

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 13, 2019

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 10:01.

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; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. Marie Byrd** (M), United States Coast Guard; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Kevin Donnelly** (A), WETA; **Ben Eichenberg** (A), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **LTC Travis Rayfield** (M), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Benjamin Ostroff** (A), Starlight Marine Services; **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 May 9, 2019 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Advised that the scheduled Oakland A's stadium presentation is postponed until the August HSC meeting. The July HSC meeting is cancelled.

Coast Guard Report- Capt. Marie Byrd

- Advised of USCG personnel changes. Capt. Howard Wright is the new USCG Sector San Francisco Deputy Commander.
- Advised of Fourth of July safety and security preparations. Eighteen fireworks displays are scheduled in the region.
- Advised of the Escape from Alcatraz swim and a sailing regatta that took place last weekend.

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- Advised of several recent fatal Search and Rescue cases. Safety is a concern with the onset of warmer weather.
- Advised of a May 11th case in which a foreign flag bulker experienced personnel casualty while emergency anchoring near the Rio Vista Drawbridge. A crewmember was severely injured.
- LCDR Rebecca Deakin read from the May- 2019 Prevention/Response Report (attached).
- Bob Blomerth, USCG VTS, announced that two VTS positions are open and applications are being accepted through USA Jobs.

Army Corps of Engineers Report- LTC Travis Rayfield

- Announced that he will be departing San Francisco District on June 28th. LTC John Cunningham will be assuming command.
- Advised that national dredging assets are still deployed in response to Mississippi River flooding.
- Announced a public Dredge Material Management review meeting scheduled on July 19th.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Main Ship Channel dredging has been delayed for two weeks due to dredge Essayons maintenance issues. The Richmond Inner Harbor dredge contract has been awarded. A contract protest has been lodged regarding Oakland Harbor dredging. Debris removal numbers were near average. Public comment is welcome regarding the San Francisco to Stockton study draft. More dead whales have been found in the region that usual this year.
- Jim Anderson advised that tests are being conducted to determine the cause of recent whale deaths. A similar mortality event occurred in 2000 and the cause was not found.
- Jim Mazza advised that abandoned vessels are commonly removed debris in the bay. Many vessels are illegally anchored and can become navigational hazards.
- Julian Rose advised that he attended the San Francisco to Stockton Study public meeting held recently and thanked the Army Corps for their work on the issue.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Advised of HSC membership appointments and re-appointments. Introduced new alternate member Ben Ostroff, Starlight Marine Services, representing barge operators. Ben Huber, Kevin Donnelly, Ted Blanckenburg, John Berge and Sejal Choksi-Chugh have been re-appointed. Additional membership openings are upcoming.

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- Tom Cullen, OSPR Administrator, announced that the biennial Harbor Safety Summit will be taking place on September 18-19, 2019 in Long Beach. Many issues including dielectric cables are on the agenda.

NOAA Report- Jeff Ferguson

- Advised that a new Ocean Reports web tool is available online at: www.marinecadastre.gov/oceanreports/
- Advised that NOAA has declared an Unusual Mortality Event in response to increased numbers of dead gray whales. Some of the whale carcasses appear malnourished but not all. The cause of mortality is being studied.
- Advised that raster charts for Pinole Shoal Channel list only project depth but ENC's are updated with the latest survey depth.
- Advised that El Nino conditions are expected to continue through the summer bringing a higher probability of above average temperatures. Fire weather and larger ocean swells are a concern.

State Lands Commission Report- (report attached)

- Capt. Korwatch announced that the State Lands Public Service Meeting will be held on September 24, 2019 in Martinez.

Report on the Unisys Corporation- Tamara Coffey, Unisys

- Tamara Coffey, Unisys, gave presentation on her company's services relating to the maritime industry (presentation slides attached). Unisys is a global corporation specializing in both physical and cyber security. A division of the company focuses on ports and weather. TWIC screening is supported at ports as well as cameras and other security tools for facilities. Cybersecurity tools are also provided. Unisys partners with the USCG and CBP to support maritime security and works with NOAA to provide weather data. Questions are welcome.

