

# 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, January 11, 2018

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 10:00.

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

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association, **Capt. Robert Carr** (M), San Francisco Bar Pilots; **Capt. Tony Ceraolo** (M), United States Coast Guard; **Sejal Choksi-Chugh** (M), San Francisco Baykeeper; **Bob Gregory** (M), Foss Maritime Company; **Scott Grindy** (A), San Francisco Small Craft Harbor; **Chris Hendry** (M), Chevron Shipping Company; **Ben Huber** (M), Westar Marine Services; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Andrew Marshall** (M), Port of Benicia; **LTC Travis Rayfield** (M), US Army Corps of Engineers; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Andeavor; **Linda Scourtis** (A), Bay Conservation and Development Commission

The meetings are always open to the public.

### Approval of the Minutes-

A motion to accept the minutes of the November 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. Tony Ceraolo

- Advised of a recent VTS power failure where both the grid and primary backup generator went down. Capabilities were briefly limited until repairs completed and VTS is now fully operational.
- Advised of replacement of downhaul wire ropes on the UP Railroad Bridge. The work is in progress.

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- Advised that the USCG is assisting in a study of the Pacific seacoast system focused on maritime safety and ATONs.
- Advised of a December 1<sup>st</sup> incident involving a collapsed pier at a construction site resulting in several shipping containers being lost into the Oakland Estuary. All containers have been recovered.
- Sean Kelley, VTS, advised of increased CMSs being put into effect recently due to fog and other conditions. Safety is a primary concern.
- LCDR Rebecca Deakin read from the November and December- 2017 Prevention/Response Reports (attached).
- Capt. Ceraolo advised of an incident on January 9<sup>th</sup> involving a skiff taking on water in Richardson's Bay. The skiff was assisted by the tug Kent and everyone on board was rescued. Notify the USCG as soon as possible for all maritime emergencies.
- Advised that the Mavericks Surf Contest could possibly take place next week after January 15<sup>th</sup>. 72 hours advance notice will be given.

### **Army Corps of Engineers Report- LTC Travis Rayfield**

- Advised that USACE personnel are deployed for emergency management response in several regions including Puerto Rico, Florida, Texas and California.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Dredging plans for FY 2018 were outlined. The hopper dredge Essayons will be dredging Richmond Outer Harbor this year and Pinole Shoal dredging will be deferred. Over 1,300 tons of debris was removed from the bay in 2017.

### **Clearing House Report- Marcus Freeling (report attached)**

### **OSPR Report- Mike Coyne**

- Introduced new HSC members: Sejal Choksi-Chugh, San Francisco Baykeeper and Chris Hendry, Chevron Shipping Company.
- Advised that there are several open HSC positions. Applications have been submitted for representatives of the marine information exchange community. Representative for commercial fishing is expiring next month. Representatives for the Port of Richmond, an alternate member for the Port of San Francisco and an alternate member representing non-profit environmental organizations are also available.

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## **NOAA Report- Jeff Ferguson**

- Advised that NOAA has a new proposal for updating marine watches, advisories and warnings. Visit [weather.gov](http://weather.gov) to take a survey and provide additional feedback on the proposed changes.
- Advised that charts have been updated to include recent USACE surveys of the Richmond Harbor Entrance Channel, Berkeley Marina, Oakland Outer Harbor Entrance Channel and Alameda Naval Air Station among others.
- Advised that the NWS La Nina advisory continues for the winter. A weak La Nina is predicted with only a 20 percent chance of reaching normal precipitation for the year.

