

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 (Unofficial Meeting, No Quorum Present)
Thursday, October 12, 2017
California Maritime Academy
Richmond Maritime 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 10:15.

Alan Steinbrugge, Marine Exchange, confirmed that a quorum of the HSC had not been met. No official business can be conducted.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson (M)**, CA Dungeness Crab Task Force; **John Berge (M)**, Pacific Merchant Shipping Association, **Capt. Robert Carr (M)**, San Francisco Bar Pilots; **CDR Jen Stockwell (A)**, United States Coast Guard; **Capt. Scott Cooper (A)**, Chevron Shipping Company; **Lilli Ferguson (A)**, NOAA; **Aaron Golbus (M)**, Port of San Francisco; **LTC Travis Rayfield (M)**, US Army Corps of Engineers; **Linda Scourtis (A)**, Bay Conservation and Development Commission.

The meetings are always open to the public.

Approval of the Minutes-

Due the absence of a quorum, minutes of the September 14, 2017 meeting were not considered for approval.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. All official business will be postponed until the next HSC meeting.

Coast Guard Report- CDR Stockwell

- Advised that most local USCG personnel are attending earthquake safety training today.
- Advised of a successful Fleet Week. Safety zones were established for the Parade of Ships and airshows. Feedback is welcome. Vessel boardings were conducted with no illegal charters found.

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- Advised that members of Sector SF are deployed supporting hurricane relief efforts.
- Advised that continued demolition of old Bay Bridge piers is scheduled this Saturday. Traffic on the new Bay Bridge will be stopped briefly during pier implosion with minimal impact to the public.
- Advised of a September 21st incident at the Port of Oakland resulting in the loss of eleven empty shipping containers into the Oakland Outer Harbor. An emergency safety zone was enacted and the containers were recovered.
- Advised of a November 1st USCG meeting with Assemblyman Frazier and local law enforcement agencies regarding the abandoned vessel issue.
- Advised that there has been an increase in the number of unmanned vessels on the bay filming events. Policies are being considered.
- Thanked Alan Steinbrugge for his work with the HSC and presented him with a USCG coin in appreciation. Capt. Korwatch announced that a retirement lunch will be held for Alan after the meeting.
- LCDR Rebecca Deakin read from the September- 2017 Prevention/Response Reports (attached).
- Aaron Golbus advised that Fleet Week was well attended and thanked the USCG for their participation. Many agencies from throughout the region helped with enforcement. CDR Stockwell advised that there were no major SAR cases this year.
- John Berge advised that the September 27th equipment failure case illustrates issues addressed in the HSC's SB 414 assessment.

Army Corps of Engineers Report- LTC Travis Rayfield

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The dredge Essayons is scheduled for Pinole Shoal dredging in November. Debris removal has been above average.

Clearing House Report- Alan Steinbrugge (report attached)

OSPR Report- Mike Coyne

- Ted Mar, OSPR, presented Alan Steinbrugge with a Letter of Appreciation signed by Tom Cullen, OSPR Administrator. Alan has been with the HSC since it's inception in 1991 and will be missed.

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- Announced that the West Coast HSC Summit will be held on October 25th-26th aboard the Queen Mary in Long Beach.
- Announced open HSC membership positions representing port authorities, tank ship operators and non-profit environmental organizations. Applications are being accepted.
- Advised that a video on bunkering best practices is available from OSPR and is being distributed.
- Advised that OSPR's Fairfield office was evacuated due to air quality relating to the Atlas fire.

NOAA Report- Lilli Ferguson

- Advised that today is the last day to comment on proposed changes to the NWS marine hazard messaging system. Visit weather.gov to see examples and provide feedback.
- Advised that smoky conditions are expected to continue due to an inversion.

State Lands Commission Report- Michael Melin

- Read from the State Lands Commission Report (attached) and advised of a 25 gallon pipeline spill.

