

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, June 14, 2018

Port of Oakland, Exhibit Room

530 Water Street, Oakland, CA

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

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: **Jim Anderson** (M), CA Dungeness Crab Task Force; **Tom Anderson** (A), San Francisco Marina; **John Berge** (M), Pacific Merchant Shipping Association; **Brandon Chapman** (A), Port of San Francisco; **Sejal Choksi-Chugh** (M), San Francisco Baykeeper; **Troy Hosmer** (M), Port of Oakland; **Ben Huber** (M), Westar Marine Services; **Sean Kelley** (A), United States Coast Guard; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Andrew Marshall** (M), Port of Benicia; **MJR Kevin McCormick** (A), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Capt. Ryan McKenney** (A), Chevron Shipping Company; **Julian Rose** (M), Andeavor; **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 May 10, 2018 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- Sean Kelley

- Advised of USCG personnel changes. Capt. Marie Byrd will be replacing Capt. Patrick Nelson as Deputy Sector Commander. CMD Roberto Rivera has replaced CMD Jennifer Stockwell as head of Prevention.
- Advised of a partially submerged adrift vessel which was reported in the Main Ship Channel on May 29th. A safety zone was put in place and the channel temporarily closed before the vessel sunk and the safety zone lifted. Capt. Korwatch asked if the vessel will be recovered. Sean

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Kelley advised that the vessel's location is unknown. The Main Ship Channel was being dredged by the Army Corps at the time of the incident and the vessel was not detected in the shipping lane. Sejal Choksi-Chugh asked if there were any environmental impacts. Sean Kelley advised that no oil sheen was reported.

- Advised of recent congestion at Anchorage 9. There were 20 ships anchored at one point last week. Bunkering was impacted which is a concern. Marine Exchange operations staff provided assistance. The congestion has eased and the situation is being monitored. Regulations limiting anchorage time are being considered. Vessels typically stay less than a week in Anchorage 9 but a recent vessel stayed 40 days.
- Sejal Choksi-Chugh asked for information about whale strikes. Jim Anderson advised of efforts to address the issue through state or federal regulations.
- LCDR Rebecca Deakin read from the May- 2018 Prevention/Response Report (attached). A 200 gallon diesel spill from a sunken recreational vessel was reported in Emeryville. Federal funds were used for cleanup and salvage.
- Sean Kelley announced that he will be retiring from USCG VTS at the end of July. Capt. Korwatch thanked him for his years of service with VTS and the HSC.

Army Corps of Engineers Report- MJR Kevin McCormick

- Advised that the contract for permanent removal of the sunken barge in San Joaquin Deep Water Channel is expected to be awarded next week. Work will begin as soon as possible.
- Advised that the USACE 2018 Work Plan was recently released with additional funding appropriated for Oakland Harbor and Richmond Harbor dredging.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Debris removal numbers have dropped below average.
- Jim Haussener, CMANC, advised that communication is necessary within the industry in light of recent Long Wharf construction issues which impeded dredging in Richmond. Funding has been released for Port of Stockton dredging and the deepening project.

Clearing House Report- Marcus Freeling (report attached)

OSPR Report- Mike Coyne

- Ted Mar, OSPR, introduced Mike Zamora who will be replacing Mike Coyne as OSPR's SF HSC representative.

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- Mike Coyne advised of open HSC positions representing commercial fishing and dry cargo vessel operators. OSPR's Fairfield Field Office has relocated. New member oaths will be given after the meeting.
- Capt. Korwatch thanked Mike Coyne for his HSC service and welcomed Mike Zamora.
- Tom Cullen, OSPR Administrator, reported on recently passed AB2441 which uses State Lands revenue to fund derelict commercial vessel removal in the Delta. State-wide regulations are being considered. Abandoned vessels are an ongoing problem in the Bay Area, LA/LGB and San Diego. A periodical OSPR progress report will be released next week.

NOAA Report- No Report

State Lands Commission Report- (report attached)

Work Group Reports-

Plan Update Work Group- Linda Scourtis advised that the 2018 San Francisco Harbor Safety Plan Update has been compiled. The Harbor Safety Plan Update Transmittal Memo and the SF HSC Executive Summary 2017/2018 were distributed (attached). Minimal changes to the plan were made. Harbor Safety Plan Map 1 was modified to more clearly reflect the HSP offshore boundary (attached). A motion was made and seconded to approve the 2018 SF HSP Update. The motion passed without dissent. Capt. Korwatch thanked all those who contributed.