## **State Lands Commission Report- Rollie Caabay (report attached)**

### **Update on At-Berth and Vessel Fuel Regulations- Lynsay Carmichael, CA Air Resources Board**

- Lynsay Carmichael, California Air Resources Board, made a presentation to the committee on proposed updates to the California At-Berth Regulation and overviewed the existing California Vessel Fuel Regulation (slides attached).
- The At-Berth Regulation currently covers only the large California ports and only container, passenger and reefer fleet vessels. 70 percent emissions reduction is required increasing to 80 percent in 2020. Shore power or alternative technology is needed to meet mandates. Barge-based exhaust scrubbing systems are being used in LA/Long Beach and land-based systems are being developed. Regulation amendments are designed to simplify requirements and reduce emissions by expanding the ports and types of vessels covered. Amendments are to be submitted to the board in September, 2018. The proposal calls for every vessel visit to be treated equally with the same emissions reduction requirements. Bulk, general cargo, Ro/Ro, and tanker vessels are being considered for regulation and alternative technology can be used to meet emissions requirements. Additional ports are also being considered for regulation including Richmond, Carquinez, Stockton, Redwood City and Sacramento. Collaboration with stakeholders is a focus with workgroup meetings planned in February and a public workshop in April or May. Visit the CARB website for more information:  
[www.arb.ca.gov/ports/marinevess/marinevess.htm](http://www.arb.ca.gov/ports/marinevess/marinevess.htm)
- California's existing Vessel Fuel Regulation requiring low sulfur fuel (less than 0.1 percent) has been in place since 2008. Safety and research exemptions are available.
- Capt. Korwatch asked if regulations would apply to LNG fueled ships. Lynsay Carmichael advised that they would need to comply with emissions regulations but alternative fuel exemptions are possible.

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- John Berge asked about the current regulatory stage considering amendments are to be submitted to the board in September. Lynsay Carmichael advised that drafting of the amendments is in progress. Comments and participation are welcome. John Berge commented on the issue of navigational safety in reference to barge-based scrubbing systems taking up space in the narrow shipping channels of our region. Bob Gregory advised that vessel fueling could be impacted. Capt. Carr also expressed navigational concerns.

## **Work Group Reports-**

**Tug Work Group-** Bob Gregory advised of an incident in Long Beach involving a container ship that dropped its lines while bunkering was still in progress.

**Navigation Work Group-** Capt. Bob Carr advised that the work group met in November, 2017 regarding the submerged cable issue. A meeting was held yesterday regarding plans for a floating fire department station off of The Embarcadero in San Francisco. Wake concerns were considered. A HSC presentation on the project is being planned. Aaron Golbus advised that no slow bells will be requested and the project won't affect ship traffic.

**Ferry Operations Work Group-** Capt. Thomas Kirsch advised that recent growth in ferry ridership is expected to continue and service is expanding to meet demand.

**Dredge Issues Work Group-** Julian Rose advised that there was nothing to report.

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

**Prevention through People Work Group-** Scott Grindy advised that there was nothing to report.

## **PORTS Report- Marcus Freeling**

- Advised that the UP Railroad Bridge weather station is still offline due to bridge electrical issues.
- Advised that problems affecting the San Francisco Pier 1 weather station have been fixed and a GOES antenna installed at the site.
- Advised that the Richmond Southampton Shoal LB6 buoy mounted current sensor is currently offline. Battery charging issues at the shore station in Tiburon will be addressed next week.
- Advised that biannual service of the three PORTS buoy mounded current sensors will take place later this month.

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## **Public Comment-**

- Leslie Clements, Inchcape Shipping Service, advised of an ongoing issue between Levin and IMTT terminals which has impacted arriving vessels. Vessels at Levin have been blocking the navigation channel. Capt. Carr advised that there is a space constraint which has been addressed in a previous agreement that should be revisited. Capt. Ceraolo advised that he would look into the issue.
- Daniel Woldemariam, Shell Martinez Electrical Engineer, outlined concerns regarding CARB's At-Berth Regulation updates. Shore power safety concerns include increased personnel risk from power cables, lack of power consistency and connection standards and determination of connection responsibilities. Issues such as electrical back feeding, language barriers and equipment maintenance should also be considered. A recent site visit to the Port of Oakland revealed electrical connection and equipment compatibility issues.

## **Old Business- None**

## **New Business-None**

## **Next Meeting-**

1000-1200, February 8, 2018  
Port of San Francisco, Pier 1, Bay Side Conference Room  
The Embarcadero, San Francisco, CA

## **Adjournment-**

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 11:00.