Work Group Reports-

Tug Work Group- Nothing to report.

Navigation Work Group- Capt. Bob Carr advised that the Work Group met on September 25th. A letter has been submitted to USACE regarding submerged cables and a meeting has been scheduled for November 7th to discuss the permitting process.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Nothing to report.

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PORTS Report- Alan Steinbrugge

- Advised that the UP Railroad Bridge weather station is still offline due to bridge electrical issues. Electrician services have been scheduled.
- Advised that planning continues with the Port of San Francisco to install a weather station and current sensor at Pier 27.
- Marcus Freeling, Marine Exchange, will be taking over management of PORTS after Alan Steinbrugge retires in November.

Public Comment-

- Capt. Carr advised that hydraulic problems affecting the UP Railroad Bridge have been repaired.
- John Berge advised that newly signed legislation gives OSPR authority to rate spill management teams.
- John Berge advised of proposed CARB regulations requiring electrification of all ports and for all vessels. Compliance could be difficult for smaller ports, tankers and tramp vessels. Aaron Golbus advised that terminal operators may be responsible for implementing any new regulations. Vapor recovery options are potentially available.
- John Berge advised that shore based treatment of ballast water is being considered to meet stringent CA State Lands Commission standards. A study on barge based ballast water treatments has also been conducted.
- CDR Stockwell advised that Pasha is acquiring new LNG fueled vessels and is interested in LNG fueling. LNG is not currently available in the Bay Area and is being looked at by the USCG. Dave Mighetto, OSPR, advised that LNG fueling is being considered in LA/LGB as well.
- Capt. Korwatch announced that the next AMSC meeting will be held on October 17th in Oakland.

Old Business- None

New Business- None

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Next Meeting-

1000-1200, November 9, 2017
Port of San Francisco
Pier 1 Conference Center
The Embarcadero
San Francisco, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:05.

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 at the end.

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

September 2017

PORT SAFETY CATEGORIES*	Sep-2017	Sep-2016	**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	4	3.17
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	11	8.83
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	3.39
Radar (0), Gyro (1), Steering (1), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	2	0	0.39
Significant Waterway events/Navigation related Cases:	1	0	0.36
Total Port Safety (PS) Cases opened	14	17	16.92
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2017	Sep-2016	**3yr Avg
U.S. Commercial Vessels	1	0	0.78
Foreign Freight Vessels	0	0	0.08
Public Vessels	1	0	0.56
Commercial Fishing Vessels	0	0	0.36
Recreational Vessels	2	3	2.97
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	0	0.75
Mystery Spills - Unknown Sources	5	5	4.28
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	5	3	4.14
Spills 10 - 100 gallons	0	0	1.08
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	5	4.81
Total Pollution Incidents	10	8	10.17
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.06	0.00	14.44
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.42
Estimated spill amount from Public Vessels	0.25	0.00	1.77
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	1.18
Estimated spill amount from Recreational Vessels	3.00	7.50	38.95
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	1.00	0.00	1.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	4.31	7.50	69.70
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.61
Letters of Warning	0	2	2.92
Total Penalty Actions	0	2	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 (SEP 2017)

MARINE CASUALTIES

Loss of propulsion (10SEP17): A foreign flag bulk freight vessel experienced a loss of propulsion at Anchorage 9. A COTP order was issued directing the vessel to remain at Anchorage 9 until repairs were made and confirmed by the Coast Guard. Requirements of COTP order were satisfied and the COTP Order was lifted. Case closed.

Allision (13SEP17): A foreign flag bulk freight vessel experienced a hard landing at Stockton Berth 12. There was no damage to the hull and minimal damage to the facility, no requirements were imposed. Case closed.

Equipment failure (27SEP17): A foreign flag container vessel experienced an equipment failure while transiting outbound. A COTP Order was issued; the vessel was directed to Anchorage 9 under a three tug escort, and remained at anchorage until repairs were completed. COTP Order requirements were satisfied and the COTP Order was lifted. Case Closed.

