.69%	137	49.10%
Escorted tank barge movements	29	10.66%	40	14.34%
Unescorted tank barge movements	98	36.03%	97	34.77%

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	171		263		0		114		548	
Unescorted movements	71	41.52%	128	48.67%	0	0.00%	52	45.61%	251	45.80%
Tank ships	57	33.33%	96	36.50%	0	0.00%	40	35.09%	193	35.22%
Tank barges	14	8.19%	32	12.17%	0	0.00%	12	10.53%	58	10.58%
Escorted movements	100	58.48%	135	51.33%	0	0.00%	62	54.39%	297	54.20%
Tank ships	81	47.37%	107	40.68%	0	0.00%	45	39.47%	233	42.52%
Tank barges	19	11.11%	28	10.65%	0	0.00%	17	14.91%	64	11.68%

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	529		728	
Barge arrivals to San Francisco Bay	206		320	
Total Tanker and Barge Arrivals	735		1,048	
Tank ship movements & escorted barge movements	2,724		3,544	
Tank ship movements	1,386	50.88%	1,995	56.29%
Escorted tank ship movements	947	34.77%	1,160	32.73%
Unescorted tank ship movements	439	16.12%	835	23.56%
Tank barge movements	1,338	49.12%	1,549	43.71%
Escorted tank barge movements	319	11.71%	544	15.35%
Unescorted tank barge movements	1,019	37.41%	1,005	28.36%

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

Escorts reported to OSPR 5 1

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,641		2,597		0		1,217		5,455	
Unescorted movements	743	45.28%	1,363	52.48%	0	0.00%	607	49.88%	2,713	49.73%
Tank ships	598	36.44%	940	36.20%	0	0.00%	415	34.10%	1,953	35.80%
Tank barges	145	8.84%	423	16.29%	0	0.00%	192	15.78%	760	13.93%
Escorted movements	898	54.72%	1,234	47.52%	0	0.00%	610	50.12%	2,742	50.27%
Tank ships	700	42.66%	938	36.12%	0	0.00%	415	34.10%	2,053	37.64%
Tank barges	198	12.07%	296	11.40%	0	0.00%	195	16.02%	689	12.63%

Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
SEPTEMBER 1 - 30, 2013	193	93	48.19
SEPTEMBER 1 - 30, 2014	217	89	41.01

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2013	12,747,600	0	16,780,142	6,825,345	23,605,487
SEPTEMBER 1 - 30, 2014	14,073,901	0	17,863,044	6,700,708	24,563,752

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
SEPTEMBER 1 - 30, 2013	0	0	0	0	0
SEPTEMBER 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.