

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, March 9, 2017

Port of Oakland, 2nd Floor Board Room

530 Water Street, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:01.

Marcus Freeling, Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Atanas Atanasov** (A), National Cargo Bureau; **Capt. Robert Carr** (M), San Francisco Bar Pilots; **Chad Culberston** (M), Chevron Shipping Company; **Jeff Ferguson** (M), NOAA; **Bob Gregory** (M), Foss Maritime Company; **Scott Grindy** (A), San Francisco Marine Small Craft Harbor; **Benjamin Huber** (M), Westar Marine Services **Phil Kipper** (A), San Francisco Baykeeper; **Capt. Thomas Kirsch** (M), Blue & Gold Fleet; **Jim McGrath** (M), Bay Conservation and Development Commission; **Lt.Col. John Morrow** (M), US Army Corps of Engineers; **Capt. Patrick Nelson** (A), United States Coast Guard; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Chris Peterson** (M), Port of Oakland; **Jeff Robbins** (M), General Steamship Corp; **Capt. Ray Shipway** (M), International Organization of Masters, Mates, and Pilots; **Jeff Vine** (A), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of February 9, 2017 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Patrick Nelson

- Advised that extreme weather conditions have increased debris and caused damage to levees and Aids to Navigation leading to delays for vessels transiting up river to Sacramento and Stockton. Many levees are privately owned which complicates response to integrity issues. It was remarked that there are an increased number of vessels in Anchorage 9 waiting for berth.

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- Advised that more old Bay Bridge pier demolition is planned for this year. Thirteen piers will be imploded.
- Cmdr. Jen Stockwell read from the February- 2017 Prevention/Response Report (attached).
- Capt. Korwatch thanked the USCG for hosting last week's Deep Draft Industry Day.

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

- Advised that heavy rain has led to increased debris removal numbers. Sediment is also a concern and shoaling rates are being monitored.
- Advised that the dredge season is approaching and that funding issues are being worked on.
- Advised that Al Paniccia is being deployed to Afghanistan and will no longer be attending HSC meetings.
- Jim Mazza read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal totals were well above average and included eleven abandoned vessels. Lt.Col. Morrow advised that the Corps takes debris to their home dock for disposal. Attempts are made to contact and bill the owners of abandoned vessels.
- Aaron Golbus advised of the Abandoned Vessel Subcommittee hosted by the USCG and State Lands which meets to discuss the issue.
- Capt. Korwatch advised that the Dredge Work Group will be submitting a letter in support of CMANC's dredge funding request. A letter in support of USCG funding should also be considered in light of proposed budget cuts.

Clearing House Report- Marcus Freeling (report attached)

OSPR Report- David Mighetto

- Announced that Capt. Thomas Kirsch has been appointed to the SF HSC as Member representing Ferry Operators. Term ends on March 8, 2020.
- Advised that the Tug Work Group is revising drafts of the SB 414 report which is close to completion.
- Advised that the California Maritime Leadership Symposium was successfully held on February 15-16, 2017 in Sacramento. A presentation was given on port funding issues.
- Advised that OSPR's emergency regulations for inland facilities are being finalized through the formal rulemaking process. The regulations involve OSRP ratings and Certificate of Financial Responsibility.

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- Tom Cullen, OSPR Administrator, advised that OSPR's bi-annual Spill Technology Workshop was held last week and might become an annual event. The Refugio oil spill incident team has detected no oil following a recent heavy rain event. The Bay Planning Commission is hosting a workshop on derelict vessel legislation with participation from State Lands, EPA, Cal Parks and OSPR. Washington State recently enacted legislation regarding this issue which will be reviewed. Jim McGrath advised that derelict vessels pose a significant risk to water quality.

NOAA Report- Jeff Ferguson

- Advised that acoustic surveys of over 500 square kilometers of shallow water in the San Francisco Bay have been completed by the California Ocean Protection Council in partnership with NOAA's Office for Coastal Management. The detailed surveys are available through the NOAA Digital Coast website. The information informs habitat maps and tsunami modeling.
- Advised that the NWS is participating in the development of a Maritime Tsunami Playbook for the Bay Area. Results will be presented to the HSC.
- Advised that the NWS predicts that heavy rain will taper off this spring with fewer storms expected.
- Advised that NOAA's Office of Coast Survey National Charting Plan has been released (attached). Public comment is requested.

