

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 14, 2016

California Maritime Academy, Richmond Safety & Security Center

756 West Gertrude Street

Richmond, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:04.

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: **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Capt. Scott Cooper** (A), Chevron Shipping Company; **Capt. Tom Dougherty** (M), Blue & Gold Fleet; **Jeff Ferguson** (M), NOAA; **Benjamin Huber** (M), Westar Marine Services; **Jim McGrath** (M), Bay Conservation and Development Commission; **Lt.Col. John Morrow** (M), US Army Corps of Engineers; **Capt. Greg Stump** (M), United States Coast Guard; **Griffin Patrick** (M), Tesoro Refining and Marketing; **Mike O'Brien** (A), Port of Oakland; **Jeff Robbins** (M), General Steamship Corp.; **Capt. Ray Shipway** (M), International Organization of Masters, Mates & Pilots; **Jeff Vine** (A), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 9, 2016 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- Capt. Greg Stump

- Advised that the Coast Guard is working with PG&E and the Bar Pilots to address power line height issues after recent incidents. Published air drafts for power lines are often inaccurate and lines are subject to deflection up to 60 feet depending on conditions.
- Advised that there were 17 waterside fireworks shows this Fourth of July requiring much planning and coordination.

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- Introduced Capt. Tony Ceraolo, incoming Captain of the Port for Sector San Francisco. The official change of command will take place on July 19, 2016.
- LT Marcia Medina read from the June- 16 Prevention/Response Report (attached).

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

- Thanked Capt. Stump for his service and welcomed Capt. Ceraolo.
- Introduced Jim Mazza, acting Chief of the Dredge Material Management Office replacing Rob Lawrence.
- Al Paniccia and Jim Mazza read from the US Army Corps of Engineers, San Francisco District Report (attached). Hopper dredging will not be performed in Suisun Bay due to delta smelt concerns.
- Capt. Dougherty asked about the progression of dredging in the Oakland harbor as it may impact ferry operations. Al Paniccia advised that the entrance channel will most likely be dredged first followed by the inner harbor but that condition surveys are required before final determination.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- David Mighetto

- Advised that Capt. Paul Ruff has been appointed as Alternate member to the SF HSC representing the SF Bar Pilots. Mary Brown has been reappointed as Alternate member representing dry cargo vessel operators. Terms end on July 13, 2019. The Alternate member position representing commercial fishing is currently open.
- Advised that he attended the Tug Work Group meeting on July 6, 2016 chaired by Bob Gregory. The recent offshore LOP of the M/V Ultra Lascar was examined as a drill exercise.

NOAA Report- Jeff Ferguson

- Advised that a La Nina watch is in effect at the NWS.
- Advised of chart updates for the Richmond Long Wharf, South Hampton Shoal Channel, and Pinole Shoal.
- Advised that NOAA publishes the official permit height of power lines over shipping channels but it is the responsibility of the permit holder to make sure specifications are met. Lt.Col. Morrow advised that the Army Corps issues permits for cables over and under navigation

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channels. Lines must be legally maintained at the permitted height. John Berge advised of a Cal OSHA requirement of a 10 foot safety buffer around cables.

State Lands Commission Report- Rollie Caabay (report attached)

Work Group Reports-

Tug Work Group- Sean Kelley advised that a work group meeting was held on July 6, 2016 to review the M/V Ultra Lascar LOP. Several possible improvements to the incident response were discussed including: instructing vessel to anchor earlier, earlier activation of the Vessel Response Plan and Alert Warning System with notification of vessel agent and OPA, and embarking pilot earlier. Lessons learned will be used to update Best Marine Practices. David Mighetto advised that the general consensus of the group was that the tug industry can and will respond to offshore casualties. John Berge advised that requirements of SB414 will be informed by the discussion of this incident.

Navigation Work Group- Capt. Robert Carr advised that a recent work group meeting was held regarding the depth of marine cables and pipelines. A letter addressed to Jim Mazza, Army Corps, has been drafted requesting amendments to the permit approval process for submerged cables and pipelines in order to ensure they remain properly buried (draft letter attached). The Army Corps public comment period closes on August 1, 2016. In order to approve a vote on the sending of this letter, a unanimous vote of all committee members present is required.

