

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, February 14, 2019

Port of San Francisco, Pier 1, Bayside Conference Room

The Embarcadero, San Francisco, 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 10:03.

Marcus Freeling (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; **Ted Blanckenburg** (A), AmNav Maritime Services; **Capt. Marie Byrd** (A), United States Coast Guard; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Sejal Choksi-Chugh** (M), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Scott Grindy** (M), 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; **John Koeppen** (A), Owner/Operator Fishing Vessel Lulu; **Jim Mazza** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the January 10, 2019 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. Marie Byrd

- Advised that Capt. Ceraolo will be at the March HSC meeting to say farewell before he leaves Sector San Francisco. The Change of Command will be held on March 28th.
- Advised that river water levels are being monitored. Flooding is a concern due to heavy rain.

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- Advised that the Sail GP race is scheduled for the weekend of May 5th in San Francisco. A related Notice of Proposed Rulemaking will be published. LTJG Cotton is the USCG point person for the Sail GP event.
- Advised of a sophisticated job opportunity scam that has been reported to the USCG. Members of the maritime industry have been targeted.
- Thanked the maritime community for their support during the recent government shutdown.
- LTJG Cotton read from the January- 2019 Prevention/Response Report (attached).
- Capt. Korwatch announced that the Coast Guard Foundation will be holding their annual dinner on May 14th. Support is welcome.
- Gordon Loebel, Hornblower, asked about new drone no-fly zones. LTJG Cotton advised that the USCG has requested drone no-fly zones over sensitive areas. Facilities that wish to be added to the list of drone restricted sites should contact the USCG. Aaron Golbus advised that the Port of San Francisco has put up signs at several locations restricting drones.

Army Corps of Engineers Report- Jim Mazza

- Advised that the Russian River is approaching flood stage and is being monitored.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The Main Ship Channel is scheduled for dredging in June by hopper dredge Essayons. The Richmond Inner Harbor dredging contract is expected to be awarded in May. Upland placement of dredge material from Redwood City dredging is being considered. Debris removal was near average in January and included 11 abandoned vessels. The Dillard is out for maintenance. Pinole Shoal is being resurveyed with results to be posted by the end of February.
- Julian Rose advised of concerns with the previous Pinole Shoal survey and asked to be notified if the most recent survey indicates shoaling.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Advised that Andrew Marshall, Port of Benicia, has resigned from the HSC. His primary member position is open and will be posted soon.
- Announced that Capt. Sean Daggett, Sause Brothers, has been appointed as primary HSC member representing tug operators and will be sworn in after today's meeting.

Harbor Safety Committee

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NOAA Report- Jeff Ferguson

- Advised of changes to channel depths on raster nautical chart products. Only project depth will be listed. NOAA's electronic navigational charts (ENCs) will not be affected by the changes and will continue to list updated USACE survey depths. A joint Coast Survey and USCG statement advising of the new policy will be published in the Local Notice to Mariners. USACE surveys and channel condition reports are available at: <http://navigation.usace.army.mil/Survey/Hydro>.
- Advised of more wet weather in the forecast. River flooding is a concern. El Nino conditions are officially in effect.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there was nothing to report.

Navigation Work Group- Capt. Bob Carr advised of a Work Group meeting scheduled for March 7th. John Berge asked about a HSC review of the Oakland A's ballpark project. Capt. Korwatch advised that efforts are being made to contact the A's and invite them to present the project to the HSC but they have not responded yet. The ballpark proposal presents significant navigational challenges that should be addressed. Linda Scourtis offered to help facilitate communication with the A's and invite them to the June HSC meeting in Oakland. Jim McGrath advised of environmental issues with the Howard Terminal ballpark site. John Berge advised of legislation being proposed that would bypass government oversight of the A's ballpark project. A letter signed by PMSA and other stakeholders has been sent to lawmakers expressing concern over relaxing environmental regulations for the Howard Terminal stadium project. Capt. Carr advised that CARB has been invited to the March HSC meeting to discuss their At Berth Regulation.

Ferry Operations Work Group- Capt. Thomas Kirsch advised that ferry ridership has been down slightly due to the recent rain. The new Richmond ferry service is experiencing strong ridership so far. Aaron Golbus advised of realignment of ferry vessels at the San Francisco Ferry Terminal.

Dredge Issues Work Group- Julian Rose advised that a letter has been sent to the USCG regarding the need for Pinole Shoal dredging pending survey results. Channel depth has been decreasing and dredging has not taken place.