Respectfully submitted:



Capt. Lynn Korwatch

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

November 2017

PORT SAFETY CATEGORIES*	Nov-2017	Nov-2016	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	2	1	0.75
SOLAS (1), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
<b>Total Number of COTP Orders:</b>	3	2	3.19
Navigation Safety (2), Port Safety & Security (1), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	11	9	9.06
Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (6), Personnel (3), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	1	2	3.19
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.36
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.33
<b>Total Port Safety (PS) Cases opened</b>	<b>17</b>	<b>14</b>	<b>16.89</b>
<b>MARINE POLLUTION RESPONSE</b>			
Pollution Discharge Sources (Vessels)	Nov-2017	Nov-2016	**3yr Avg
U.S. Commercial Vessels	0	1	0.69
Foreign Freight Vessels	0	0	0.06
Public Vessels	0	1	0.50
Commercial Fishing Vessels	0	0	0.31
Recreational Vessels	4	1	2.97
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	1	0	0.75
Mystery Spills - Unknown Sources	5	3	4.03
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	4	2	3.89
Spills 10 - 100 gallons	1	0	1.06
Spills 100 - 1000 gallons	0	1	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	3	4.50
<b>Total Pollution Incidents</b>	<b>10</b>	<b>6</b>	<b>9.58</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	122.00	13.97
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.36
Estimated spill amount from Public Vessels	0.00	5.00	1.60
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	1.18
Estimated spill amount from Recreational Vessels	65.00	1.00	39.75
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	2.53
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	5.00	0.00	2.06
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>70.00</b>	<b>128.00</b>	<b>69.44</b>
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	1	1	0.53
Letters of Warning	2	2	2.64
<b>Total Penalty Actions</b>	<b>3</b>	<b>3</b>	<b>3.17</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOV 2017)

### MARINE CASUALTIES

Loss of propulsion (01NOV17): A foreign flag container vessel experienced a loss of propulsion after transiting under the Bay Bridge and was directed to Anchorage 8 with tugs. A COTP Order was issued requiring the vessel to remain at anchorage until repairs were completed and confirmed by Class and the Coast Guard. Requirements of COTP order were satisfied and the vessel was required to maintain a two-tug escort until the vessel's departure from the bay. LOP was not attributed to fuel switching. Case closed.

Loss of propulsion (03NOV17): A U.S. flag small passenger vessel experienced a loss of propulsion while getting underway in Alameda. The vessel anchored between Jack London Square and Alameda, restored engine capability, and moored at Jack London Square to disembark passengers. The Captain provided a statement attesting to cause of casualty; proper operation was witnessed by CG. LOP was not attributed to fuel switching. Case closed.

Loss of power (07NOV17): A U.S. flag small passenger vessel experienced a loss of propulsion while transiting in San Pablo Bay. The vessel anchored and received assistance from tug to return to Vallejo to disembark passengers. An 835 No Sail was issued until repairs were complete to fully restore engine propulsion. Requirements were met and the 835 No Sail was lifted. LOP was not attributed to fuel switching. Case closed.

Reduction of propulsion (10NOV17): A foreign flag bulk vessel experienced a reduction of propulsion while transiting outbound from Redwood City. A COTP Order was issued directing the vessel to Anchorage 9 and remain there until repairs were completed and confirmed by Class and the Coast Guard. Requirements of COTP order were satisfied. LOP was not attributed to fuel switching. Case closed.

### VESSEL SAFETY CONDITIONS

Vessel Detention (10NOV17): A foreign flag bulk vessel was detained due to an inoperable emergency generator. CG witnessed proper operation of the emergency generator and lifted the detention. Case closed.

Vessel Detention (13NOV17): A foreign flag tank vessel was detained due to dangerous cargo operation evolutions resulting in the death of a crewmember. A COTP Order was issued requiring the vessel to have each tank be inspected by a Marine Chemist prior to entry and to have a company representative oversee cargo discharge operations. Requirements of the deficiency and COTP Order were met and the detention and COTP order were lifted. Case closed.

### GENERAL SAFETY CASES

### NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (28NOV17): Vessel issued an outbound LOD.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

04NOV17: A U.S. flag 22' recreational vessel refueling at Pillar Point Harbor overfilled their tank. Less than a gallon of product discharged. Case closed.

08NOV17: A U.S. flag towing vessel anchored at Pillar Point Harbor posed a pollution threat due to proximity to the seawall and inadequate anchoring. Owner ultimately took necessary action to obtain a proper anchoring configuration and had all oily waste removed from the vessel. Case closed.