State Lands Commission Report - Report Attached

- Capt. Korwatch advised of a USCG cybersecurity presentation focusing on vessel operations which was given at the recent State Lands Customer Service Meeting. Plans are being made have the USCG give their cybersecurity presentation to the HSC at a future meeting.

Work Group Reports-

Tug Work Group - Bob Gregory advised that the SB 414 assessment is still being finalized and prepared for a vote at the April HSC meeting.

Navigation Work Group - Capt. Bob Carr advised that the work group is still following up on the submerged cable and pipeline issue. Jim Mazza advised that a proposed Regional Condition of 3 foot cable depth is not enforceable and has gained little traction. The Navigation Work Group can subscribe to the Army Corps' Public Notice mailing list to monitor projects in Section 10 waters. Lt.Col. Morrow

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advised that erosion leading to the uncovering of cables is a concern although shoaling is more common. Permits issued by the Corps specify depth under navigation channels.

Ferry Operations Work Group - Kevin Donnelly advised that debris has been a significant issue. The new ferry boat M/V Hydrus has arrived and will begin service in April. There is a new passenger service from Mare Island to San Francisco. Golden Gate Ferry has assumed the Tiburon service.

Dredge Issues Work Group - Chad Culbertson presented a draft letter from the HSC to members on the House Committee on Appropriations in support of CMANC's FY 2018 dredging appropriations request (attached). A motion was made and seconded to send the letter and endorse CMANC's request. The motion passed without dissent

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Scott Grindy advised that plans to remove the Oyster Point boat ramp have been called off by the developer and the ramp will stay.

PORTS Report- Marcus Freeling

- Advised that a replacement cellular modem for the Pier 1 weather station is being shipped and will be installed.
- Advised that the Southampton shoal buoy mounted current sensor is experiencing communications issues and will be serviced.
- Aaron Golbus advised that Port of San Francisco is working with the Marine Exchange to install a weather station and possibly a current sensor at Pier 27.

Public Comment-

- Catharine Hooper advised that Capt. Korwatch was quoted in a recent NPR show about container shipping.
- Capt. Korwatch announced that the next AMSC meeting is on April 11, 2017 at the Port of Oakland. The 2017 PSGP may be discussed and it is recommended that grant request packages be prepared soon. Cybersecurity is a primary focus of the program.

Old Business- None

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New Business-

- Ray Paetzold, Bar Pilots, announced that Cal Maritime's Women in Maritime Leadership Conference is being held on March 10-11.

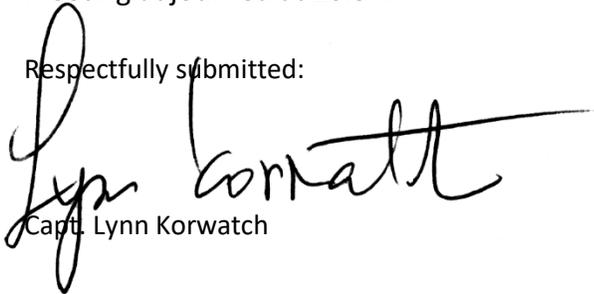
Next Meeting-

1000-1200
April 13, 2017
California Maritime Academy
Richmond Maritime Safety & Security Center
756 West Gertrude Street
Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 10:57.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February 2017

PORT SAFETY CATEGORIES*	Feb-2017	Feb-2016	**3yr Avg
Total Number of Port State Control Detentions:	1	0	0.78
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	5	0	3.72
Navigation Safety (5), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	12	9	9.64
Allision (2), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (3), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	9	3.97
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
AIS-835 (0), ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.44
Significant Waterway events/Navigation related Cases:	1	2	0.33
Total Port Safety (PS) Cases opened	20	21	18.89
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2017	Feb-2016	**3yr Avg
U.S. Commercial Vessels	1	2	0.81
Foreign Freight Vessels	0	0	0.11
Public Vessels	2	0	0.53
Commercial Fishing Vessels	0	1	0.39
Recreational Vessels	2	1	3.78
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	0	1.25
Mystery Spills - Unknown Sources	4	6	4.39
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	4	3	4.58
Spills 10 - 100 gallons	1	1	1.25
Spills 100 - 1000 gallons	0	0	0.17
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	4	6	5.58
Total Pollution Incidents	9	10	11.64
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	1.00	5.00	14.22
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.42
Estimated spill amount from Public Vessels	12.00	0.00	1.57
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	9.90
Estimated spill amount from Recreational Vessels	2.00	11.00	41.09
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	3.03
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	0.00	2.09
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	UNK	0.67
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	15.00	17.00	80.97
Penalty Actions			
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	1	0.67
Letters of Warning	2	3	3.08
Total Penalty Actions	3	4	3.81