PORTS Work Group- Nothing to report.

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Prevention through People Work Group- Scott Grindy advised that the Bay Area Marina Operators (BAMO) group has formed and meets quarterly to discuss issues including abandoned vessels, environmental improvement and security among others. The next BAMO meeting will be held on March 20th at the Port of San Francisco. Scott Grindy introduced Virginia Gibson, Navy League, to the committee.

PORTS Report- Marcus Freeling

- Advised that the UP Railroad Bridge wind station is back online and functioning normally after being down for over a year due to bridge electrical issues.
- Advised that most PORTS IP modems have now been upgraded. Two old modems still need to be replaced.
- Advised that equipment associated with the Pier 17 visibility sensor will need to be rearranged due to a conflict with USGS equipment at the location.
- Advised of a bad battery at the Oakland LB4 shore station. The battery will be replaced. All three PORTS buoy mounted current sensors will be serviced in late March or early April.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Report on the Southeast Outfall Islais Creek Crossing Emergency Bypass – Michael Tran, SFPUC

- Michael Tran, San Francisco Public Utilities Commission, gave a presentation to the committee on an emergency project which could affect navigation in Islais Creek: The Southeast Outfall Islais Creek Crossing – Emergency Bypass (slides attached). A Booster Pump Station built in 1967 is at the location and pumps treated effluent from Southeast Plant into the bay. 42" and 36" Parallel Force Mains carry the effluent under Islais Creek. The Mains are old and due to be fully replaced by 2023. The 36" Main was discovered to be leaking on October 18, 2018 and the SFPUC declared an emergency on October 22nd. Construction of a temporary emergency bypass has been approved with a budget of \$5 million. The 42" emergency bypass pipe will be laid on the surface of the channel floor. Permanent replacement of the buried pipes is being planned and construction may affect public access to recreation at the site.
- Aaron Golbus advised that Islais Creek is a navigable channel but lightly used. Construction vessels transit the channel but shouldn't be an issue.

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Public Comment-

- Joy Hall, Polar Tankers, announced that Mariners Sunday will be held on March 3rd. Cal Maritime's Women in Maritime Leadership Conference will be held on March 15th – 16th.

Old Business- None

New Business-

- Aaron Golbus advised that the new Navy LCS USS Tulsa is docked at Pier 30/32 and public tours are available. A commissioning ceremony will be held this Saturday.

Next Meeting-

1000-1200, March 14, 2019
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 10:55.

Respectfully submitted:

Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
January 2019			
PORT SAFETY CATEGORIES*	Jan-2019	Jan-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.28
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	3	11	3.14
Navigation Safety (1), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	16	9.64
Allision (0), Collision (1), Fire (1), Capsize (0), Grounding (0), Sinking (1)			
Steering (1), Propulsion (3), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	3	2.22
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	0	0	0.36
Total Port Safety (PS) Cases opened	15	30	16.08
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jan-2019	Jan-2018	**3yr Avg
U.S. Commercial Vessels	0	1	0.72
Foreign Freight Vessels	1	0	0.08
Public Vessels	1	0	0.56
Commercial Fishing Vessels	0	0	0.44
Recreational Vessels	7	5	3.31
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	8	0	1.81
Mystery Spills - Unknown Sources	12	5	4.53
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	15	3	4.14
Spills 10 - 100 gallons	3	3	0.94
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	12	5	6.42
Total Pollution Incidents	30	11	11.64
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	2.00	7.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.47
Estimated spill amount from Public Vessels	0.00	0.00	2.42
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	7.38
Estimated spill amount from Recreational Vessels	60.00	52.00	23.30
Estimated spill amount from Regulated Waterfront Facilities	10.00	0.00	0.42
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	24.00	0.00	11.25
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	94.00	54.00	60.62
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	1	0.28
Letters of Warning	4	2	2.44
Total Penalty Actions	4	3	2.72
* 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 (JAN 2019)

MARINE CASUALTIES

Loss of propulsion, (07JAN19): A foreign flag bulk freight vessel experienced a loss of propulsion while transiting west of the Golden Gate Bridge. The causative factor was attributed to an alarm failure. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the vessel's propulsion system. Case closed.

Loss of steering, (09JAN19): A foreign flag bulk freight vessel experienced a loss of steering while approaching the pier at the Port of Stockton. The vessel regained rudder control after switching steering pumps. Causative factor was attributed to a steering pump failure. Crew affected permanent repair. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the vessel's steering and associated systems. Case closed.