Work Group Reports-

Tug Work Group- Capt. Sean Daggett advised that there was nothing to report.

Navigation Work Group- Capt. Bob Carr advised that there was nothing to report.

Ferry Operations Work Group- Kevin Donnelly advised that a new jet ferry boat is being added to the Vallejo service. Ferry service was increased to reduce congestion during last week's BART disruption.

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The new Alameda Ferry Terminal is scheduled to open next year. The Treasure Island Ferry Terminal opening is tied to residential construction being planned. Aaron Golbus advised that a temporary ferry terminal is being constructed for the new Warriors stadium and is set to begin service in September.

Dredge Issues Work Group- Julian Rose advised of “digital dredging” which while not physical, does result in fuller use of navigation channels. Controlling depth, CATZOC rating and real-time water level measurement are examples.

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

Prevention through People Work Group- Scott Grindy thanked the Army Corps for debris removal and a recent shoaling study. A Baykeeper harbor cleanup took place recently. Ben Eichenberg advised that another harbor cleanup will take place on July 5th.

PORTS Report- Marcus Freeling

- Advised that several PORTS stations will require SatLink upgrades.
- Advised that equipment associated with the Pier 17 visibility sensor was successfully rearranged due to a conflict with USGS equipment at the location.
- Advised that PORTS visibility sensors have required frequent cleaning in recent weeks due to weather conditions.
- Advised that PORTS data is publicly available through NOAA’s Tides and Currents website.
- Capt. Korwatch advised that next year’s PORTS budget has been submitted to OSPR. Maintenance funding is greatly appreciated.

Public Comment-

- Aaron Golbus advised that Fleet Week planning is underway. Canadian and Australian ships are expected. A debris removal exercise will be held.
- Ben Eichenberg announced that the Baykeeper Bay Parade 2019 will be taking place on August 11th. Swimmers, kayakers, paddle boarders and boaters are welcome to participate.
- Jessica Schiller, Schiller Co., advised of a plan to bring recreational electric water bikes to the bay. The water bikes are safe, stable and democratize access to the water. The bikes will be restricted to certain areas using technology and water safety personnel will be on hand. Safety is a primary concern. Initial planning with the USCG and the city of Oakland is underway. Information is available at: schillerbikes.com. Capt. Korwatch advised of concerns regarding

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possible interference with commercial traffic and safety issues. A more detailed presentation will be given by Schiller Co. at the September HSC meeting.

Old Business-

- John Berge advised that public comment is requested regarding State Lands' Abandoned and Derelict Vessels Draft Report. The draft report will be posted to the Marine Exchange website. The deadline for comment is June 18th. Jim McGrath advised that a BCDC audit found shortcomings with the handling of derelict vessels and better solutions are needed. Scott Grindy advised that vessels are often abandoned at private ports and marinas with limited resources for disposal. Capt. Korwatch advised that the HSC should consider addressing the issue. Tom Cullen advised of proposed federal regulatory changes to facilitate the scrapping of derelict vessels. The creation of a state registry and insurance requirements are also being considered. State Lands holds a quarterly Abandoned Derelict Vessels meeting and participation is welcome.

New Business-

- Capt. Korwatch announced that the July HSC meeting has been canceled. The next HSC meeting will be held on August 8th at the Port of Oakland. Representatives from the Oakland A's are scheduled to attend and present the proposed Howard Terminal ballpark project.
- Capt. Carr advised that a Navigation Work Group meeting will be held with Schiller Bikes directly after the September HSC meeting.

Next Meeting-

1000-1200, August 8, 2019
Port of Oakland, Exhibit Room
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:10.

Respectfully submitted:

Capt. Lynn Korwatch



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SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2019)**MARINE CASUALTIES**

Loss of propulsion (03MAY19): A foreign flag container vessel experienced a loss of propulsion while approaching its pier in Oakland, CA. The causative factor was determined to be a three way valve that malfunctioned. Vessel's crew effected permanent repair. Class and Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed Class report. Case closed.

Loss of propulsion (07MAY19): A foreign flag bulk vessel experienced a reduction in propulsion while approaching Stockton, CA. The causative factor was determined to be a circuit board malfunction. The circuit board was overhauled and replaced. Class and Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed Class report. Case closed.