* 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 (FEB 2017)

MARINE CASUALTIES

Loss of Propulsion (01FEB17): A foreign flag freight vessel experienced a loss of propulsion while departing anchorage. A COTP Order was issued requiring a two tug escort back to anchorage and to remain there until documentation was received attesting to causative factors and the proper operation of vessel's main propulsion. While awaiting parts, vessel was allowed to transit to berth and return to Anchorage under a tug escort, to affect repairs. Class attended, witnessed proper operation of the main propulsion system and associated equipment and provided required report. The COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed.

Allision (12FEB17): A U. S. flag towing vessel allided with a railroad bridge fender. Train traffic was briefly suspended until a damage survey was conducted and determined there was no damage to the bridge. Case Closed.

Allision (18FEB17): A foreign flag freight vessel's antenna struck a railroad bridge while transiting to berth; no damage occurred to the bridge. The vessel was issued a COTP Order requiring documentation attesting to the proper operation of the equipment and causative factors of the allision. Class attended and witnessed proper operation. The COTP Order was lifted. Case Closed.

Loss of Propulsion (19FEB17): A foreign flag container vessel experienced a loss of propulsion while departing berth and on scene tugs assisted the vessel back to berth. A COTP Order was issued requiring the vessel to remain at berth until documentation was received attesting to causative factors and the proper operation of vessel's main propulsion. Class attended, witnessed proper operation of the main propulsion system and associated equipment and provided required report. The COTP Order was lifted. LOP was not attributed to fuel switching. Case Closed

Reduction in Propulsion (23FEB17): A foreign flag tank vessel experienced a reduction of propulsion while inbound from sea. A COTP Order was issued requiring the vessel to proceed inbound to anchorage with a one tug escort until documentation was received attesting to causative factors and the proper operation of the vessel's main propulsion. Repairs were conducted, Class attended and witnessed proper operation of the main propulsion system, and a COTP Order amendment was issued requiring a one tug escort from anchorage to verify proper operation. Case Closed.

VESSEL SAFETY CONDITIONS

Vessel Detention (01FEB17): A foreign flag vehicle carrier was detained after failing to demonstrate ability to conduct fire fighting drills and unable to demonstrate operation of the low pressure CO2 system. Coast Guard attended the vessel and witnessed a satisfactory fire drill and cleared CO2 system deficiency. Detention was lifted. Case Closed.

Operational Control (17FEB17): A U. S. flag small passenger vessel allided with a pier while carrying passengers. No injuries were reported and there was no damage to the pier, minor damage was reported on the vessel. The vessel was issued a 'No Sail' and transited to a drydock facility to conduct repairs. A marine inspector attended the vessel and witnessed proper repairs. Case Closed.

Operational Control (22 FEB17): A U. S. small passenger vessel was voluntarily taken out of service due to the operator discovering a small pinhole leak. A 'No Sail' was issued and restricted the vessel from carrying passengers until repairs are conducted. Case Pends.

Operational Control (23FEB17): A U.S. flag small passenger vessel reported an allision with a moored inspected small passenger vessel while departing the pier. The moored vessel sustained hull and steering gear damage while the underway vessel only sustained superficial damage. The moored vessel was issued a 'No Sail' until repairs are conducted. Case Pends.

Operational Control (23FEB17): A foreign flag bulk freight vessel was issued a COTP Order directing the vessel not to transit the Sacramento Deep Water Shipping Channel until the California Department of Water Resources Flood Operations Center deems the levy system could withstand deep draft wake. The COTP Order was lifted after consultation with California Department of Water Resources. Case Closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar, (19FEB17): Vessel was issued inbound LOD and repairs were completed prior to departure.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing significant to report.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 9, 2017**

1. CORPS O&M DREDGING PROGRAM

The following report covers the upcoming FY 2017 dredging program for San Francisco Bay. This program is subject to change based on a number of variables including final FY 2017 appropriations and Corps Work Plan. Please refer to the Local Notice to Mariner for details of dredge operations.