Collision, (27JAN19): A recreational vessel with 6 persons on board reported a collision with a tug and barge approximately 1/2 NM east of the Union Pacific Railroad Bridge. No damage or injuries were reported from the tug and barge. The recreational vessel reported minor property damage and two injuries. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control, (16JAN19): A foreign flag bulk freight vessel was issued an amended Captain of the Port Order requiring a continuous three tug escort within the San Francisco Bay upon arrival and departure at Mile Rock.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), S-Band Radar (11JAN19-12JAN19): Vessel was issued an inbound and outbound LOD due to an inoperable S-band radar. A technician attended the vessel and attempted permanent repair. Vessel was allowed to depart as arrangements have been made for permanent repair at vessel's next port of call.

Letter of Deviation (LOD), S-Band Radar (20JAN19): Vessel was issued an inbound LOD due to an inoperable S-band radar. A technician attended the vessel and affected repairs. Coast Guard reviewed and approved final report. Case closed.

Letter of Deviation (LOD), Anchors Ready (25JAN19): Vessel was issued an inbound and outbound LOD due to losing its port anchor at its last port of call. Vessel was escorted by two tugs throughout its entire transit through the San Francisco Bay. Vessel is scheduled to replace anchor at the next port of call. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW), (07JAN19): A recreational vessel sank at the pier in San Rafael and discharged gasoline. The owner of the vessel hired a salvage company to remove the vessel from the water. Case closed.

Letter of Warning (LOW), (17JAN19): A recreational vessel sank at the pier in Sacramento and discharged diesel into the river. The harbor master took initial actions and the owner hired a company to complete salvage. The vessel was removed from the water. Case closed.

Letter of Warning (LOW), (18JAN19): A recreational vessel sank at the pier in Discovery Bay and discharged motor oil. There was no additional fuel on board. The responsible party raised the vessel with no further pollution impact. Case closed.

Letter of Warning (LOW), (22JAN19): A recreational vessel sank at Pier 45 in San Francisco and discharged motor oil into the bay. A salvage company was hired to lift the vessel and it was towed to Sausalito for repairs. Case closed.

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 14, 2019**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2019 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 19 appropriations including the FY 2019 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2018 DREDGING

- a. **SF Main Ship Channel** – FY 19 dredging is being planned with expected work to be completed in June by the Essayons.
- b. **Richmond Inner Harbor** – FY19 planning for the Richmond Inner is underway with expected award in May of 2019.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** –In alignment with last year’s proposal to alternate Hopper dredging between Pinole Shoals and Richmond Outer, dredging for Richmond Outer dredging was conducted with the Essayons and completed in November 2018. Richmond Outer is expected to be deferred in FY19.
- d. **Oakland Harbor** – The 2018 dredge cycle started in September with planned upland disposal. Due to smaller than expected production rates the District worked with resource agencies to continue work outside of the Environmental Window with upland placement. **The FY 19 Dredging contract is being accelerated to allow for additional placement time. Award is being planned for May but will require significant coordination with resource agencies to execute on that schedule.**
- e. **Redwood City Harbor** – The 2019 dredging contract is being planned for award in April. **In partnership with the Coastal Conservancy upland placement is being evaluated and sediment analysis for suitability of planned placement location is ongoing.**
- f. **San Pablo Bay (Pinole Shoal)** –In alignment with last year’s proposal to alternate Gov’t Hopper dredging Pinole will be dredged in 2019. Action is planned for June.
- g. **Suisun Bay Channel (and New York Slough)** – **2019 Clamshell award is being planned for July.**

2. DEBRIS REMOVAL – Debris removal for January 2019 was 133 tons. Raccoon: 55 tons; other boats: 78 tons, including 11 abandoned vessels. Average for January from 2009 to 2018 is 122 tons (Range: 35-417 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2019	TONS	TONS	TONS	TONS
JAN	55	0	78	133
FEB	0	0	0	0
MAR	0	0	0	0
APR	0	0	0	0
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
133