16NOV17(LOW): A foreign flag container vessel discharged oil from a leaking container following a rain storm. Container was removed from the vessel. Case pending.

29 NOV17(NOV): A U.S. flag 38' recreational vessel sank in Discovery Bay. Extensive sheen visible. Est 50 gal of product discharged. Case pending.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**December 2017**

<b>PORT SAFETY CATEGORIES*</b>	<b>Dec-2017</b>	<b>Dec-2016</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	0	0	0.75
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	1	2	3.22
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	8	7	9.28
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (2), Other (3), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	2	1	3.22
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.36
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.33
<b>Total Port Safety (PS) Cases opened</b>	<b>11</b>	<b>10</b>	<b>17.17</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Dec-2017</b>	<b>Dec-2016</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	0	0	0.69
Foreign Freight Vessels	0	0	0.06
Public Vessels	1	0	0.53
Commercial Fishing Vessels	0	0	0.31
Recreational Vessels	3	5	3.06
<b>Pollution Discharge Sources (Facilities)</b>			
Regulated Waterfront Facilities	0	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	0	1	0.75
Mystery Spills - Unknown Sources	3	6	4.11
<b>Number of Pollution Incidents within San Francisco Bay</b>			
Spills < 10 gallons	3	4	3.97
Spills 10 - 100 gallons	1	2	1.08
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	6	4.58
<b>Total Pollution Incidents</b>	<b>7</b>	<b>12</b>	<b>9.78</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	13.97
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.36
Estimated spill amount from Public Vessels	15.00	0.00	2.02
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	1.18
Estimated spill amount from Recreational Vessels	60.00	33.00	41.42
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	2.53
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	0.00	2.00	2.06
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>75.00</b>	<b>35.00</b>	<b>71.53</b>
<b>Penalty Actions</b>			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.53
Letters of Warning	0	4	2.64
<b>Total Penalty Actions</b>	<b>0</b>	<b>4</b>	<b>3.17</b>

\* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

\*\* NOTE: Values represent an average month over a 36 month period for the specified category of information.

## **SIGNIFICANT PORT SAFETY AND SECURITY CASES (DEC 2017)**

### **MARINE CASUALTIES**

**Loss of steering (19DEC17):** A foreign flag bulk freight vessel experienced a loss of steering while transiting outbound IVO Alcatraz Island. The vessel was directed to Anchorage 7 with tug assistance and a COTP order was issued requiring the vessel to remain at Anchorage 7 until receipt of a class surveyor report confirming causative factors and proper operation of the steering system. Requirements of COTP order were satisfied. Case closed.

**Equipment Failure (27DEC17):** A U.S. flag ferry vessel experienced a high temperature alarm while transiting IVO Mare Island Strait. Passengers were transferred to another ferry and the vessel returned safely to dock. Causative factors were identified and proper operation was confirmed by a Coast Guard inspector. Case closed.

### **VESSEL SAFETY CONDITIONS**

### **GENERAL SAFETY CASES**

### **NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD), Inop Primary Radar System (01DEC17):** Vessel was issued an inbound LOD.

**Letter of Deviation (LOD), Inop AIS (29DEC17):** Vessel was issued an outbound LOD.

### **SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**U.S. Coast Guard Incident Management Division** responded to calls for 22 cases in December.

**10DEC17(LOW):** 60' recreational vessel sank at San Leandro Marina. Case closed.

**11DEC17(LOW):** U.S. flag small passenger vessel discharged 15 gal of hydraulic oil. Case closed.

**16DEC17(NOV):** U.S. flag fishing vessel sank due to unknown causes at Moss Landing. Case closed.

**16DEC17(LOW):** Recreational vessel sank at Pelican Yacht Harbor. Vessel discharged unknown amount of product. Case closed.

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
January 11, 2018**

**1. CORPS O&M DREDGING PROGRAM**

The following report covers the upcoming **FY 2018** dredging program for San Francisco Bay. This program is subject to change based on a number of variables including final **FY 2018** appropriations and Corps Work Plan. Please refer to the Local Notice to Mariner for details of dredge operations.