VESSEL SAFETY CONDITIONS

Rule 9 Violation (03SEP17): The pilot onboard a US flagged container vessel, outbound approximately 1NM west of Mile Rock Light reported a pleasure craft had crossed the vessel's bow twice and was not responding to callouts on channels 13 and 16. VTS successfully contacted the pleasure craft on channel 12 and facilitated safe passage. Case pends.

Rule 9 Violation (16SEP17): The pilot onboard a foreign bulk freight vessel took action to avoid collision with a recreational sailing vessel by reducing speed while transiting near Alcatraz and Treasure Island. Case pends.

GENERAL SAFETY CASES

Facility or Container issues (21SEP17): Eleven shipping containers from a foreign container vessel were lost into the main shipping channel of Oakland Outer Harbor, CA. An emergency safety zone was enacted until salvage operations were complete and ensured the area was safe for all vessel traffic. All containers were confirmed to be empty and have been recovered. Safety zone has been lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop steering gear (07SEP17): Vessel was issued an inbound LOD to enter San Francisco Bay requiring repair of deficiencies and an operational test with a single tug assist prior to movement.

Letter of Deviation (LOD), Inop AIS (pilot plug) and gyrocompass (09SEP17): Vessel was issued an inbound LOD to enter San Francisco Bay requiring repair of deficiencies prior to departure.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

NSTR

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
October 12, 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 early June 2017, by government hopper. Completed in early June.
- b. **Richmond Inner Harbor** – Estimated start early September 2017, estimated completion end of October 2017, by contracted clamshell. Awarded 17 August with upland placement at Cullinan Ranch.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** – Deferred due to special conditions contained in the Water Quality Certification.
- d. **Oakland Harbor** – Estimated start mid-August 2017, estimated completion end of November 2017, by contracted clamshell. Episodic approval received and Task order for approximately 600k awarded. Estimated shoal volume is approximately 1000kcy and coordination for remainder of Shoaled material is underway.
- e. **Redwood City Harbor** – Estimated start early September 2017, estimated completion end of October 2017, by contracted clamshell. Contract was awarded and dredging is underway.
- f. **San Pablo Bay (Pinole Shoal)** – Estimated start mid-June 2017, estimated completion late-June 2017, by Government hopper. Initial episode was completed in late June, but post-dredge surveys revealed that shoaling was significantly higher than expected. Coordination with resource agencies for additional volumes to be dredged has been **initiated (CD amendment has been submitted to BCDC)** and the Essayons expected to remobilize in early November.
- g. **Suisun Bay Channel (and New York Slough)** – Estimated start mid-September 2017, estimated completion mid-November 2017, by contracted clamshell. Contract awarded in August.

2. DEBRIS REMOVAL – Debris removal for September 2017 was 70.5 tons. Dillard: 61.5 tons, including 4 abandoned vessels; other boats: 9 tons, including 4 abandoned vessels. Average for September from 2007 to 2016 is 28 tons (Range: 8.5-59 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	65	35	12	112
APR	14	104.5	23	142.5
MAY	16	84.5	12	112.5
JUN	0	25.5	12	37.5
JUL	0	15	7	22
AUG	0	24.5	17	41.5
SEP	0	61.5	9	70.5
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
1,153.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

Stockton DWSC: A joint Task Order was awarded 25 May to the contractor, Ross Island Sand & Gravel, Inc. (RI). RI was issued Notice to Proceed on 2 Jun and dredging has commenced. A follow on task order aimed at meeting annual maintenance cycle requirements is being prepared for expected dredging in September.

Sacramento River DWSC: A joint Task Order was awarded 25 May to RI. Once the dredging operations on the Stockton channel are complete, the contractor will mobilize to the Sacramento channel and commence dredging. The regular maintenance dredging will most likely be deferred until FY18. The team anticipates the emergency dredging activities for the Sacramento DWSC to commence in July; directly after the completion of the Stockton DWSC emergency dredging episode.