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. The Tentatively Selected Plan (TSP) milestone for Phase I (Western Reach) of the project was held on 29 June 2016 with a recommended plan to deepen the Phase I reach of the project from a depth of -35 feet to -38 feet MLLW. The Draft report is being scheduled for public release in April of 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 May 23, 2018.
Berkeley Marina (Entrance Channel): Condition survey of July 9, 2018.
Islais Creek Channel: Condition survey of July 17, 2018.
Larkspur Ferry Channel: Condition survey of July 9, 2018.
Main Ship Channel: Condition survey of April 5, 2018.
Mare Island Strait: Condition survey of July 10, 2018.
Marinship Channel (Richardson Bay): Condition survey of December 7, 2017.
Napa River: Condition survey of May 9-10, 2018.
Northship Channel: Condition survey of June 29, 2018.
Oakland Entrance Channel (Reach 1A-1C): Post-dredge surveys of January 17 & 19, 2018.
Oakland Inner Harbor (Reach 4-6): Post-dredge survey of December 10-12, 2018.
Oakland Outer Harbor (Reach 7-8): Post-dredge survey of October 5, 9, 22 & 26, 2018.
Petaluma River (Across-the-Flats): Condition survey of December 19, 2017.
Petaluma River (Main Channel): Condition survey of December 12-13, 2017.
Petaluma River (Extended Channel): Condition survey of March 19-26, 2018.
Pinole Shoal Channel: Condition survey of July 23-26, 2018.
Redwood City Harbor: Condition survey of February 7-8, 2018.
Richmond Inner Harbor: Condition survey of June 26, 2018.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Post-dredge survey of October 23, 2018.
Richmond Outer Harbor (Southampton Shoal): Post-dredge survey of October 26, 2018.
Sacramento River Deep Water Ship Channel: Condition survey of January 16-21, 2019.
San Bruno Shoal: Condition survey of July 11, 2018.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 24, 2018.
San Rafael (Creek): Condition survey of September 24, 2018.
Stockton Ship Channel: Condition survey of January 26-30, 2019.
Suisun Bay Channel (Reach 2): Post-dredge survey of October 15, 2018.
Suisun Bay Channel (Reach 3A-E): Post-dredge survey of October 17, 2018.
Suisun Bay Channel (Bullshead Reach): Condition survey of April 19, 2017.
Suisun Bay Channel (New York Slough): Post-dredge survey of October 21, 2018.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of October 31, 2018.

SF-09 (Carquinez): Condition survey of September 17, 2018.

SF-10 (San Pablo Bay): Condition survey of September 17, 2018.

SF-11 (Alcatraz Island): Condition survey of December 28, 2018.

SF-16 (Suisun Bay Disposal Site): Condition survey of July 3, 2018.

SF-17 (Ocean Beach Disposal Site): Condition survey of November 7, 2018.

Requested Surveys:

Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY19.

NEW WEB ADDRESS – USACE WORK PLAN:

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

O&M DREDGING PLAN FOR FY19*

9-Feb-19

Project	Bid Opening Award Date	FY 2018			FY 2019									FY 2020			Estimated CY	Planned Placement Site	
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
SF Main Ship Channel	N/A		■							■								350kcy	OBDS/ SF-8
Humboldt Bar & Entrance	N/A	■										■						600kcy	HOODS
Pinole Shoal	N/A	■	■								■	■	■	■	■			300kcy	SF-11/SF-10
Crescent City	3 Aug/31 Aug												■	■	■	■	■	100kcy	Upland/Hoods
Redwood City Harbor	22 Apr/6 May	■	■					■	■	■	■	■	■	■	■	■		300kcy	SF-11
Richmond Inner Harbor	7 May/21 May	■	■	■					■	■	■	■	■	■	■	■		350kcy	DODS/upland least cost
Combined Sac/San Joaquin	22 May/5 June	■	■	■					■	■	■	■	■	■	■	■		350kcy	Various Upland
Oakland Harbor	30 April/14 May	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		750kcy	DODS/upland least cost
Suisun Bay Channel	9 July/23 July	■	■	■								■	■	■	■	■		175kcy	SF-16

<ul style="list-style-type: none"> Ongoing Contracts New SPN Contract including Mobilization West Coast Hopper Contract Government Dredge 	<ul style="list-style-type: none"> Environmental Window Bid Opening Contract Award
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* Program execution is based on the FY19 President's Budget, Workplan and Federal Standard plan for each project.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
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San Francisco Clearinghouse Report

February 14, 2019

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. 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 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 January there were 97 tank vessel arrivals; 15 ATBs, 8 Chemical Tankers, 15 Chemical/Oil Tankers, 30 Crude Oil Tankers, 18 Product Tankers, and 11 Tugs with Barges.
- ✎ In January there were 295 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	71		81	
ATB arrivals	15		10	
Barge arrivals to San Francisco Bay	11		16	
Total Tanker and Barge Arrivals	97		107	
Total tank ship & tank barge movements	327		353	
Tank ship movements	182	55.66%	192	54.39%
Escorted tank ship movements	147	44.95%	145	41.08%
Unescorted tank ship movements	35	10.70%	47	13.31%
Tank barge movements	145	44.34%	161	45.61%
Escorted tank barge movements	23	7.03%	21	5.95%
Unescorted tank barge movements	122	37.31%	140	39.66%