**FY 2018 DREDGING**

- a. **SF Main Ship Channel** – Estimated start mid-May 2018, estimated completion early June 2018, by government hopper.
- b. **Richmond Inner Harbor** –**FY 18 dredging cycle estimated to commence early August 2018 with completion in November. Work will be contracted clamshell.**
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** –**In alignment with last year’s proposal to alternate Hopper dredging, planned dredging for Richmond Outer will proceed with Essayons.**
- d. **Oakland Harbor** – 2017 dredge cycle initiated in mid-August 2017. Significantly larger than expected volumes are requiring additional dredging. Initial estimates indicate approximately 1000kcy resulting in likely need to continue dredging through **March 2018** to complete the 2017 dredge cycle. 2018 dredge cycle has a planned start of early August with planned completion in November.
- e. **Redwood City Harbor** – **2018 work plan funding will determine award and quantities.**
- f. **San Pablo Bay (Pinole Shoal)** –**In alignment with last year’s proposal to alternate Gov’t Hopper dredging Pinole will be deferred in 2018.**
- g. **Suisun Bay Channel (and New York Slough)** –**2018 Clamshell award is expected to initiate dredging in early August and to complete in mid-October.**

**2. DEBRIS REMOVAL** – Debris removal for November 2017 was 37 tons. Dillard: 21 tons; other boats: 16 tons, including 3 abandoned vessels. Average for November from 2007 to 2016 is 57 tons (Range: 5-135 tons). Debris removal for December 2017 was 151 tons. Dillard: 16 tons, including 3 abandoned vessels; Raccoon: 10 tons; other boats: 125 tons, including 6 abandoned vessels. Average for December from 2007 to 2016 is 74 tons (Range: 0-174 tons).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
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	5	13.5	7	25.5
NOV	0	21	16	37
DEC	10	16	125	151

<b>YR TOTAL</b>
1,367

**3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS**

None to report.

#### 4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

#### 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 **FY17** work plan. 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. **Additional funding will be dependent upon FY18 work plan funding.**

#### 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 7, 2017.  
**Berkeley Marina (Entrance Channel):** Condition survey of November 2, 2017.  
**Islais Creek Channel:** Condition survey of November 17, 2017.  
**Larkspur Ferry Channel:** Condition survey of November 6, 2017.  
**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 7, 2017.  
**Napa River:** Condition survey of May 4-9, 2017.  
**Northship Channel:** Condition survey of October 27, 2017.  
**Oakland Entrance Channel:** Condition survey of May 16-22, 2017.  
**Oakland Inner Harbor (Reach 2):** Post-dredge survey of October 10, 2017 & November 2, 2017.  
**Oakland Inner Harbor (Reach 5):** Post-dredge survey of January 5, 2018.  
**Oakland Inner Harbor (Reach 6):** Post-dredge survey of December 21, 2017.  
**Oakland Outer Harbor (Reach 7-8):** Post-dredge surveys of September 2 & 11, 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 December 12-13, 2017.  
**Pinole Shoal Channel:** Post-dredge survey of November 14-17, 2017.  
**Redwood City Harbor:** Post-dredge survey of September 7, 18, 21, 25 & 29, 2017.  
**Richmond Inner Harbor:** Post-dredge survey of October 3-13, 31, 2017 and November 7-13 & 19-20, 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:** Post-dredge surveys of August 5, 2017, August 14, 2017, August 23, 2017, September 5 & 27, 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 October 30-31, 2017.  
**San Rafael (Creek):** Condition survey of October 30, 2017.

**Stockton Ship Channel:** Post-dredge surveys of October 6, 11, 27 & 31, 2017 and November 9, 13 & 21, 2017.

**Suisun Bay Channel:** Post-dredge survey of October 10 & 20, 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 October 25, 2017.