FY 2017 DREDGING

- a. **SF Main Ship Channel** – Estimated start mid-May 2017, estimated completion end of May 2017, by government hopper.
- b. **Richmond Inner Harbor** – Estimated start **late September 2017**, estimated completion end of October 2017, by contracted clamshell.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Deferred due to special conditions contained in the Water Quality Certification.
- d. **Oakland Harbor** – Estimated start early August 2017, estimated completion end of November 2017, by contracted clamshell.
- e. **Redwood City Harbor** – Estimated start **late September 2017**, estimated completion end of October 2017, by contracted clamshell.
- f. **San Pablo Bay (Pinole Shoal)** – Estimated start **mid-June 2017**, estimated completion mid-June 2017, by Government hopper.
- g. **Suisun Bay Channel (and New York Slough)** – Estimated start **mid-August 2017**, estimated completion end of September 2017, by contracted clamshell.

2. DEBRIS REMOVAL – Debris removal for February 2017 was 198 tons. Dillard: 88 tons, including 2 abandoned vessels; Raccoon: 75 tons; other boats: 35 tons, including 9 abandoned vessels. Average for February from 2007 to 2016 is 63.2 tons. (Range: 12-112 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2017	TONS	TONS	TONS	TONS
JAN	30	212	170	417
FEB	75	88	35	198
MAR	0	0	0	0
APR	0	0	0	0
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
615

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2017.

5. OTHER WORK

San Francisco Bay to Stockton – No funds were received in FY15 and FY16. However, the Tentatively Selected Plan (TSP) milestone for Phase I (Western Reach) of the project was held on 29 June 2016 utilizing FY14 carryover funds. The recommended plan is to deepen the Phase I reach of the project from a depth of -35 feet to -38 feet MLLW. The final report is scheduled to be approved in February 2019.

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 Channel: Condition survey of November 2, 2016.
Berkeley Marina (Entrance Channel): Condition survey of September 23, 2014.
Islais Creek Channel: Condition survey of May 12, 2016.
Larkspur Ferry Channel: Condition survey of November 14, 2014.
Main Ship Channel: Post-dredge survey of June 6, 2016.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of December 6, 2016.
Napa River: Post-dredge survey of December 30, 2016.
Northship Channel: Condition survey of late July 29-31, 2015.
Oakland Entrance Channel: Post-dredge survey of September 28 & 30 and October 10, 2016.
Oakland Inner Harbor (Reach 2): Post-dredge survey of October 21 & 31, 2016.
Oakland Inner Harbor (Reach 3-6): Post-dredge survey of November 7, 2016.
Oakland Outer Harbor (Reach 7-8): Post-dredge survey of September 10 & 12, 2016.
Oakland Outer Harbor (Reach 9-10): Post-dredge survey of November 11 & December 12, 2016.
Petaluma River (Across-the-Flats): Condition survey of September 12-14, 2014.
Petaluma River (Main Channel): Condition survey of September 13-14, 2014.
Pinole Shoal Channel: Condition survey of February 6, 2017.
Redwood City Harbor: Post-dredge survey of October 28, November 7 and December 9 & 13, 2016.
Richmond Inner Harbor: Post-dredge survey of November 1-6 & 20-30 and December 2-5, 2016.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of October 23, 2016.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of June 20-27, 2016.
Sacramento River Deep Water Ship Channel: Post-dredge survey of September 23, 2016.
San Bruno Shoal: Condition survey of August 4, 2016.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of May 10, 2013.
San Rafael (Creek): Condition survey of May 9, 2013.
Stockton Ship Channel: Post-dredge survey of October 7, November 17 & 30, December 7 & 17, 2016.
Suisun Bay Channel: Condition survey of February 16-20, 2017.
Suisun Bay Channel (Bullshead Reach): Condition survey of December 19, 2016.
Suisun Bay Channel (New York Slough): Condition survey of February 14-15, 2017.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of March 12, 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 January 4, 2017.

SF-16 (Suisun Bay Disposal Site): Condition survey of September 1, 2016.

SF-17 (Ocean Beach Disposal Site): Condition survey of March 20, 2013.

Requested Surveys:

Condition surveys are scheduled to occur thru the end of March for all of San Francisco District's in-bay projects which are planned to be dredged in FY17.