Percentages above are percent of total tank ship & tank 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	194		317		0		144		655	
Unescorted movements	90	46.39%	154	48.58%	0	0.00%	59	40.97%	303	46.26%
Tank ships	75	38.66%	119	37.54%	0	0.00%	51	35.42%	245	37.40%
Tank barges	15	7.73%	35	11.04%	0	0.00%	8	5.56%	58	8.85%
Escorted movements	104	53.61%	163	51.42%	0	0.00%	85	59.03%	352	53.74%
Tank ships	97	50.00%	143	45.11%	0	0.00%	75	52.08%	315	48.09%
Tank barges	7	3.61%	20	6.31%	0	0.00%	10	6.94%	37	5.65%

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 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	71		787	
ATB arrivals	15		123	
Barge arrivals to San Francisco Bay	11		143	
Total Tanker and Barge Arrivals	97		930	
Tank ship movements & escorted barge movements	327		3,743	
Tank ship movements	182	55.66%	2,058	54.98%
Escorted tank ship movements	147	44.95%	1,613	43.09%
Unescorted tank ship movements	35	10.70%	445	11.89%
Tank barge movements	145	44.34%	1,685	45.02%
Escorted tank barge movements	23	7.03%	234	6.25%
Unescorted tank barge movements	122	37.31%	1,451	38.77%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	194		317		0		144		655	
Unescorted movements	90	46.39%	154	48.58%	0	0.00%	59	40.97%	303	46.26%
Tank ships	75	38.66%	119	37.54%	0	0.00%	51	35.42%	245	37.40%
Tank barges	15	7.73%	35	11.04%	0	0.00%	8	5.56%	58	8.85%
Escorted movements	104	53.61%	163	51.42%	0	0.00%	85	59.03%	352	53.74%
Tank ships	97	50.00%	143	45.11%	0	0.00%	75	52.08%	315	48.09%
Tank barges	7	3.61%	20	6.31%	0	0.00%	10	6.94%	37	5.65%

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 - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JANUARY 1 - 31, 2018	207	72	34.78
JANUARY 1 - 31, 2019	231	84	36.36