**SF-10 (San Pablo Bay):** Condition survey of October 25, 2017.

**SF-11 (Alcatraz Island):** Condition survey of November 30, 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:**

**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 FY18.**

NEW WEB ADDRESS – USACE WORK PLAN:

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

# O&M DREDGING PLAN FOR FY18\*

10-Jan-18

Project	District	OCT NOV DEC			JAN FEB MAR			APR MAY JUN			JUL AUG SEP			Estimated CY	Planned Placement Site	Notes	
		FY 2017			FY 2018			FY 2019									
SF Main Ship Channel	SPN/NWP						Essayons	■						350kcy	OBDS/SF-8	Estimated performance period May 15 - May 30	
Richmond Outer Harbor	SPN/NWP						Essayons		■					300kcy	SF-11/SF-10	In alignment with last years proposal to alternate Hopper Dredging, Richmond will utilize the Essayons	
Richmond Inner Harbor	SPN	■	■							◆	◆	▨		350kcy	DODS/upland least cost	Estimated performance period Aug 10- Oct 10	
Oakland Harbor	SPN	■	■	■	■	■	**			◆	◆	▨		700kcy	DODS/upland least cost	Estimated performance period Aug 1- Nov 30	
Redwood City Harbor	SPN	■								◆	◆	▨		250kcy	SF-11	Estimated performance period Aug 17- Nov 3	
Pinole Shoal	SPN/NWP		■														In alignment with last years proposal to alternate Hopper Dredging, Pinole will be deferred
Suisun Bay Channel	SPN		■	■						◆	◆	▨		175kcy	SF-16	Estimated performance period Aug 10- Sep 10	
Sacramento River (30 Ft)	SPN									◆	◆	▨		100kcy	Various Upland		
San Joaquin, Port of Stockton	SPN	■	■	■	**								▨	250kcy	Various Upland	Estimated performance period 22 July - Nov 30	

<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: red; margin-right: 5px;"></span> Ongoing Contracts</li> <li><span style="display: inline-block; width: 20px; height: 10px; border-bottom: 1px dashed red; margin-right: 5px;"></span> New SPN Contract</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></span> West Coast Hopper Contract</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: black; margin-right: 5px;"></span> Government Dredge</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> Environmental Window</li> <li><span style="display: inline-block; width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid yellow; margin-right: 5px;"></span> Bid Opening</li> <li><span style="display: inline-block; width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid red; margin-right: 5px;"></span> Contract Award</li> </ul>
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\* Program execution is based on the FY18 President's Budget, Workplan and Federal Standard plan for each project.

Date of Update:

1/8/2018

\*\* Window Extension.



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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

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## San Francisco Clearinghouse Report

January 11, 2018

- ✎ In November and December the clearinghouse did not need to contact OSPR regarding any possible escort violations.
- ✎ In November and December the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse did not contact OSPR in 2017 about possible escort violations. The Clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The Clearinghouse contacted OSPR 3 times 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 times in 2009; 4 times in 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 November there were 104 tank vessel arrivals; 11 ATB's, 6 Chemical Tankers, 17 Chemical/Oil Tankers, 32 Crude Oil Tankers, 2 LPGs, 21 Product Tankers, and 15 Tugs with Barges.
- ✎ In November there were 294 total arrivals.
- ✎ In December there were 102 tank vessel arrivals; 14 ATB's, 5 Chemical Tankers, 19 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 19 Product Tankers, and 17 Tugs with Barges.
- ✎ In December there were 303 total arrivals.

# San Francisco Bay Clearinghouse Report For November 2017

## San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	78		58	
ATB arrivals	11		7	
Barge arrivals to San Francisco Bay	15		19	
Total Tanker and Barge Arrivals	104		84	
Tank ship movements & escorted barge movements	331		284	
Tank ship movements	186	56.19%	153	53.87%
Escorted tank ship movements	146	44.11%	97	34.15%
Unescorted tank ship movements	40	12.08%	56	19.72%
Tank barge movements	145	43.81%	131	46.13%
Escorted tank barge movements	23	6.95%	28	9.86%
Unescorted tank barge movements	122	36.86%	103	36.27%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	203		324		0		136		663	
Unescorted movements	88	43.35%	156	48.15%	0	0.00%	62	45.59%	306	46.15%
Tank ships	70	34.48%	117	36.11%	0	0.00%	54	39.71%	241	36.35%
Tank barges	18	8.87%	39	12.04%	0	0.00%	8	5.88%	65	9.80%
Escorted movements	115	56.65%	168	51.85%	0	0.00%	74	54.41%	357	53.85%
Tank ships	105	51.72%	145	44.75%	0	0.00%	66	48.53%	316	47.66%
Tank barges	10	4.93%	23	7.10%	0	0.00%	8	5.88%	41	6.18%