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

O&M DREDGING PLAN FOR FY 2017*

HARBOR SAFETY COMMITTEE MEETING

9 MARCH 2017

Project	2016			2017												Volume	Placement Site	Notes
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
	FY 2017												FY 2018					
SF Main Ship Channel						Essayons		█								350kcy	OBDS/ SF-8	Gov't Hopper
Richmond Inner Harbor	████████████████████			**					█	█	█	█	█	█	█	350kcy	SF-DODS	Clamshell
Richmond Outer Harbor	█	█							█	█	█	█	█	█		250kcy	SF-11	Gov't Hopper Deferred to FY18
Oakland Harbor	████████████████████			**							█	█	█	█	█	600kcy	SF-DODS	Clamshell, Option to (E) Contract
Redwood City Harbor	████████████████████			**					█	█	█	█	█	█	█	350kcy	SF-11	Clamshell
Pinole Shoal	█	█						ESSAYONS	█	█	█	█	█	█		150kcy	SF-10	Gov't Hopper
Suisun Bay Channel	█	█									█	█	█	█		175kcy	SF-16	Possible Emergency Dredging Sooner than Aug 2017
Napa River	█	█	████████	**						█	█	█	█	█		90kcy	Upland	Dredging Completed in Dec 2017

	Ongoing Contracts		Environmental Window
	New SPN Contract		
	Government Dredge		

* Program execution is based on the FY17 President's Budget and Federal Standard plan for each project.

Date of Update:

3/8/2017

** Window Extension.



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

March 9, 2017

- ✎ In February the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- ✎ In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse contacted OSPR 1 time in 2016 about a possible escort violations. The Clearinghouse contacted OSPR 3 time in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In February there were 83 tank vessel arrivals; 14 ATB's, 7 Chemical Tankers, 17 Chemical/Oil Tankers, 19 Crude Oil Tankers, 1 LPG, 14 Product Tankers, and 11 Tugs with Barges.
- ✎ In February there were 257 total arrivals.

San Francisco Bay Clearinghouse Report For February 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	58		59	
ATB arrivals	14		12	
Barge arrivals to San Francisco Bay	11		23	
Total Tanker and Barge Arrivals	83		94	
Tank ship movements & escorted barge movements	265		305	
Tank ship movements	141	53.21%	146	47.87%
Escorted tank ship movements	109	41.13%	98	32.13%
Unescorted tank ship movements	32	12.08%	48	15.74%
Tank barge movements	124	46.79%	159	52.13%
Escorted tank barge movements	15	5.66%	38	12.46%
Unescorted tank barge movements	109	41.13%	121	39.67%

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	163		259		0		111		533	
Unescorted movements	78	47.85%	138	53.28%	0	0.00%	54	48.65%	270	50.66%
Tank ships	65	39.88%	106	40.93%	0	0.00%	49	44.14%	220	41.28%
Tank barges	13	7.98%	32	12.36%	0	0.00%	5	4.50%	50	9.38%
Escorted movements	85	52.15%	121	46.72%	0	0.00%	57	51.35%	263	49.34%
Tank ships	76	46.63%	106	40.93%	0	0.00%	49	44.14%	231	43.34%
Tank barges	9	5.52%	15	5.79%	0	0.00%	8	7.21%	32	6.00%

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 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	126		703	
ATB arrivals	28		114	
Barge arrivals to San Francisco Bay	22		242	
Total Tanker and Barge Arrivals	148		1,059	
Tank ship movements & escorted barge movements	598		3,616	
Tank ship movements	322	53.85%	2,081	57.55%
Escorted tank ship movements	253	42.31%	1,331	36.81%
Unescorted tank ship movements	69	11.54%	686	18.97%
Tank barge movements	276	46.15%	1,535	42.45%
Escorted tank barge movements	44	7.36%	554	15.32%
Unescorted tank barge movements	232	38.80%	1,129	31.22%

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	353		583		0		257		1,193	
Unescorted movements	158	44.76%	291	49.91%	0	0.00%	118	45.91%	567	47.53%
Tank ships	131	37.11%	223	38.25%	0	0.00%	105	40.86%	459	38.47%
Tank barges	27	7.65%	68	11.66%	0	0.00%	13	5.06%	108	9.05%
Escorted movements	195	55.24%	292	50.09%	0	0.00%	139	54.09%	626	52.47%
Tank ships	178	50.42%	249	42.71%	0	0.00%	122	47.47%	549	46.02%
Tank barges	17	4.82%	43	7.38%	0	0.00%	17	6.61%	77	6.45%

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 - FEBRUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
FEBRUARY 1 - 29, 2016	219	94	42.92
FEBRUARY 1 - 28, 2017	172	73	42.44

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
FEBRUARY 1 - 29, 2016	13,183,000	100,000	17,426,000	9,062,643	26,488,643
FEBRUARY 1 - 28, 2017	9,961,600	818,000	13,460,300	5,905,793	19,366,093

OIL SPILL TOTAL

	TERMINAL	VESSEL	Total	Gallons Spilled
FEBRUARY 1 - 29, 2016	0	0	0	0
FEBRUARY 1 - 28, 2017	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.