Tug Work Group- Nothing to report

Navigation Work Group- Ray Paetzold, Bar Pilots, advised that the Navigation Work Group will meet on July 12th after the regular HSC meeting at the Richmond MSSC. Category Zone of Confidence (CATZOC) issues relating to NOAA charts will be focused on, specifically in Pinole Shoal Channel. An HSC email notice will be issued.

Ferry Operations Work Group- Capt. Thomas Kirsch advised that new ferry vessel Argo has been delivered for Alameda-Oakland service. Construction of the Central Bay Operations Center is complete. Ferry expansion is underway with new routes scheduled to open in Richmond, Berkeley, Antioch and Redwood City.

- Jim Hausener advised of recreational boating safety issues related to the new Richmond and Treasure Island ferry docks. Capt. Korwatch suggested the Work Group consider these issues and Capt. Kirsch agreed.

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Dredge Issues Work Group- Julian Rose advised of the Pinole Shoal CATZOC issue. Shipping companies are currently forced to treat Pinole Shoal as an unassessed area. There is also confusion about controlling depth information listed on NOAA charts.

PORTS Work Group- Troy Hosmer advised that there was nothing to report.

Prevention through People Work Group- Nothing to report

PORTS Report- Marcus Freeling

- Advised that the UP Railroad Bridge wind station is still offline due to bridge electrical issues. A UP electrician confirmed that the station power cable will be replaced soon.
- Advised that PORTS IP modems will be upgraded to newer models. The upgrades should improve connection and maintain functionality of PORTS stations.
- Advised that service of the three PORTS buoy mounted current sensors will take place in late July or August.
- Capt. Korwatch thanked OSPR for their continued funding of San Francisco PORTS.

Public Comment-

- Ray Paetzold advised that a UPRR Bridge Natural Working Group meeting will be held on July 14th. A status update on the PORTS wind station repair will be requested.
- Capt. Korwatch advised that the next AMSC meeting has been rescheduled to July 17th at the Port of Oakland.
- Capt. Korwatch announced that State Lands will be hosting Prevention First on September 25th and 26th in Long Beach.
- John Berge advised that voluntary vessel speed reductions are in effect from May 1st until November 15th to reduce the risk of whale strikes. The offshore speed limit is 10 knots. Capt. Korwatch asked how many vessels comply with the voluntary speed restrictions. John Berge advised that approximately 30 percent of vessels achieve full compliance but most slow down to some degree. Outreach is critical.

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Old Business- None

New Business-

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

Next Meeting-

1000-1200, July 12, 2018
California Maritime Academy, Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn was made and seconded. The motion passed without dissent and the meeting adjourned at 10:55.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2018			
PORT SAFETY CATEGORIES*	May-2018	May-2017	**3yr Avg
Total Number of Port State Control Detentions:	1	0	0.53
SOLAS (1), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	3	3.28
Navigation Safety (2), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	12	9.53
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (1), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	3	2.64
Radar (1), Gyro (0), Steering (0), 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:	0	0	0.50
Significant Waterway events/Navigation related Cases:	1	1	0.36
Total Port Safety (PS) Cases opened	13	19	16.83
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2018	May-2017	**3yr Avg
U.S. Commercial Vessels	1	0	0.75
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	0	0.56
Commercial Fishing Vessels	0	0	0.31
Recreational Vessels	3	2	2.81
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.14
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.00
Other Land Sources	8	0	0.92
Mystery Spills - Unknown Sources	1	6	3.75
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	2	2	3.72
Spills 10 - 100 gallons	1	0	1.06
Spills 100 - 1000 gallons	1	0	0.17
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	6	4.44
Total Pollution Incidents	13	8	9.39
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	14.55
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	8.50
Estimated spill amount from Public Vessels	0.00	0.00	2.04
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	1.18
Estimated spill amount from Recreational Vessels	200.00	11.00	45.54
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.17
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.00
Estimated spill amount from Other Land Sources	20.00	0.00	2.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	220.00	11.00	74.51
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.47
Letters of Warning	1	2	2.47
Total Penalty Actions	1	2	2.94
* 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 (MAY 2018)

MARINE CASUALTIES

Loss of Propulsion (13MAY18): A foreign flag container vessel experienced a reduction in propulsion due to a faulty fuel pump. A COTP Order was issued for the vessel to proceed to and remain at Anchorage 9 until repairs were effected. Repairs and tests were witnessed and verified by class and Coast Guard. The COTP was lifted. Case closed.