Personnel Casualty/Anchoring Equipment (11MAY19): A foreign flag bulk vessel experienced a personnel casualty while performing an emergency anchorage in the vicinity of the Rio Vista Drawbridge. Class and Coast Guard attended the vessel to examine the anchoring equipment in addition to reviewing the vessel's safe work practices. Case closed.

Loss of propulsion (15MAY19): A foreign flag tank vessel experienced a reduction of propulsion while approaching Sacramento, CA. The causative factor was attributed to a ruptured pneumatic line to the reversing valve actuator. Vessel's crew effected permanent repair. Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Case closed.

Loss of propulsion (28MAY19): A foreign flag container vessel experienced a loss of propulsion while transiting outbound for sea from Oakland, CA. The causative factor was determined to be a deficient Fuel Oil Circulating Pump. Vessel's crew effected permanent repair. Class and Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed Class report. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation, S-Band Radar (18MAY19): Vessel was issued an inbound/outbound LOD due to an inoperable S-band radar. A technician attended the vessel while at anchorage and effected repairs. Coast Guard reviewed and approved final report. Case closed.

Letter of Deviation, AIS Transponder (27MAY19): Vessel was issued an inbound LOD due to an inoperable AIS Transponder. A technician attended the vessel and effected repairs. Coast Guard reviewed and approved final report. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (14MAY19): A rec vessel discharged hydraulic oil from their bilge into the Oakland Estuary. A mechanic was replacing the steering mechanism and put too much hydraulic fuel into the steering ram causing it to leak into the bilge and discharge overboard. Owner cleaned up the bilge and fixed the leak. Case closed.

Notice of Violation (23MAY19): An excavator demolishing a pier ruptured a hydraulic hose discharging approximately 1 gallon of hydraulic oil into the Suisun Bay. This was the third incident with the excavator over the course of 12 months. IMD teams have discussed mitigation factors with the company. Case pends.

Letter of Warning (30MAY19): A crane on a bunker barge discharged 1 gal of hydraulic oil while conducting operations. Containment was around the barge at the time of the incident and sorbents were applied to absorb the oil. An OSRO was hired for the cleanup of the barge and surrounding pier face. Case pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2019			
PORT SAFETY CATEGORIES*	May-2019	May-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	1	0.33
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	7	4	3.67
Navigation Safety (2), Port Safety & Security (5), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	6	9.56
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	1	1.92
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	2	0	0.44
Significant Waterway events/Navigation related Cases:	1	1	0.25
Total Port Safety (PS) Cases opened	19	13	16.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2019	May-2018	**3yr Avg
U.S. Commercial Vessels	1	1	0.81
Foreign Freight Vessels	0	0	0.08
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	0	0.50
Recreational Vessels	4	3	3.92
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	5	8	2.47
Mystery Spills - Unknown Sources	1	1	4.42
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	4	2	5.14
Spills 10 - 100 gallons	2	1	1.03
Spills 100 - 1000 gallons	0	1	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	9	6.89
Total Pollution Incidents	11	13	13.19
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	10.00	0.00	16.80
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.14
Estimated spill amount from Public Vessels	0.00	0.00	2.94
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	7.18
Estimated spill amount from Recreational Vessels	10.00	200.00	23.83
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.69
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	2.00	20.00	11.68
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	22.00	220.00	64.31
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	1	0	0.33
Letters of Warning	2	1	2.78
Total Penalty Actions	3	1	3.11
* 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.			