Capt. Carr advised that the Navigation Work Group has found that monitoring and maintenance of submerged pipelines and cables is lacking and that while 4-6 foot burial depth is standard, it is not code. Jim Mazza advised that permits for submerged cables expire every five years and that the Army Corps is currently in the process of renewing them. It is too late in the process to change federal regulations but issuing a public notice and San Francisco District regional condition are possible. Any action taken would be a recommendation only.

A unanimous vote approved consideration of the letter. A motion was made and seconded to authorize sending the letter to the Army Corps. The motion passed without dissent.

Ferry Operations Work Group- Capt. Tom Dougherty advised that ferry ridership topped 2.5 million passengers in the latest fiscal year which is a new record. The Oakland - Alameda route is the most popular and expansion plans are underway.

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Dredge Issues Work Group- Capt. Griffin Patrick advised that a next Dredge Work Group meeting will be held directly after today's HSC meeting.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Alan Steinbrugge

- Advised that installation of the new current sensor on Buoy 4 in the Oakland Channel is slated for the week of August 22, 2016.
- Advised that the Oakland Middle Harbor Park weather station should be upgraded and back online by the end of August, 2016.
- Capt. Korwatch asked about the feasibility of putting air gap sensors on power cables over shipping channels. Alan Steinbrugge advised that the equipment involved is quite heavy.
- David Mighetto advised that the CA Department of Fish and Wildlife has fully funded PORTS for the current year.

Public Comment-

- Catherine Hooper, Port of San Francisco consultant, advised that Fleet Week is fast approaching. Several US military ships will be participating including a LPD and a LCS as well as the Canadian military vessel Calgary. Disaster preparedness is one of the primary missions of Fleet Week and exercises preparing for the event of port closure are scheduled. The Parade of Ships will be on October 7, 2016 and there will still be a Blue Angels airshow. Public visitation is scheduled for October 8th-10th.
- It was announced that the annual Coast Guard Foundation Pacific Area Awards Dinner will take place on September 23, 2016 at the Marriott Marquis in San Francisco. Cyber security issues are on the agenda.

Old Business-

- Capt. Korwatch presented Capt. Bruce Horton, Bar Pilots, with a plaque in appreciation of the work he has done as Chair of the Navigation Work Group and in particular, his leadership in responding to the M/V Overseas Reymar incident.
- Capt. Korwatch thanked Capt. Stump for his service and wished him well in the future.

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New Business-

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

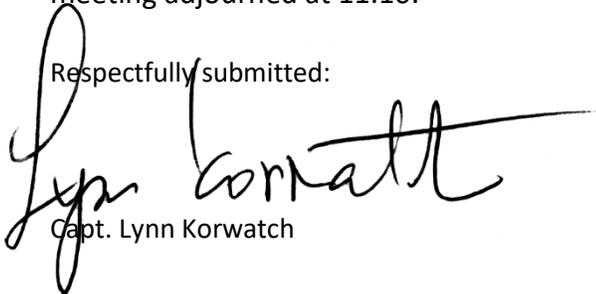
Next Meeting-

1000-1200
September 8, 2016
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 11:10.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2016

PORT SAFETY CATEGORIES*	Jun-2016	Jun-2015	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.78
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	2	4.58
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	12	4	11.17
Allision (1), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (6), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	4	4.28
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), 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	2	0.64
Significant Waterway events/Navigation related Cases:	0	1	0.47
Total Port Safety (PS) Cases opened	15	13	21.92
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2016	Jun-2015	**3yr Avg
U.S. Commercial Vessels	0	0	0.92
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	0	0.58
Commercial Fishing Vessels	0	0	0.56
Recreational Vessels	2	2	4.36
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	0	1.67
Mystery Spills - Unknown Sources	0	1	4.42
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	3	1	5.92
Spills 10 - 100 gallons	1	0	1.31
Spills 100 - 1000 gallons	0	1	0.25
Spills > 1000 gallons	0	0	0.06
Spills - Unknown Size	0	1	5.47
Total Pollution Incidents	4	3	13.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	15.06
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.44
Estimated spill amount from Public Vessels	0.00	0.00	1.35
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	14.32
Estimated spill amount from Recreational Vessels	60.00	305.00	41.13
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	3.00
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.10	0.00	33.12
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	0.00	3.06
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	61.10	305.00	119.47
Penalty Actions			
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	1	0.67
Letters of Warning	2	0	2.75
Total Penalty Actions	3	1	3.53