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	797		703	
ATB arrivals	146		114	
Barge arrivals to San Francisco Bay	150		242	
Total Tanker and Barge Arrivals	947		1,059	
Tank ship movements & escorted barge movements	3,908		3,616	
Tank ship movements	2,275	58.21%	2,081	57.55%
Escorted tank ship movements	1,771	45.32%	1,331	36.81%
Unescorted tank ship movements	504	12.90%	686	18.97%
Tank barge movements	1,633	41.79%	1,535	42.45%
Escorted tank barge movements	240	6.14%	554	15.32%
Unescorted tank barge movements	1,393	35.64%	1,129	31.22%

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

Escorts reported to OSPR 0 1

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	2,401		3,814		0		1,661		7,876	
Unescorted movements	1,049	43.69%	1,844	48.35%	0	0.00%	752	45.27%	3,645	46.28%
Tank ships	808	33.65%	1,353	35.47%	0	0.00%	654	39.37%	2,815	35.74%
Tank barges	241	10.04%	491	12.87%	0	0.00%	98	5.90%	830	10.54%
Escorted movements	1,352	56.31%	1,970	51.65%	0	0.00%	909	54.73%	4,231	53.72%
Tank ships	1,260	52.48%	1,735	45.49%	0	0.00%	816	49.13%	3,811	48.39%
Tank barges	92	3.83%	235	6.16%	0	0.00%	93	5.60%	420	5.33%

Notes:

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# San Francisco Bay Clearinghouse Report For December 2017

## San Francisco Bay Region Totals

	<u>2017</u>		<u>2016</u>	
Tanker arrivals to San Francisco Bay	71		65	
ATB arrivals	14		16	
Barge arrivals to San Francisco Bay	17		10	
Total Tanker and Barge Arrivals	102		91	
Tank ship movements & escorted barge movements	325		304	
Tank ship movements	181	55.69%	163	53.62%
Escorted tank ship movements	136	41.85%	132	43.42%
Unescorted tank ship movements	45	13.85%	31	10.20%
Tank barge movements	144	44.31%	141	46.38%
Escorted tank barge movements	16	4.92%	21	6.91%
Unescorted tank barge movements	128	39.38%	120	39.47%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	212		318		0		129		659	
Unescorted movements	106	50.00%	170	53.46%	0	0.00%	62	48.06%	338	51.29%
Tank ships	79	37.26%	126	39.62%	0	0.00%	57	44.19%	262	39.76%
Tank barges	27	12.74%	44	13.84%	0	0.00%	5	3.88%	76	11.53%
Escorted movements	106	50.00%	148	46.54%	0	0.00%	67	51.94%	321	48.71%
Tank ships	98	46.23%	132	41.51%	0	0.00%	61	47.29%	291	44.16%
Tank barges	8	3.77%	16	5.03%	0	0.00%	6	4.65%	30	4.55%

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## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - NOVEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
NOVEMBER 1 - 30, 2016	171	65	38.01
NOVEMBER 1 - 30, 2017	232	68	29.31

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
NOVEMBER 1 - 30, 2016	6,809,000	0	13,209,239	4,175,047	17,384,286
NOVEMBER 1 - 30, 2017	16,317,000	0	20,801,300	8,493,259	29,294,559

#### OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
NOVEMBER 1 - 30, 2016	0	0	0	0
NOVEMBER 1 - 30, 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.



## CALIFORNIA STATE LANDS COMMISSION

### HARBOR SAFETY COMMITTEE MONTHLY REPORT - DECEMBER COMPARISON

#### VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
DECEMBER 1 - 31, 2016	202	76	37.62
DECEMBER 1 - 31, 2017	221	65	29.41

#### CRUDE OIL / PRODUCT TOTALS

	Crude Oil ( D )	Crude Oil ( L )	Overall Product ( D )	Overall Product ( L )	GRAND TOTAL
DECEMBER 1 - 31, 2016	10,736,500	0	17,629,737	7,217,471	24,847,208
DECEMBER 1 - 31, 2017	16,082,502	0	20,833,202	8,815,885	29,649,087

#### OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u> <u>OTHER - 1 GALLON</u>
DECEMBER 1 - 31, 2016	1	0	1	
DECEMBER 1 - 31, 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.