Equipment Failure (20MAY18): A foreign flag bulk carrier experienced an equipment failure of the vessel's gyro compass and rudder angle indicator while transiting outbound. A COTP Order was issued requiring the vessel to remain at Anchorage. Class and Coast Guard attended the vessel, reviewed technician report and witnessed satisfactory operation of the equipment. The COTP was lifted. Case closed.

Loss of Propulsion (20MAY18): A foreign flag tank vessel experienced a loss of propulsion approximately 35 NM West of Half Moon Bay. A COTP Order was issued requiring a two-tug escort to Anchorage. A COTP Order was issued requiring the vessel provide a report from an attending classification surveyor attesting to the causative factors and proper operation of the vessel's Main Propulsion to the Coast Guard prior to departure. Causative factors were deemed to be Main Engine sump contamination with MGO due to Fuel Oil pumps leakage from the Main Engine. Class and Coast Guard attended the vessel and witnessed satisfactory repairs to the main engine. Vessel successfully conducted sea trials. The COTP Order was lifted. Case closed.

Equipment Failure (27MAY18): A foreign flag tank vessel experienced a loss of main engine speed control from the bridge due to malfunctioning switchboard of the main propulsion automation system. A COTP Order was issued permitting the vessel to proceed from Anchorage 9 to Martinez Terminal to conduct cargo operations and back to Anchorage 9 with a two tug escort, while waiting for arrival of ordered parts necessary for repair of the main engine. Repairs and tests were witnessed and verified by class and Coast Guard. The COTP was lifted. Case closed.

GENERAL SAFETY CASES

Vessel Traffic Service Measure (29MAY18): The Coast Guard established a Vessel Traffic Service Measure for navigable waters of the Main Ship Channel IVO Buoy 7, due to a submerged and adrift vessel. A risk based measured approach was taken to allow daylight transits through the area. Transits resumed normal operations in the Main Ship Channel on 30MAY18.

NAVIGATION SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (24MAY18): A foreign flag bulk carrier was issued an inbound letter of deviation for an inoperable secondary marine radar. The secondary marine radar was repaired prior to departure and a copy of the technician report was provided to Coast Guard. LOD was lifted. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Case (09MAY18): A 48' U.S. flag recreational vessel, sank at the slip in Emeryville, 200 gallons of red-dye diesel was discharged into the water. Used federal funds to raise vessel and pump out product. Emeryville Marina scrapped vessel. Case closed.

Letter of Warning, (31MAY18): A 28' U.S. flag recreational vessel, discharged an unknown amount of hydraulic oil in Richmond Bay. Clean-ups were conducted. An LOW was issued to the owner. Case closed. A1:A13

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 14, 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** – Project is now being executed based on 2 dredging episodes, the first of which was completed by the Essayons on 6/6//18 with the second episode scheduled to start in October 2018 with the West Coast Hopper Contract as dredged by the Stuveysant.
- b. **Richmond Inner Harbor** –FY 18 dredging cycle estimated to commence ~~early August 2018~~ **Mid September** 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. **Due to scheduling issue with the West Coast Hopper Contract the Essayons will now perform the dredging with two Episodes, the first of which started on 6/7/18 and the second for which dredging is planned in October of 2018.**
- d. **Oakland Harbor** – 2017 dredge cycle initiated in mid-August 2017. Significantly larger than expected volumes are requiring additional dredging. **2017 Dredging cycle concluded in April with approximately 1100kcy. The 2018 dredge cycle is expected to start in September with planned upland disposal through November.**
- e. **Redwood City Harbor** – 2018 dredge cycle will be executed with Carryover. **Expected start of dredging will be mid September.**
- 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 late August and to complete in late October.