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 13, 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 2019 DREDGING

- a. **SF Main Ship Channel** – FY 19 dredging is being planned with expected work originally forecast to be completed in June by Essayons. Maintenance and repairs have required Essayons to remain in dry-dock for longer than anticipated. **Essayons Maintenance has been resolved and is expected to begin dredging on 22 June.**
- b. **Richmond Inner Harbor** – **The Richmond Inner Dredging Episode bids were opened on 29 April. Bid evaluations were conducted and the contract was awarded on 14 May to Curtin Maritime. NTP has been issued and dredging is anticipated to commence mid-June.**
- 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 FY 19 Dredging contract is being accelerated to allow for additional placement time. **Early award was planned for mid-May and was validated by receipt of Biological Opinion from USFWS. Bids were opened on 14 May and a protest was received on 17 May. The San Francisco District is the agency report to facilitate resolution.**
- e. **Redwood City Harbor** – The 2019 dredging contract is being planned for award in ~~late May~~ **June**. In partnership with the Coastal Conservancy placement at a beneficial reuse site is being planned. **An MOA to accept contributed funds for upland placement has been executed and confirmatory sediment testing and analysis for suitability of planned upland placement has been developed. Bids were opened on 22 May with apparent low bidder RE Staite.**
- 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 early July.**
- g. **Suisun Bay Channel (and New York Slough)** – 2019 Clamshell award is being planned for July.

2. DEBRIS REMOVAL – Debris removal for May 2019 was 197 tons. Dillard: 136 tons, including 1 dead whale; Raccoon: 25 tons; other boats: 36 tons, including 6 abandoned vessels and 1 small whale. Average for May from 2009 to 2018 is 67.7 tons (Range: 16.5-197 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2019	TONS	TONS	TONS	TONS
JAN	55	0	78	133
FEB	40	0	50	90
MAR	40	29.5	15	84.5
APR	45	35	450	530
MAY	25	136	36	197
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
1,034.5

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 Draft Report & EIS was released on 10 MAY 19 and is going through concurrent public review, policy review and Agency Technical Review (ATR) through 24 JUN 19. USACE, the NFS, and related stakeholders held a public meeting on 11 JUN 19 for public comment.

The draft can be found at:

<http://www.saj.usace.army.mil/About/DivisionsOffices/Planning/EnvironmentalBranch/EnvironmentalDocuments.aspx>

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 Inner Harbor: Condition survey of April 24-30, 2019.
Oakland Outer Harbor: Condition survey of April 23-24, 2019.
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 May 8-20, 2019.
Redwood City Harbor: Condition survey of May 24-28, 2019.
Richmond Inner Harbor: Condition survey of February 26, 2019.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of February 28, 2019.
Richmond Outer Harbor (Southampton Shoal): Condition survey of March 14, 2019.
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: Condition survey of May 16-20, 2019.
Suisun Bay Channel (Bullshead Reach): Condition survey of May 16-20, 2019.
Suisun Bay Channel (New York Slough): Condition survey of June 5, 2019.

Disposal Site Condition Surveys:

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

SF-09 (Carquinez): Condition survey of April 15, 2019.

SF-10 (San Pablo Bay): Condition survey of April 15, 2019.

SF-11 (Alcatraz Island): Condition survey of May 2, 2019.

SF-16 (Suisun Bay Disposal Site): Condition survey of April 26, 2019.

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.

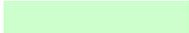
NEW WEB ADDRESS – USACE WORK PLAN:

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

O&M DREDGING PLAN FOR FY19*

13-Jun-19

Project	Bid Opening Award Date	FY 2020												Estimated CY	Planned Placement Site
		APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB			
Richmond Inner Harbor	29 Apr/9 May	◆	◆	▨			▨			▨			350kcy	DODS/upland least cost	
Oakland Harbor	8 May/TBD		◆	▨			▨			▨			750kcy	DODS/upland least cost	
Redwood City Harbor	22 May/16 Jun			◆	◆	▨			▨			416kcy	SF-11		
Combined Sac/San Joaquin	10 Jun/17 Jun			◆	◆	▨		▨			▨			350kcy	Various Upland
Suisun Bay Channel	28 Jun/10 Jul			◆	◆	▨			▨			132kcy	SF-16		
SF Main Ship Channel	N/A			■		▨			▨			350kcy	OBDS/ SF-8		
Pinole Shoal	N/A			■		▨			▨			300kcy	SF-11/SF-10		

	New SPN Contract including Mobilization		Environmental Window
	West Coast Hopper Contract	◆	Bid Opening
	Government Dredge	◆	Contract Award