* 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 2016)

MARINE CASUALTIES

Grounding (07JUN16): A foreign flag bulk ship experienced a temporary grounding near Stockton believed to be caused by poor handling of the vessel. Soundings were conducted and no sheen, no injuries, and no damage was reported to the vessel. Case Closed.

Loss of Propulsion (12JUN16): A foreign flag bulk ship experienced a loss of propulsion while transiting south of Broad Slough en route to sea. A COTP order was issued requiring a two tug escort to Anchorage 9. Maintenance was conducted on the Main engine by the ship's crew, adjusting speed settings for Dead Slow Ahead/Astern. A Class Surveyor attended the vessel, witnessed proper operation and the COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (13JUN16): A foreign flag tank vessel experienced a loss of propulsion while approaching Anchorage 9 and a COTP Order was issued requiring the vessel to remain at anchorage. Ship's crew conducted maintenance on main engine and tested without issue. An attending Class Surveyor witnessed satisfactory operation of the propulsion system and the COTP order was lifted. LOP was not attributed to fuel switching. Case Closed.

Loss of Propulsion (14JUN16): A U.S. flag container/ vehicle carrier experienced a momentary loss of propulsion 200nm off shore due to losing fires in both boilers briefly due to a loss of fuel pressure. Vessel quickly regained propulsion and worked with their Classification Society to troubleshoot. Class attended the vessel on arrival, Case Closed.

VESSEL SAFETY CONDITIONS

Allision (25JUN16): A U.S. flag small passenger vessel allided with the terminal break wall. While preparing to get underway, the forward line snapped and bow of vessel hit the break wall. A Coast Guard Marine Inspector attended the vessel and issued a CG-835 requiring repairs to be completed at vessel's next dry dock. Case Closed, Investigation Pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Echo Depth Sounder (01JUN16): Vsl issued inbound & outbound LOD (valid until 27NOV16) due to dispensation letter from their flag state.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Nothing Significant to Report.

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
July 14, 2016**

1. CORPS O&M DREDGING PROGRAM

The following is this year's O & M dredging program for San Francisco Bay. The FY16 O&M dredging program is subject to change, please refer to the Local Notice to Mariner for details of dredge operations.

FY 2015 DREDGING

- a. **SF Main Ship Channel** – Completed 29 May 2015.
- b. **Redwood City Harbor I** – Completed 4 July 2015.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Completed 21 October 2015.
- d. **Suisun Bay Channel (and New York Slough)** – Completed 22 November 2015.
- e. **Richmond Inner Harbor** – Completed 15 December 2015.
- f. **Redwood City Harbor II** – Completed 6 January 2016.
- g. **San Pablo Bay (Pinole Shoal)** – Completed 2 February 2016.
- h. **Oakland Harbor** – Completed 23 June 2016.

FY 2016 DREDGING

- a. **SF Main Ship Channel** – Started 18 May 2016, completed 1 June 2016, by government hopper.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Started 1 June 2016, completed 14 June 2016, by government hopper.
- c. **Richmond Inner Harbor** – Estimated start mid-September 2016, estimated completion end of November 2016, by contracted clamshell.
- d. **San Pablo Bay (Pinole Shoal)** – Estimated start early October 2016, estimated completion mid-October 2016, by government hopper.
- e. **Redwood City Harbor** – Estimated start mid-September 2016, estimated completion early end of November 2016. San Bruno Shoal will also be dredged in October 2016, by government hopper.
- f. **Oakland Harbor** – Estimated start early August 2016, estimated completion end of November 2016, contracted clamshell.
- g. **Suisun Bay Channel (and New York Slough)** – Estimated start mid-October, estimated completion end of November 2016 (if contracted clamshell). Estimated start early October 2016,

estimated completion mid-October 2016 (if government hopper). **Dredge type pending completion of Endangered Species Consultation with USFWS.**

- h. Napa River Channel** – Estimated start **mid-September 2016**, estimated completion end of November 2016, hydraulic pipeline.