2. DEBRIS REMOVAL – Debris removal for May 2018 was 28 tons. Raccoon: 3 tons; Dillard: 10 tons; other boats: 15 tons, including 5 abandoned vessels. Average for May from 2008 to 2017 is 49.8 tons (Range: 18-112.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2018	TONS	TONS	TONS	TONS
JAN	45	0	50	95
FEB	20	18	50	88
MAR	20	46.5	17	83.5
APR	26	35.5	15	76.5
MAY	3	10	15	28
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
371

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 Channel: Condition survey of May 23, 2018.
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 April 5, 2018.
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 9-10, 2018.
Northship Channel: Condition survey of October 27, 2017.
Oakland Entrance Channel (Reach 1A-1C): Post-dredge surveys of January 17 & 19, 2018.
Oakland Inner Harbor: Condition survey of April 24, 2018.
Oakland Outer Harbor: Condition survey of April 25, 2018.
Petaluma River (Across-the-Flats): Condition survey of September 12-14, 2014.
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 April 4-10, 2018.
Redwood City Harbor: Condition survey of February 7-8, 2018.
Richmond Inner Harbor: Condition survey of May 1, 2018.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of April 19, 2018.
Richmond Outer Harbor (Southampton Shoal): Condition survey of April 18, 2018.
Sacramento River Deep Water Ship Channel: Condition survey of May 17-21, 2018.
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: Condition survey of May 14-17, 2018.
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 3, 2018.

SF-09 (Carquinez): Condition survey of April 11, 2018.

SF-10 (San Pablo Bay): Condition survey of April 11, 2018.

SF-11 (Alcatraz Island): Condition survey of May 7, 2018.

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

SF-17 (Ocean Beach Disposal Site): Condition survey of May 4, 2018.

Requested Surveys:

Pre-dredge surveys are scheduled to occur May-October 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*

12-Jun-18

Project	District	APR MAY JUN JUL AUG SEP OCT NOV DEC												Estimated CY	Planned Placement Site	Notes
		FY 2019														
Humboldt Bar & Entrance	SPN/NWP													600kcy	HOODS	Dual mobilizations of the Stuyvesant utilizing Base and option
SF Main Ship Channel	SPN/NWP													350kcy	OBDS/SF-8	Dual mobilizations of the Essayons and the Stuyvesant
Richmond Outer Harbor	SPN/NWP													300kcy	SF-11/SF-10	Hopper will be utilized in alignment with agreed upon alternating episodes of dredging for Richmond and Pinole. FY8 dredging will be accomplished with Dual Mobilizations of the Essayons
Richmond Inner Harbor	SPN													350kcy	DODS/upland least cost	Estimated performance period 20 Sep - Nov 30
Oakland Harbor	SPN													530kcy	upland/DODs	Volumes subject to change pending workplan
Redwood City Harbor	SPN													150kcy	SF-11	Volumes subject to change pending workplan
Pinole Shoal	SPN/NWP															Deferred In alignment with last years proposal to alternate Hopper Dredging
Suisun Bay Channel	SPN													200kcy	SF-16	Volumes subject to change pending workplan
Sacramento River (30 Ft)	SPN													100kcy	Various Upland	
San Joaquin, Port of Stockton	SPN													250kcy	Various Upland	Volumes subject to change pending workplan

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

* Program execution is based on the FY18 President's Budget and Federal Standard plan for each project.

Date of Update:

6/6/2018



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@sfmx.org

San Francisco Clearinghouse Report

June 14, 2018

- ✎ In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has contacted OSPR a total of 1 time in 2018 regarding possible escort violations. 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 May there were 99 tank vessel arrivals; 12 ATBs, 8 Chemical Tankers, 13 Chemical/Oil Tankers, 26 Crude Oil Tankers, 2 LPGs, 1 Non Specific Tanker, 24 Product Tankers, and 13 Tugs with Barges.
- ✎ In May there were 307 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	74		72	
ATB arrivals	12		15	
Barge arrivals to San Francisco Bay	13		14	
Total Tanker and Barge Arrivals	99		101	
Tank ship movements & escorted barge movements	336		350	
Tank ship movements	169	50.30%	213	60.86%
Escorted tank ship movements	133	39.58%	163	46.57%
Unescorted tank ship movements	36	10.71%	50	14.29%
Tank barge movements	167	49.70%	137	39.14%
Escorted tank barge movements	28	8.33%	15	4.29%
Unescorted tank barge movements	139	41.37%	122	34.86%