# Updates on California At-Berth and Vessel Fuel Regulations



Harbor Safety Committee Meeting  
January 11, 2018  
Richmond



## Agenda

- I. At-Berth Regulation Overview
- II. Update on At-Berth Amendments
- III. Vessel Fuel Regulation Overview
- IV. Questions



## I. At-Berth Regulation Overview

- Ports of Los Angeles, Long Beach, Oakland, San Diego, Hueneme, San Francisco
- Container, passenger, refrigerated cargo (reefer) vessel fleets
  - Container/reefer fleets  $\geq 25$  annual visits
  - Passenger fleets  $\geq 5$  annual visits
- Emission/power reduction requirement, currently at 70%, will increase to 80% in 2020



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## At-Berth Regulation Overview Cont.

- 63 berths at 23 terminals shore power equipped
- Between 2014-2016, around 7000 shore power visits
- Two barge-based alternatives to shore power in commercial operation at Ports of Los Angeles and Long Beach
  - AMECS
  - METS-1
- Land-side project in development – Green Omni Terminal at Port of LA



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## II. Update on At-Berth Amendments



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## Goals of the Amendments

- Address implementation issues
- Simplify requirements, increase enforceability
- Increase emissions reductions by expanding the regulation-vessels, ports, all parties
- Meet March 2017 Board direction to return with amendments in 18 months (September 2018)



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## Draft Amendment Concepts

1. Every vessel visit treated equally, same compliance requirements
2. Requirements for ports and/or terminals
3. Increased applicability
  - Additional vessel types
  - Additional ports and terminals



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## Draft Compliant Visit Requirement

- Use an approved compliance strategy including:
  - Shore power
  - Technologies with a CARB Executive Order
- Potential to expand approved strategies:
  - New control technologies
  - Onboard control technology
  - Cleaner vessels



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## Shared Responsibilities

- Shore power vessels having difficulty accessing shore power berths presents a loss of emission reductions
- Requirements should apply to all parties with control over reductions
  - Vessel owners, vessel operators, terminal operators, port authorities, technology suppliers
- Shared accountability critical for improved compliance



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## Additional Vessel Types

- Evaluating additional vessel types to include in rule:
  - Bulk, General Cargo, Roll-On/Roll-Off, Tanker
- Room for innovation
- Potential control options may differ depending on vessel characteristics



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## Additional Ports and Terminals

- Staff is reviewing whether visits to additional ports and terminals should be included in the regulation, based on need and feasibility
- Additional ports/terminals potentially include:
  - Richmond, Carquinez, El Segundo, Stockton, Redwood, Sacramento



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## Next Steps

- Collaboration with stakeholders on concepts and collect additional data
- Workgroup meetings
  - Mid-late Feb 2018
- Public Workshop
  - April/May 2018
- Bring amendments to Board
  - Fall 2018



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## III. CA Vessel Fuel Regulation



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## CA Vessel Fuel Regulation Overview

- 2008 CA rule for cleaner fuels within 24 nm zone
- Main & auxiliary engines, auxiliary boilers
- Step down in sulfur levels: 2009, 2012, 2014
- Now: 0.1% sulfur



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## Safety Exemption

- Used by master when use of distillate fuel would endanger vessel/crew/cargo
  - Must be beyond master's reasonable control, such as mechanical problem, inclement weather, medical emergency
- Use exemption immediately
  - Notify CARB within 24 hours after use of exemption, and four days to provide documentation

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## Research Exemption

- Marine Notice 2017-1
  - [https://www.arb.ca.gov/ports/marinevess/documents/marin\\_enote2017\\_1.pdf](https://www.arb.ca.gov/ports/marinevess/documents/marin_enote2017_1.pdf)
- Implement existing requirements of the Regulation as written:
  - Full research project, testing, progress reports, etc.
  - Exemption valid only during the period of the research project



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## Regulatory Contacts

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For more information  
CARB Marine website:  
[www.arb.ca.gov/ports/  
marinevess/marinevess.htm](http://www.arb.ca.gov/ports/marinevess/marinevess.htm)



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## IV. Questions



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