NATIONAL CHARTING PLAN

A strategy to transform nautical charting

What is the National Charting Plan (NCP)?

The NCP is a strategy to improve NOAA nautical chart coverage, products, and distribution. It describes the evolving state of marine navigation and nautical chart production, and outlines actions that will provide the customer with a suite of **products that are more useful, up-to-date, and safer for navigation**. It is not a plan for the maintenance of individual charts, but a strategy to improve all charts. Stakeholders are invited to review and comment on the National Charting Plan, which can be downloaded from the Office of Coast Survey website.

Comments are due June 1, 2017.

<https://nauticalcharts.noaa.gov/staff/news/2017/nationalchartingplan.html>

Why is Coast Survey releasing the NCP now?

Since the introduction of electronic navigational charts (ENCs) thirty years ago, the size of commercial vessels has increased four-fold and navigation systems have become more sophisticated. Additionally, there are now over 15 million recreational boat users in the U.S. and many have joined professional mariners in using electronic chart displays and NOAA digital chart products when navigating. User groups of all types are increasingly expecting more precise, higher resolution charts, and greater timeliness and ease-of-access to chart updates. This plan presents strategies **to meet the growing demand**.

How will the NCP improve marine navigation for users?

Key improvement activities include:

- Reduce unwarranted ECDIS alarms
- Convert to metric
- Improve chart coverage
- Provide timelier data
- Create an orderly layout for ENCs
- Reduce uncertainties
- Improve chart update information
- Strengthen partnerships/Improve efficiency

Some changes have already begun, such as improving the portrayal of wrecks on ENCs. Other changes, such as the converting charted depths to meters, are being evaluated.

Customer feedback will help us refine these initiatives and possibly identify new ones that will help drive our efforts to keep up with the increasingly complex requirements of marine navigational systems.

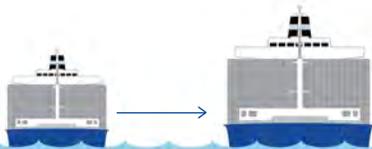
Improved ease of access to more precise, higher-resolution charts that deliver the most up-to-date navigation information possible.



NATIONAL CHARTING PLAN *A strategy to transform nautical charting*

A CHANGING WORLD

Ships are growing, requirements are changing, technology is advancing



Container ship size has increased four-fold in 30 years.



Use of electronic charts and ECDIS will soon be mandatory for all large commercial vessels.



Electronic chart display use is rising among recreational boaters.

A STRATEGY TO IMPROVE NAUTICAL CHARTING

Key actions that will improve charting and marine navigation

Reduce unwarranted alarms



Reduce alarms and clutter of “isolated danger” symbols in ECDIS by calculating and encoding safe clearance depths for wrecks deeper than 20 meters.

Create an orderly layout



Create an orderly layout for ENC charts that will replace the current set of 1,182 irregularly shaped ENC cells compiled at 131 different scales.

Convert to metric



Compile depth areas on ENCs in whole (integer) meters and work toward converting raster charts from fathoms and feet to meters.

Reduce uncertainties



Implement a systematic review of features categorized as “reported” or “existence doubtful” and features labeled as “position approximate” to start resolving uncertainties.

Provide timelier data



Earlier access to new shoreline and hydrographic survey data. NOAA raster chart will point users to U.S. Army Corps of Engineers’ website for updated minimum depths within maintained channels.

Improve chart update information



New online tools provide information about all the changes made to ENC and raster charts since the release of their previous editions.

Improve chart coverage



Migrate small craft chart coverage into standard nautical charts of equal or greater scale and eventually cancel all small craft charts.

**Strengthen partnerships/
Increase efficiency**



Work with the U.S. Coast Guard to develop methods to ingest changes to the database of Coast Guard maintained aids to navigation directly into NOAA’s chart production system.