* 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

June 13, 2019

- ✎ 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 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 May there were 104 tank vessel arrivals; 15 ATBs, 7 Chemical Tankers, 17 Chemical/Oil Tankers, 28 Crude Oil Tankers, 2 LPGs, 22 Product Tankers, and 13 Tugs with Barges.
- ✎ In May there were 294 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	76		74	
ATB arrivals	15		12	
Barge arrivals to San Francisco Bay	13		13	
Total Tanker and Barge Arrivals	104		99	
Tank ship movements & escorted barge movements	347		336	
Tank ship movements	215	61.96%	169	50.30%
Escorted tank ship movements	177	51.01%	133	39.58%
Unescorted tank ship movements	38	10.95%	36	10.71%
Tank barge movements	132	38.04%	167	49.70%
Escorted tank barge movements	19	5.48%	28	8.33%
Unescorted tank barge movements	113	32.56%	139	41.37%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	203		337		0		152		692	
Unescorted movements	83	40.89%	146	43.32%	0	0.00%	57	37.50%	286	41.33%
Tank ships	63	31.03%	109	32.34%	0	0.00%	51	33.55%	223	32.23%
Tank barges	20	9.85%	37	10.98%	0	0.00%	6	3.95%	63	9.10%
Escorted movements	120	59.11%	191	56.68%	0	0.00%	95	62.50%	406	58.67%
Tank ships	114	56.16%	172	51.04%	0	0.00%	89	58.55%	375	54.19%
Tank barges	6	2.96%	19	5.64%	0	0.00%	6	3.95%	31	4.48%

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	369		787	
ATB arrivals	77		123	
Barge arrivals to San Francisco Bay	67		143	
Total Tanker and Barge Arrivals	436		1,053	
Tank ship movements & escorted barge movements	1,680		3,398	
Tank ship movements	926	55.12%	1,853	54.53%
Escorted tank ship movements	745	44.35%	1,458	42.91%
Unescorted tank ship movements	181	10.77%	395	11.62%
Tank barge movements	754	44.88%	1,545	45.47%
Escorted tank barge movements	101	6.01%	227	6.68%
Unescorted tank barge movements	653	38.87%	1,318	38.79%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,014		1,643		0		715		3,372	
Unescorted movements	481	47.44%	817	49.73%	0	0.00%	327	45.73%	1,625	48.19%
Tank ships	385	37.97%	638	38.83%	0	0.00%	293	40.98%	1,316	39.03%
Tank barges	96	9.47%	179	10.89%	0	0.00%	34	4.76%	309	9.16%
Escorted movements	533	52.56%	826	50.27%	0	0.00%	388	54.27%	1,747	51.81%
Tank ships	499	49.21%	731	44.49%	0	0.00%	348	48.67%	1,578	46.80%
Tank barges	34	3.35%	95	5.78%	0	0.00%	40	5.59%	169	5.01%

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 - MAY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
MAY 1 - 31, 2018	230	88	38.26
MAY 1 - 31, 2019	247	75	30.36

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MAY 1 - 31, 2018	18,867,500		23,913,882	7,936,489	31,850,371
MAY 1 - 31, 2019	14,100,000		23,453,673	7,350,842	30,804,515

OIL SPILL TOTAL

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



An Introduction of Unisys Security Offerings to the Maritime Ports

June 13, 2019

Tamara Coffey – Business Development Ports/Weather

Adam Kiesel – Director – Maritime Ports & Cargo Security

UNISYS

Suggested Agenda

- Greetings & Introductions
- Unisys – Global Overview
 - Industries
 - Solutions
- Unisys Maritime Port & Cargo Security
 - Our experience at the Ports of LA & Long Beach
 - Security Solutions for Maritime Ports
- Cyber Security Solutions
- Weather Services
- Questions/Answers – Open Discussion
- Thank you!