CRUDE OIL / PRODUCT TOTALS

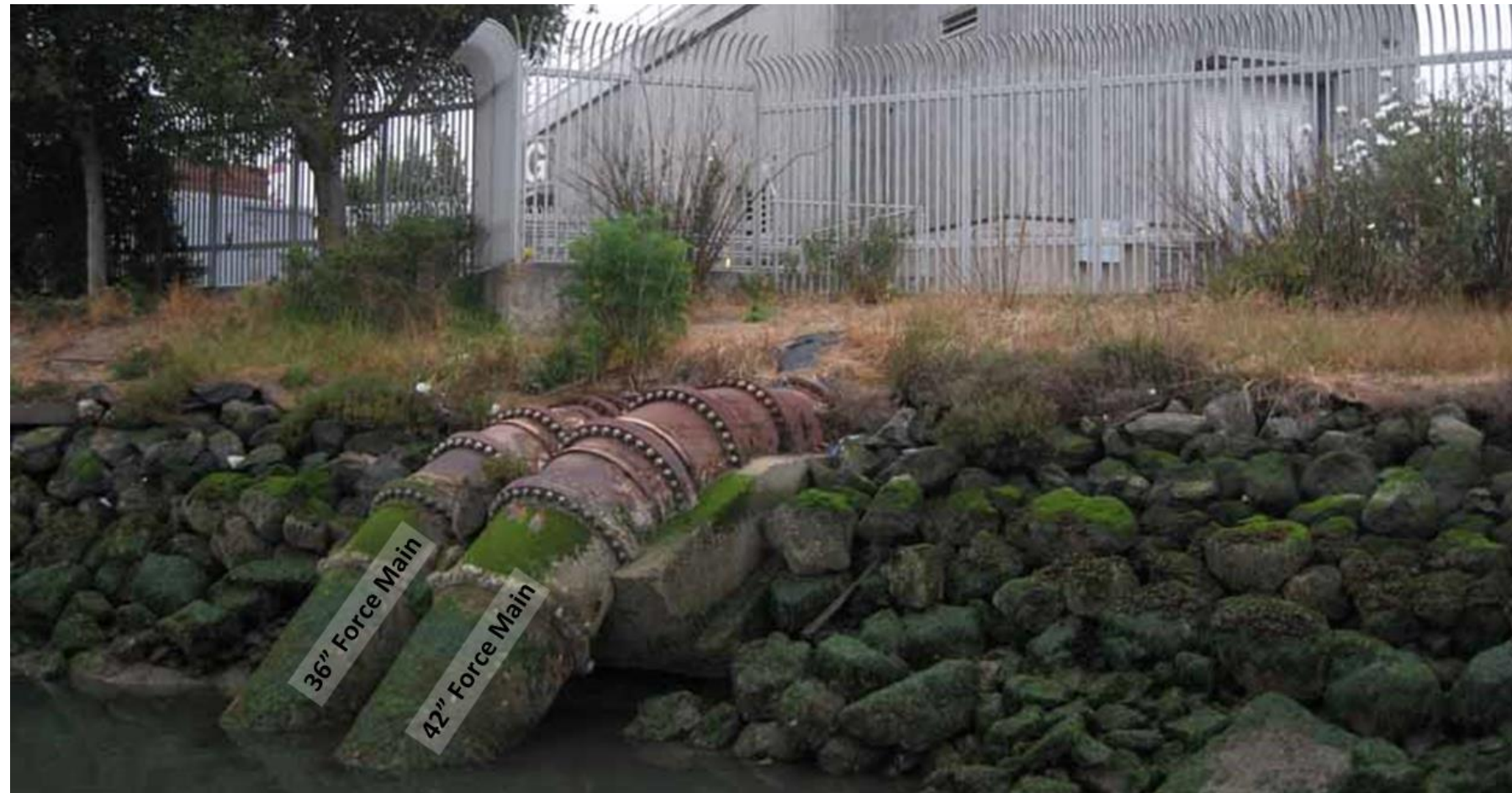
	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2018	15,497,500		19,713,600	8,474,115	28,187,715
JANUARY 1 - 31, 2019	15,728,000		20,311,616	8,438,046	28,749,662

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u> <u>Gasoline - 2 Gal.</u>
JANUARY 1 - 31, 2018	1	0	1	
JANUARY 1 - 31, 2019	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.



Declaration of Emergency

Southeast Outfall Islais Creek Crossing – Emergency Bypass

San Francisco Board of Supervisors
January 30, 2019
San Francisco Public Utilities Commission
Michael Tran, Project Manager

Southeast Outfall Islais Creek Crossing – Emergency Bypass

Booster Pump Station (BPS) Overview

- Booster Pump Station constructed 1967, last upgrade in 2002
- BPS pumps final treated effluent from Southeast Plant into San Francisco Bay
- Flow Conveyance
 - 50-60 Million Gallons per Day Average
 - 110 Million Gallons per Day Peak
- Discharge: 42" and 36" Parallel Force Mains
 - Islais Creek Crossing Replacement
 - Permanent Replacement Planning Started 2015
 - Permanent Replacement Construction Target 2020