2. DEBRIS REMOVAL – Debris removal for June 2016 was 62 tons. Dillard: 54 tons, including 4 abandoned vessels and 1 dead whale; Raccoon: 5 tons; other boats: 3 tons, including 3 abandoned vessels. Average for June from 2006 to 2015 is 48 tons. (Range: 0 – 185 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2016	TONS	TONS	TONS	TONS
JAN	0	61	12	73
FEB	0	62	15	77
MAR	0	34.5	3	37.5
APR	0	42	75	117
MAY	0	18	4	22
JUN	5	54	3	62
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
388.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging in 2016.

5. OTHER WORK

San Francisco Bay to Stockton – No funds were received in 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 Chanel: Condition survey of November 5, 2014.

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 September 21, 2014.

Napa River: Condition survey of early March 2-7, 2016.

Northship Channel: Condition survey of late July 29-31, 2015

Oakland Entrance Channel: Post-dredge survey of January 26 and February 3 & 6, 2016.

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

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

Oakland Inner Harbor (Reach 4-6): Post-dredge survey of April 14 & 19 and May 4, 2016.

Oakland Outer Harbor (Reach 7-9): Post-dredge survey of December 12, 2015, January 12, February 8 & 16, 2016.

Oakland Outer Harbor (Reach 10): Post-dredge survey of June 10, 20 & 23, 2016.

Petaluma River (Across-the-Flats / Main Channel): Condition survey of September 12-14, 2014.

Pinole Shoal Channel: Condition survey of April 19, 21 & 28, 2016.

Redwood City Harbor: Condition survey of April 5-6, 2016.

Richmond Inner Harbor: Condition survey of April 14, 2016.

Richmond Outer Harbor (Longwharf): Post-dredge survey of June 28-29, 2016.

Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of June 20-27, 2016.

Sacramento River Deep Water Ship Channel: Condition survey of February 9-12, 2016.

San Bruno Shoal: Condition survey of February 4, 2016.

San Leandro Marina (and Channel): Condition survey of April 30 and May 1-2, 2012

San Rafael Across-the-Flats / San Rafael Creek: Condition surveys of May 9-10, 2013.

Stockton Ship Channel: Condition survey of February 22-25, 2016.

Suisun Bay Channel: Condition survey of May 31 and June 1, 2016.

Suisun Bay Channel (New York Slough): Condition survey of May 15-19, 2016.

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 June 16, 2016.

SF-16 (Suisun Bay Disposal Site): Condition survey of May 17, 2012.

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

Requested Surveys:

Redwood City Harbor scheduled July 11 thru July 18

Suisun Bay Channel/New York Slough scheduled for mid to late July

Alcatraz Disposal Site: mid-July

Richmond Inner Harbor scheduled July 11 thru July 18

Alameda Naval Air Station scheduled July 19 thru July 22

SF-9 (Carquinez) scheduled August 15

SF-10 (San Pablo Bay) scheduled August 16

NEW WEB ADDRESS – USACE WORK PLAN:

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

O&M DREDGING PLAN FOR FY16*

Project	2015			2016									2017			Volume	Placement Site	Notes
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
	FY 2016									FY 2017								
Humboldt Bar & Entrance						WCH Contract						ESSAYONS				1.675 mcy	HOODS	WCH Contract & Essayons.
Noyo Harbor																35 kcy	Upland	Pipeline.
SF Main Ship Channel								ESSAYONS								300 kcy	OBDS/ SF-8	Essayons.
Richmond Inner Harbor				**												200 kcy	Upland	Clamshell. Make-up volume for Oakland dredging outside window.
Richmond Outer Harbor								ESSAYONS								200 kcy	SF-11	Essayons.
Pinole Shoal				**								ESSAYONS				150 kcy	SF-10	Essayons.
Suisun Bay Channel																175 kcy	SF-16	Clamshell per USFWS BiOp.
Oakland Harbor											**					600 kcy	SFDODS & Upland	Exercise option against FY15 contract. Switch to Upland after work window.
Redwood City Harbor				**												350 kcy	SF-11	Clamshell
San Bruno Shoal												ESSAYONS				50 kcy	SF-11	Essayons.
Napa River																100 kcy	Upland	Pipeline/clamshell; Sediment Testing & Placement Site issues
Sacramento DWSC																100 kcy	Upland	Pipeline, Task Order against FY14 contract
Stockton DWSC				**												300 kcy	Upland	Pipeline, Task Order against FY14 contract

Complete & Ongoing	New SPN Contract	West Coast Hopper Contract	Gov't Dredge	Environmental Window	Abbreviations: WCH - West Coast Hopper

* Based on FY16 Work Plan

** Environmental Window Extension Granted

Updated: 7/14/2016



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

July 14, 2016

- 👉 In June the clearinghouse did not need to 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 in 2016 about possible escort violations. The Clearinghouse contacted OSPR 3 time in 2015 about possible escort violations. The Clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The Clearinghouse contacted OSPR 1 time in 2013. The Clearinghouse contacted OSPR 3 times in 2012 regarding any possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 👉 In June there were 99 tank vessel arrivals; 10 ATB's, 5 Chemical Tankers, 16 Chemical/Oil Tankers, 2 LPG, 26 Crude Oil Tankers, 24 Product Tankers, and 16 Tugs with Barges.
- 👉 In June there were 302 total arrivals.

San Francisco Bay Clearinghouse Report For June 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	73		75	
ATB arrivals	10		5	
Barge arrivals to San Francisco Bay	16		22	
Total Tanker and Barge Arrivals	99		102	
Tank ship movements & escorted barge movements	343		320	
Tank ship movements	205	59.77%	186	58.13%
Escorted tank ship movements	155	45.19%	121	37.81%
Unescorted tank ship movements	50	14.58%	65	20.31%
Tank barge movements	138	40.23%	134	41.88%
Escorted tank barge movements	26	7.58%	40	12.50%
Unescorted tank barge movements	112	32.65%	94	29.38%

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	203		319		0		152		674	
Unescorted movements	83	40.89%	144	45.14%	0	0.00%	78	51.32%	305	45.25%
Tank ships	63	31.03%	108	33.86%	0	0.00%	57	37.50%	228	33.83%
Tank barges	20	9.85%	36	11.29%	0	0.00%	21	13.82%	77	11.42%
Escorted movements	120	59.11%	175	54.86%	0	0.00%	74	48.68%	369	54.75%
Tank ships	108	53.20%	151	47.34%	0	0.00%	60	39.47%	319	47.33%
Tank barges	12	5.91%	24	7.52%	0	0.00%	14	9.21%	50	7.42%

Notes:

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

San Francisco Bay Clearinghouse Report For 2016

San Francisco Bay Region Totals

	<u>2016</u>		<u>2015</u>	
Tanker arrivals to San Francisco Bay	396		691	
ATB arrivals	75		108	
Barge arrivals to San Francisco Bay	106		256	
Total Tanker and Barge Arrivals	502		1,055	
Tank ship movements & escorted barge movements	1,958		3,617	
Tank ship movements	1,101	56.23%	2,088	57.73%
Escorted tank ship movements	780	39.84%	1,304	36.05%
Unescorted tank ship movements	321	16.39%	720	19.91%
Tank barge movements	857	43.77%	1,529	42.27%
Escorted tank barge movements	179	9.14%	572	15.81%
Unescorted tank barge movements	678	34.63%	1,105	30.55%