Unisys – A Global Corporation

About Unisys

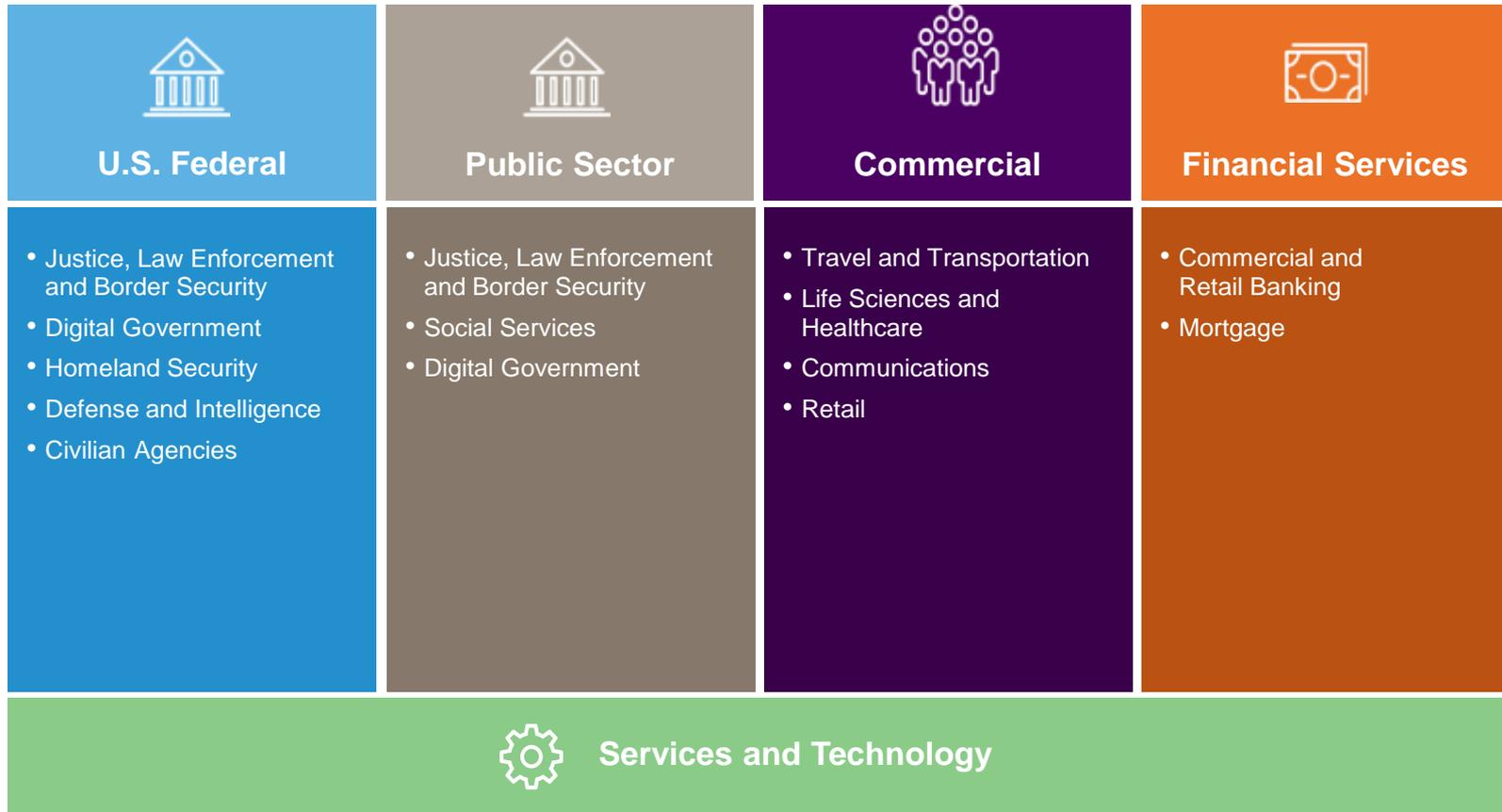
Unisys is a global information technology company that builds high-performance security-centric solutions for the most demanding businesses and governments on Earth. We offer security software, solutions and services; consulting and innovative digital transformation services; and industry applications, workplace services and operating environments that build better outcomes for our clients securely.