OUTCOME

Ease of access to more precise, higher-resolution charts that deliver the most up-to-date navigation information possible

March xx, 2017

The Honorable Rodney Frelinghuysen
Chairman
House Committee on Appropriations
H-305, U.S. Capitol
Washington, DC 20515

The Honorable Nita Lowey
Ranking Member
House Committee on Appropriations
1016 Longworth House Office Building
Washington, DC 20515

The Honorable Mike Simpson
Chairman
Subcommittee on Energy & Water
Development
House Committee on Appropriations
2362-B Rayburn House Office Building
Washington, DC 20515

The Honorable Marcy Kaptur
Ranking Member
Subcommittee on Energy & Water
Development
House Committee on Appropriations
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairmen Rogers and Simpson and Ranking Members Lowey and Kaptur:

The San Francisco Bay Harbor Safety Committee is grateful for your continuing support over 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 resiliency.

This maintenance dredging is generally underfunded in President Budget Request's and as a result not done to the approved depths that are critical for the continued operations of our maritime industries, 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 maritime operations.

In general, the Bay's ports are a primary gateway for international commerce and trade. The Port of Oakland is one of the largest container ports in the United States, which exports more goods than imported, 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.

Over the past several years the Congressional Appropriators have understood the need for adequate funding for the U.S. Army, Corps of Engineers' navigation funding and have provided additional "pots" of funds that have made a tremendous difference in maintaining the reliability and safety of navigation channels in the San Francisco Bay-Delta.

We respectfully request that you continue this endeavor in Fiscal Year 2018 by "hitting the target" as laid out in the Water Resources Reform and Development Act of 2014 (WRRDA) of expending at least 74% of the Harbor Maintenance Tax collected in Fiscal Year 2017 in Fiscal Year 2018.

Further, we are attaching a listing of projects and the funding we believe is necessary for the U.S. Army Corps of Engineers to adequately maintain them to their authorized and constructed dimensions.

Thank you again for the consistent support you have given to the maritime industry over the past years.

Respectfully,

Attachment

cc: California Bay Area Congressional Delegation

CALIFORNIA'S PORTS AND HARBORS

LINE ITEM REQUEST FOR

FISCAL YEAR 2018 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

INVESTIGATIONS

East San Pedro Bay Ecosystem Restoration	\$400,000.00
Long Beach Navigation Improvement	\$635,000.00

CONSTRUCTION - GENERAL

Port of San Francisco	\$6,000,000.00
Port of Stockton	\$3,000,000.00
Surfside-Sunset and Newport Beach	\$11,000,000.00

CONTINUING AUTHORITIES

Port of Hueneme	\$5,000,000.00
Port of San Francisco	\$8,000,000.00

OPERATIONS & MAINTENANCE

Channel Islands Harbor (Dredging)	\$10,000,000.00
Channel Islands Harbor (Breakwater Repair)	\$500,000.00
Crescent City Harbor	\$6,300,000.00
Humboldt Bay Harbor	\$8,200,000.00
Los Angeles - Long Beach Harbors	\$7,000,000.00
Morro Bay Harbor	\$3,000,000.00
Moss Landing Harbor	\$4,500,000.00
Napa River	\$8,500,000.00
Noyo River and Harbor	\$6,700,000.00
Oakland Harbor	\$18,200,000.00
Oceanside Harbor	\$3,000,000.00
Pillar Point Harbor	\$200,000.00
Pinole Shoal Management/Delta LTMS	\$2,500,000.00
Port San Luis	\$5,000,000.00
Port of Hueneme	\$1,500,000.00
Project Condition Surveys	\$3,500,000.00
Redondo Beach Harbor	\$8,000,000.00
Redwood City Harbor	\$12,000,000.00
Richmond Harbor	\$16,300,000.00
Sacramento River	\$8,000,000.00
Sacramento River and Tributaries	\$2,042,000.00
San Diego Harbor	\$4,400,000.00
San Francisco Bay - Delta Model	\$3,500,000.00
San Francisco Bay Long Term Mgmt.	\$3,500,000.00
San Francisco Harbor	\$4,000,000.00
San Francisco Harbor - Debris Removal	\$5,200,000.00
San Joaquin River - Stockton Channel	\$12,300,000.00
San Leandro Marina	\$4,200,000.00
San Pablo Bay & Mare Island Strait	\$5,500,000.00
Santa Barbara Harbor	\$3,500,000.00
Santa Cruz Harbor	\$500,000.00
Suisun Bay Channel/New York Slough	\$9,600,000.00
Ventura Harbor	\$7,000,000.00