Southeast Outfall Islais Creek Crossing – Emergency Bypass

Declaration of Emergency

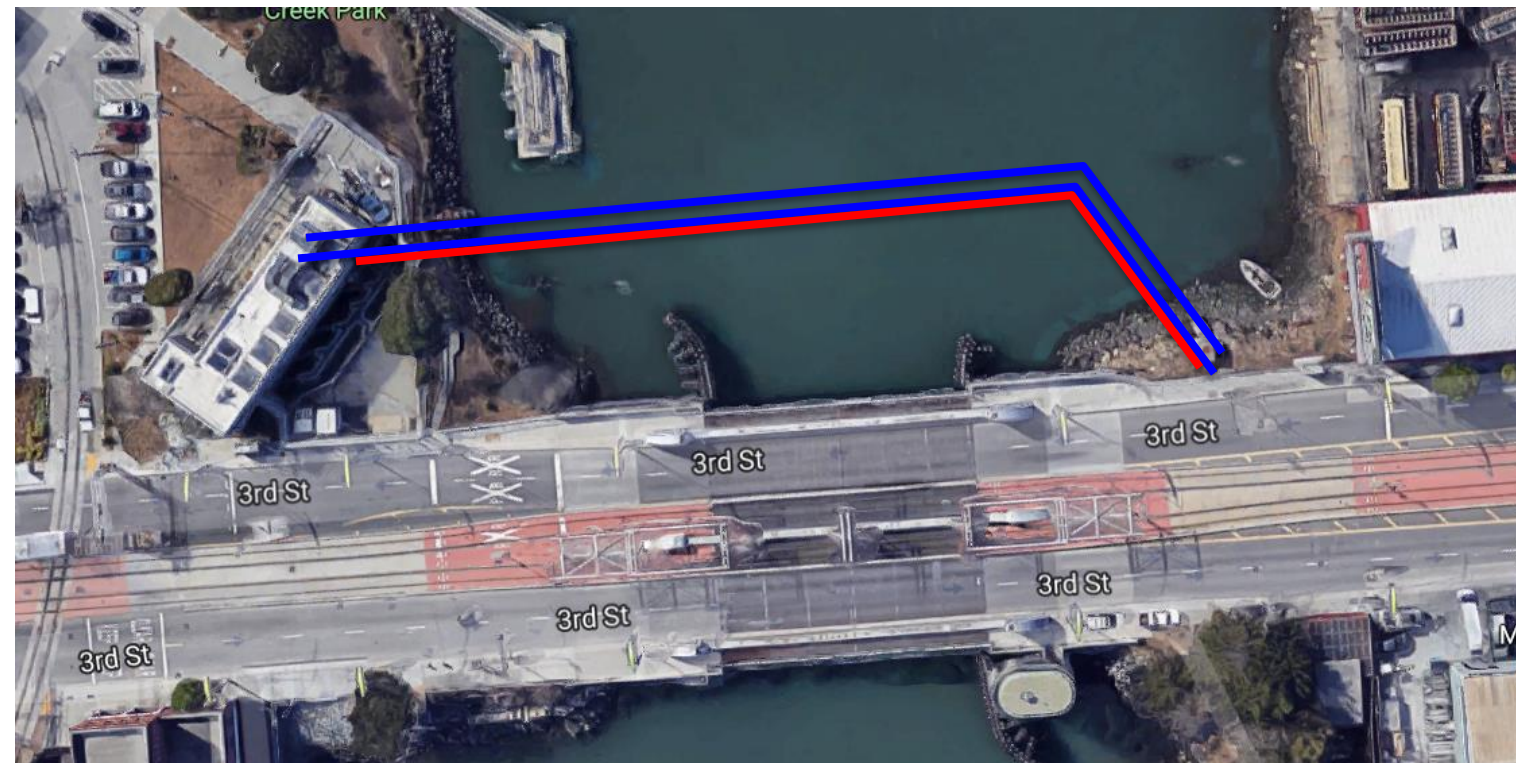


- October 18, 2018: Wastewater Enterprise staff discovered a leak from the Southeast Outfall Islais Creek Crossing.
- Leaking Force Main Risks
 - The current operation of the leaking 36” pipe represents non-compliance under the Southeast Water Pollution Control Plant NPDES Permit No. CA0037664.
 - The 36” pipe is leaking into Islais Creek, a waterway which has been identified by the Regional Water Quality Board 303(d) List of Impaired Water Bodies.
- October 22, 2018: SFPUC declared an emergency under SF Administrative Code Chapter 6.60.
- December 26, 2018: Based on further design and field findings, SFPUC revised the emergency declaration to include authorization under both Chapter 6.60 and Chapter 21.15 with an increased anticipated not-to-exceed value of \$5 million.

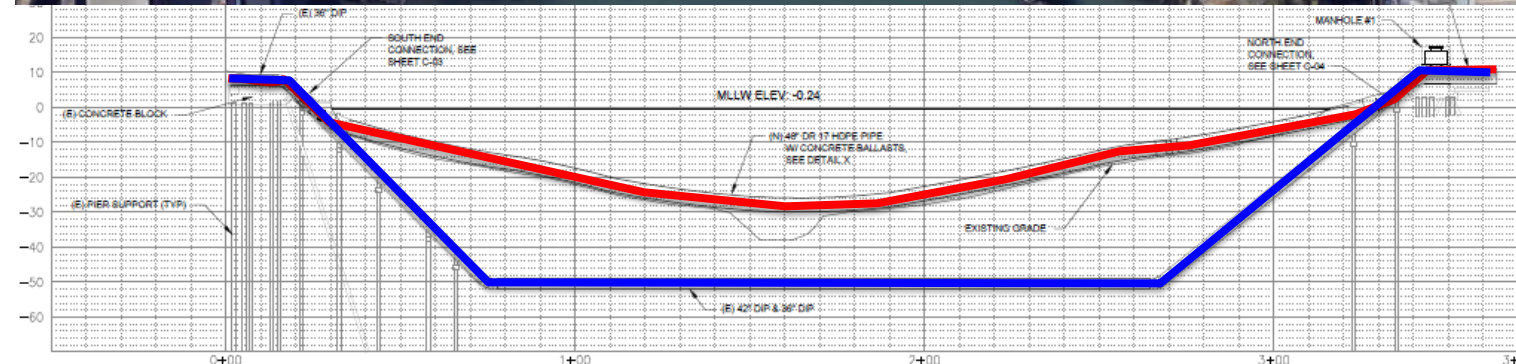
Southeast Outfall Islais Creek Crossing – Emergency Bypass