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

Escorts reported to OSPR 1 3

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,150		1,760		0		853		3,763	
Unescorted movements	522	45.39%	839	47.67%	0	0.00%	437	51.23%	1,798	47.78%
Tank ships	380	33.04%	569	32.33%	0	0.00%	312	36.58%	1,261	33.51%
Tank barges	142	12.35%	270	15.34%	0	0.00%	125	14.65%	537	14.27%
Escorted movements	628	54.61%	921	52.33%	0	0.00%	416	48.77%	1,965	52.22%
Tank ships	560	48.70%	769	43.69%	0	0.00%	314	36.81%	1,643	43.66%
Tank barges	68	5.91%	152	8.64%	0	0.00%	102	11.96%	322	8.56%

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

VESEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JUNE 1 - 30, 2015	224	80	35.71
JUNE 1 - 30, 2016	238	96	40.34

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2015	15,992,000	33,000	19,675,791	7,825,537	27,501,328
JUNE 1 - 30, 2016	14,874,000	165,000	21,057,531	7,955,405	29,012,936

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JUNE 1 - 30, 2015	0	0	0	0	0
JUNE 1 - 30, 2016	1	0	0	1	Fuel Oil / 1 Gallon

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.

Jim Mazza
Acting Chief, DMMO (Senior Project Manager, North Branch) Regulatory Division, San Francisco
District U.S. Army Corps of Engineers
1455 Market Street, 16th Floor
San Francisco, CA 94103

11 July 2016

Dear Mr. Mazza:

The San Francisco Harbor Safety Committee (HSC) is requesting amendments to the permit approval process for submerged cables and pipelines with regards to burial depth and placement in proximity of navigation channels. The Harbor Safety Committee is also requesting a review with regards to scheduled monitoring and maintenance of these cables or pipelines while they remain in the waters of our bays.

Background:

On September 5th, 2014 the M/V Ocean Life was forced to perform an emergency anchoring and subsequent dragging, making contact with the Trans Bay Cable south of the UPRR Bridge between Martinez and Benicia. As a result of this event the HSC began a discussion regarding the efficacy of permitted burial depths of an increasing number of cables and pipelines in the waters of our bays, rivers and estuaries. The Harbor Safety Committee has worked on determining existing requirements of permittees. We focused on the requirements for depth, monitoring and remediation.

We have determined the current permitting process does not adequately address these issues.

Currently, there is no consistent application of a safe burial depth to projects in the bay. Our research reveals frequently a 4' - 6' depth is quoted by applicants for permits. We have determined there is no codified national standard and we feel the 6' depth is potentially inadequate when in a navigational channel or in close proximity to areas expecting deep draft vessels and fails to adequately consider substrate composition and hydrodynamic forces.

As land use becomes more difficult for a permittee to obtain approval for locating a cable/pipeline, we are concerned our waterways will become an easy way to get from point A to point B. Although we support multiple uses of the bay and waterways, consideration must be given to potential risks especially in areas of heavy use by commercial traffic. A vessel in extremis must have options available to avoid potential incidents that may result in adverse consequences to health and safety, the environment and damage to property. Complications due to inadequate protection of cables and pipelines compromise such situations.

Action:

The HSC feels that at the minimum the following factors should be considered when reviewing permits:

- ensure submarine cables and pipelines are buried or otherwise protected against all known risks.

- ensure the permit is reviewed by persons with local knowledge of anticipated deep draft vessel traffic and navigation routes.
- ensure the permit includes language which requires a permittee to monitor their cable/pipeline and to timely carry out appropriate maintenance and repairs when it is determined to be outside the original parameters of the permit.

The Harbor Safety Committee seeks to request changes to the national permits, but also understands these can be adequately covered by 'regional conditions' imposed by San Francisco and Sacramento division engineers to address local environmental concerns.

Please let me know if there is any additional information we can provide. We look forward to working with you on this issue.

Sincerely,

Captain Lynn Korwatch
Chair
San Francisco Harbor Safety Committee

Cc: Captain Thomas Cullen - OSPR