5. OTHER WORK

San Francisco Bay to Stockton – The study is now being conducted by the Wilmington District to more efficiently match the study with available resources. Funding was allocated in the work plan and the Wilmington District is revising the Scope and Schedule to match work plan funds and available NFS funds. 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 18, 2014.
Main Ship Channel: Condition survey of March 9 & 20, 2017.
Mare Island Strait: Condition survey of September 24, 2014.
Marinship Channel (Richardson Bay): Condition survey of December 6, 2016.
Napa River: Condition survey of May 4-9, 2017.
Northship Channel: Condition survey of July 29-31, 2015.
Oakland Entrance Channel: Condition survey of May 16-22, 2017.
Oakland Inner Harbor (Reach 2): Condition survey of May 16-22, 2017.
Oakland Inner Harbor (Reach 3-6): Condition survey of May 16-22, 2017.
Oakland Outer Harbor (Reach 7-8): Condition survey of May 16-22, 2017.
Oakland Outer Harbor (Reach 9-10): Condition survey of May 16-22, 2017.
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: Post-dredge survey of July 7, 2017 and condition survey of August 15, 2017.
Redwood City Harbor: Post-dredge survey of September 7, 18 & 21, 2017.
Richmond Inner Harbor: Pre-dredge survey of June 8-9, 2017.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of April 4, 2017.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 10, 2017.
Sacramento River Deep Water Ship Channel: Pre-dredge survey of September 5, 2017.
San Bruno Shoal: Condition survey of March 27, 2017.
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: Condition survey of July 24-29, 2017.
Suisun Bay Channel: Pre-dredge survey of July 15 & 19, 2017.
Suisun Bay Channel (Bullshead Reach): Condition survey of April 19, 2017.
Suisun Bay Channel (New York Slough): Pre-dredge survey of July 13-14, 2017.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 11, 2017.
SF-09 (Carquinez): Condition survey of April 19, 2017.
SF-10 (San Pablo Bay): Condition survey of April 19, 2017.
SF-11 (Alcatraz Island): Condition survey of September, 2017.
SF-16 (Suisun Bay Disposal Site): Condition survey of September 1, 2016.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 11, 2017.

Requested Surveys:

Before (Pre) dredge surveys are scheduled to occur thru the end of November for all of San Francisco District's in-bay projects which are planned to be dredged in FY18, with after (Post) dredge surveys to follow.

NEW WEB ADDRESS – USACE WORK PLAN:

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

SF Bay O&M DREDGING PLAN FOR FY17*

11-Oct-17

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 - Complete
Richmond Inner Harbor	█									◆	◆	▨			350kcy	Cullinan	Clamshell -Awarded with Upland placement	
Richmond Outer Harbor	█			█									250kcy	SF-11	Gov't Hopper Deferred in FY17			
Oakland Harbor	█			**								█			1000kcy	SF-DODS	Option has been awarded	
Redwood City Harbor	█			**						◆	◆	▨			250kcy	SF-11	Clamshell - Awarded	
Pinole Shoal	█	ESSAYONS					ESSAYONS		█			ESSAYONS			700kcy	SF-10	Initial effort Completed - Follow on effort being worked to perform High Spot and/or Advanced Maintenance	
Suisun Bay Channel										◆	◆	▨			175kcy	SF-16	Clamshell -Awarded	
Napa River			█	**											90kcy	Upland	Dredging Completed in Dec 2017	
Sacramento River (30 Ft)								◆		▨ Emergency					100kcy	Various Upland	Emergency action has been awarded, with no further action this FY	
San Joaquin, Port of Stockton	█			**				◆	▨ Emergency				◆	▨		450kcy	Various Upland	Emergency action has been awarded. Follow on action will be subsequent task order award through existing SATOC

	Ongoing Contracts			Environmental Window
	New SPN Contract			
	West Coast Hopper Contract			
	Government Dredge			

* Program execution is based on the FY17 President's Budget, Workplan and Federal Standard plan for each project. Date of Update: 10/11/2017
 ** Window Extension.