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	202		325		0		157		684	
Unescorted movements	102	50.50%	169	52.00%	0	0.00%	71	45.22%	342	50.00%
Tank ships	88	43.56%	133	40.92%	0	0.00%	63	40.13%	284	41.52%
Tank barges	14	6.93%	36	11.08%	0	0.00%	8	5.10%	58	8.48%
Escorted movements	100	49.50%	156	48.00%	0	0.00%	86	54.78%	342	50.00%
Tank ships	88	43.56%	129	39.69%	0	0.00%	76	48.41%	293	42.84%
Tank barges	12	5.94%	27	8.31%	0	0.00%	10	6.37%	49	7.16%

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 2018

San Francisco Bay Region Totals

	<u>2018</u>		<u>2017</u>	
Tanker arrivals to San Francisco Bay	373		797	
ATB arrivals	56		146	
Barge arrivals to San Francisco Bay	65		150	
Total Tanker and Barge Arrivals	438		1,093	
Tank ship movements & escorted barge movements	1,581		3,562	
Tank ship movements	836	52.88%	2,075	58.25%
Escorted tank ship movements	653	41.30%	1,618	45.42%
Unescorted tank ship movements	183	11.57%	457	12.83%
Tank barge movements	745	47.12%	1,487	41.75%
Escorted tank barge movements	88	5.57%	218	6.12%
Unescorted tank barge movements	657	41.56%	1,269	35.63%

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

Escorts reported to OSPR

0	0
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	983		1,534		0		654		3,171	
Unescorted movements	480	48.83%	810	52.80%	0	0.00%	317	48.47%	1,607	50.68%
Tank ships	399	40.59%	632	41.20%	0	0.00%	290	44.34%	1,321	41.66%
Tank barges	81	8.24%	178	11.60%	0	0.00%	27	4.13%	286	9.02%
Escorted movements	503	51.17%	724	47.20%	0	0.00%	337	51.53%	1,564	49.32%
Tank ships	455	46.29%	638	41.59%	0	0.00%	309	47.25%	1,402	44.21%
Tank barges	48	4.88%	86	5.61%	0	0.00%	28	4.28%	162	5.11%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
May 1 - 31, 2017	239	82	34.31
May 1 - 31, 2018	230	88	38.26

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
May 1 - 31, 2017	16,588,400		22,943,723	6,441,208	29,384,931
May 1 - 31, 2018	18,867,500	0	23,913,882	7,936,489	31,850,371

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
May 1 - 31, 2017	0	0	0	0
May 1 - 31, 2018	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.

To: Harbor Safety Committee of the San Francisco Bay Region
Date: 14 June 2018
Subject: **Annual Update of Harbor Safety Plan**
From: Linda Scourtis

The State's Harbor Safety Committees are required to annually update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the individual updated Harbor Safety Plans.

The Committee will vote today whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2017. Also, Plan Map 1 has been modified to more clearly reflect the HSP AOR offshore boundary.

In addition to appendices updated by SFMX, the following were revised by their responsible agencies and will be included in the plan upon its acceptance by the Administrator:

1. Appendix C: Annual Work Group Reports
2. Appendix D: Tug Escort Violations Summary for 2017
3. Appendices E, F and G: Clearing House reports for 2017
4. Appendix J: Vehicular Bridge Inventory
5. Appendices K and L: USCG Bay Port Safety and Pollution Statistics for 2017
6. Appendix M: SLC Waterborne Petroleum Statistics for 2017

Executive Summary 2017/2018

The Harbor Safety Committee continued its collaborative process to engage the maritime community in supporting navigation safety in the Bay, including installing satellite communications at nearly all of the region's Physical Oceanographic Real-Time System (PORTS) stations.