Response to Emergency & Bypass Overview

- Estimated Construction Duration: 9 months
- Estimated Project Budget: Not to Exceed \$5 million
- CEQA: Statutory Exemption



- Existing 36" and 42" Force Main Alignment
- New 42" Inner Diameter Temporary Emergency Bypass Pipe



Southeast Outfall Islais Creek Crossing – Emergency Bypass

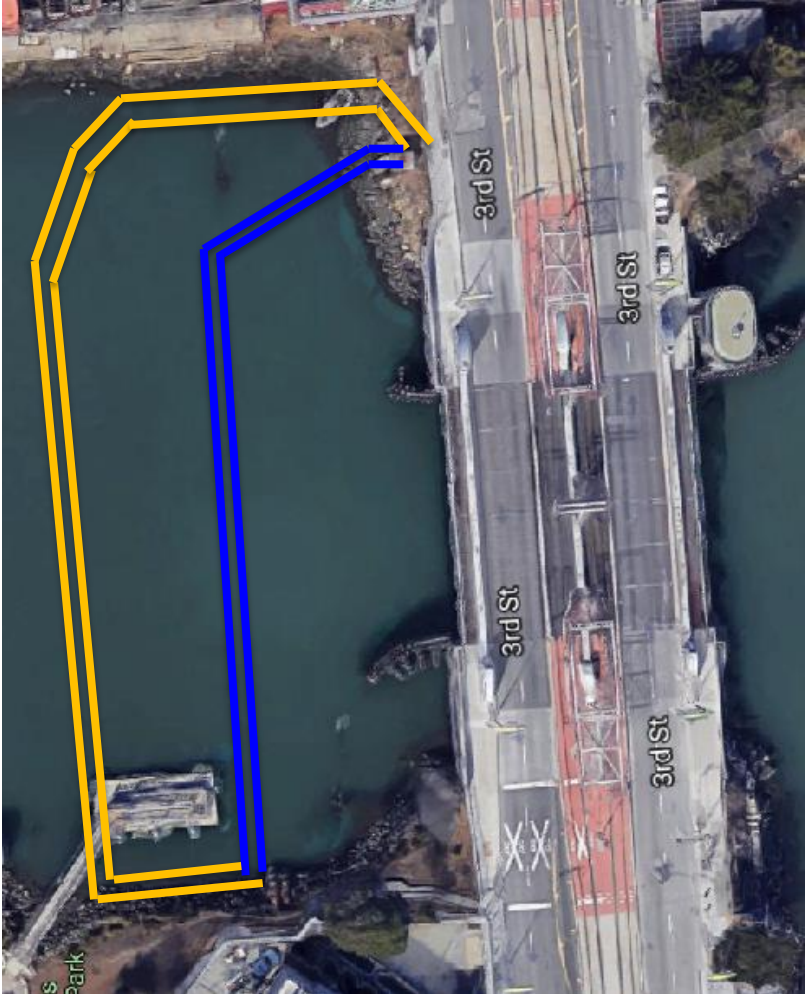
Current Status



- SFPUC established separate emergency contracts for Kennedy Jenks and Power Engineering Construction as designer and contractor, respectively.
- Kennedy Jenks is finalizing design with Power Engineering Construction input.
- Power Engineering is beginning long lead material procurement process, securing staging area, and providing constructability feedback to design.

Southeast Outfall Islais Creek Crossing – Emergency Bypass Permanent Replacement

- Construction: Target 2023 completion
- 35% Engineer’s Estimate: \$38.7 million
- CEQA: Mitigated Negative Declaration



- Existing 36” and 42” Force Main Alignment
- Proposed (2) 54” Inner Diameter HDPE Pipeline Alignment