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, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

October 12, 2017

- ✎ In September the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- ✎ In September 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 September there were 97 tank vessel arrivals; 13 ATB's, 8 Chemical Tankers, 14 Chemical/Oil Tankers, 31 Crude Oil Tankers, 19 Product Tankers, and 12 Tugs with Barges.
- ✎ In September there were 301 total arrivals.

San Francisco Bay Clearinghouse Report For September 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	72		60	
ATB arrivals	13		9	
Barge arrivals to San Francisco Bay	12		20	
Total Tanker and Barge Arrivals	97		89	
Tank ship movements & escorted barge movements	316		323	
Tank ship movements	190	60.13%	188	58.20%
Escorted tank ship movements	159	50.32%	134	41.49%
Unescorted tank ship movements	31	9.81%	54	16.72%
Tank barge movements	126	39.87%	135	41.80%
Escorted tank barge movements	19	6.01%	45	13.93%
Unescorted tank barge movements	107	33.86%	90	27.86%

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	200		310		0		146		656	
Unescorted movements	77	38.50%	133	42.90%	0	0.00%	63	43.15%	273	41.62%
Tank ships	62	31.00%	104	33.55%	0	0.00%	60	41.10%	226	34.45%
Tank barges	15	7.50%	29	9.35%	0	0.00%	3	2.05%	47	7.16%
Escorted movements	123	61.50%	177	57.10%	0	0.00%	83	56.85%	383	58.38%
Tank ships	115	57.50%	158	50.97%	0	0.00%	78	53.42%	351	53.51%
Tank barges	8	4.00%	19	6.13%	0	0.00%	5	3.42%	32	4.88%

Notes:

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

San Francisco Bay Clearinghouse Report For 2017

San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	572		703	
ATB arrivals	106		114	
Barge arrivals to San Francisco Bay	103		242	
Total Tanker and Barge Arrivals	675		1,059	
Tank ship movements & escorted barge movements	2,903		3,616	
Tank ship movements	1,708	58.84%	2,081	57.55%
Escorted tank ship movements	1,334	45.95%	1,331	36.81%
Unescorted tank ship movements	374	12.88%	686	18.97%
Tank barge movements	1,195	41.16%	1,535	42.45%
Escorted tank barge movements	176	6.06%	554	15.32%
Unescorted tank barge movements	1,019	35.10%	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	1,774		2,832		0		1,242		5,848	
Unescorted movements	758	42.73%	1,351	47.70%	0	0.00%	560	45.09%	2,669	45.64%
Tank ships	582	32.81%	988	34.89%	0	0.00%	487	39.21%	2,057	35.17%
Tank barges	176	9.92%	363	12.82%	0	0.00%	73	5.88%	612	10.47%
Escorted movements	1,016	57.27%	1,481	52.30%	0	0.00%	682	54.91%	3,179	54.36%
Tank ships	952	53.66%	1,310	46.26%	0	0.00%	613	49.36%	2,875	49.16%
Tank barges	64	3.61%	171	6.04%	0	0.00%	69	5.56%	304	5.20%

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 - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
SEPTEMBER 1 - 30, 2016	207	86	42.16
SEPTEMBER 1 - 30, 2017	217	75	34.56

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2016	14,622,900	0	19,292,387	6,162,947	25,455,334
SEPTEMBER 1 - 30, 2017	16,911,000	0	22,691,745	6,222,839	28,914,584

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
SEPTEMBER 1 - 30, 2016	1	0	1	Crude Import 1 Gallon
SEPTEMBER 1 - 30, 2017	1	0	1	Light Cycle Oil 25 Gallons

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.