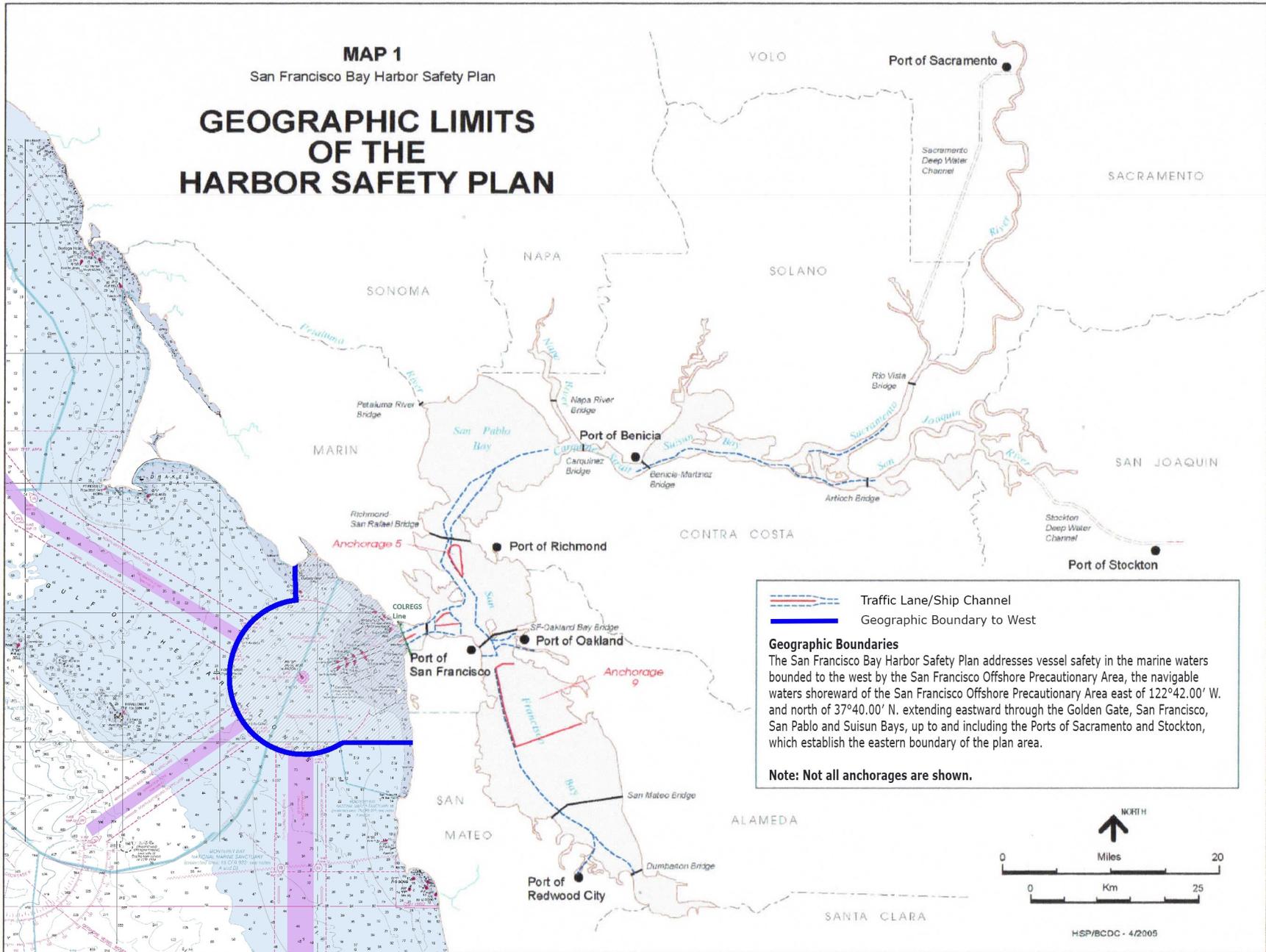
Also, during 2017-2018:

- The Dredging Issues Work group served as a clearing house for dredging concerns of the local maritime community.
- The Navigation Work Group met with staff of regulatory agencies to discuss requirements for laying buried cables and pipelines in the Bay, specifically where they may cross or infringe on a navigational channel.
- The Prevention through People Work Group chair sponsored two public events involving multiple agencies at the San Francisco marina, providing Clean Marina information, Boating Safety and related USCG information for public and boat users.

See Appendix C, Annual Work Group reports, for additional activities over the previous year.

MAP 1
San Francisco Bay Harbor Safety Plan

GEOGRAPHIC LIMITS OF THE HARBOR SAFETY PLAN



 Traffic Lane/Ship Channel
 Geographic Boundary to West

Geographic Boundaries
 The San Francisco Bay Harbor Safety Plan addresses vessel safety in the marine waters bounded to the west by the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.00' W. and north of 37°40.00' N. extending eastward through the Golden Gate, San Francisco, San Pablo and Suisun Bays, up to and including the Ports of Sacramento and Stockton, which establish the eastern boundary of the plan area.

Note: Not all anchorages are shown.