- Headquartered in Blue Bell, PA, with offices in more than 25 countries
- Regional office located in Irvine, CA
- 275 government agencies worldwide use Unisys solutions
- 9 of the top 10 airlines depend on Unisys solutions
- Providing services to Government, Commercial, Transportation and Financial Services clients in all 50 states

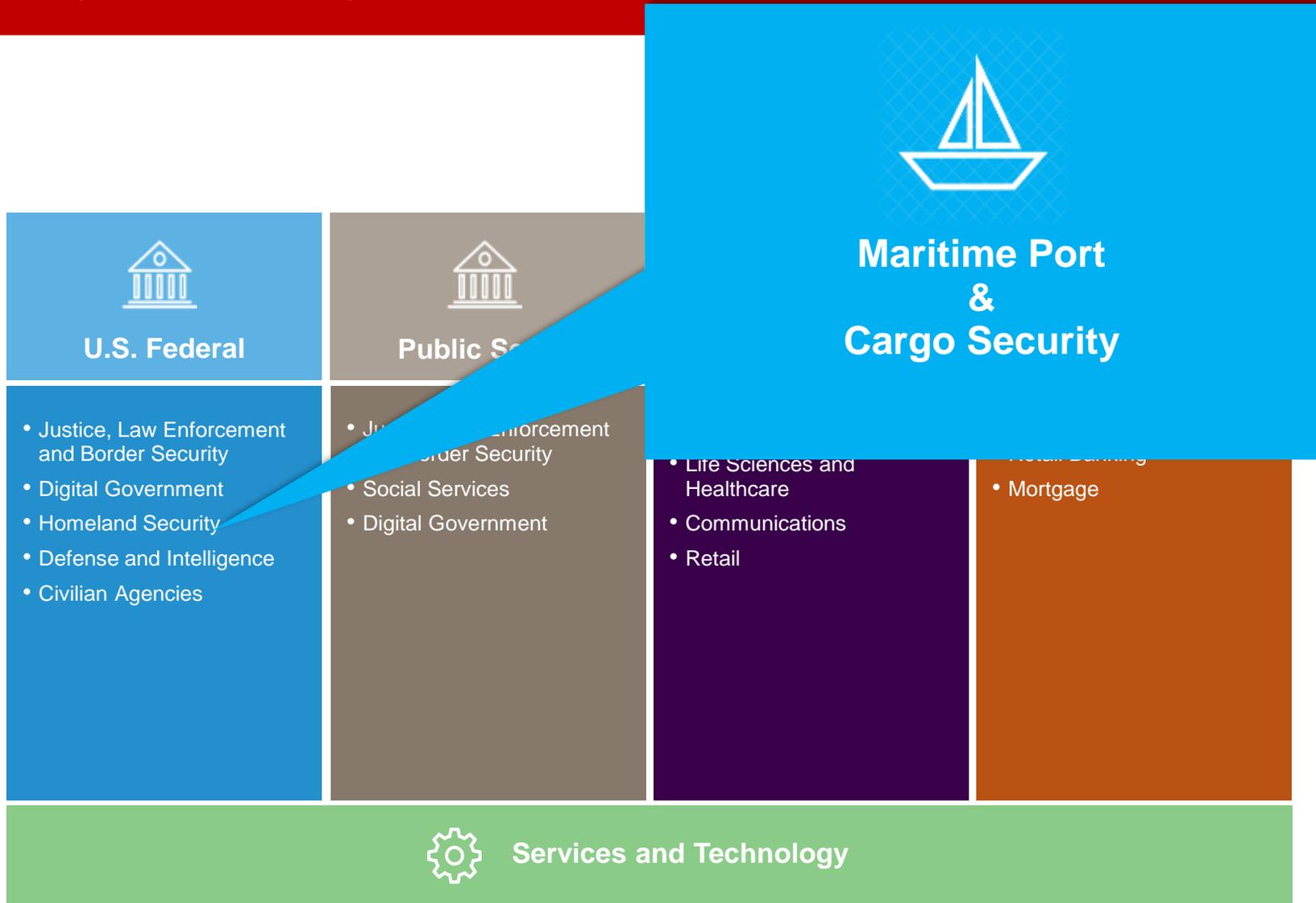


Unisys, Irvine, CA

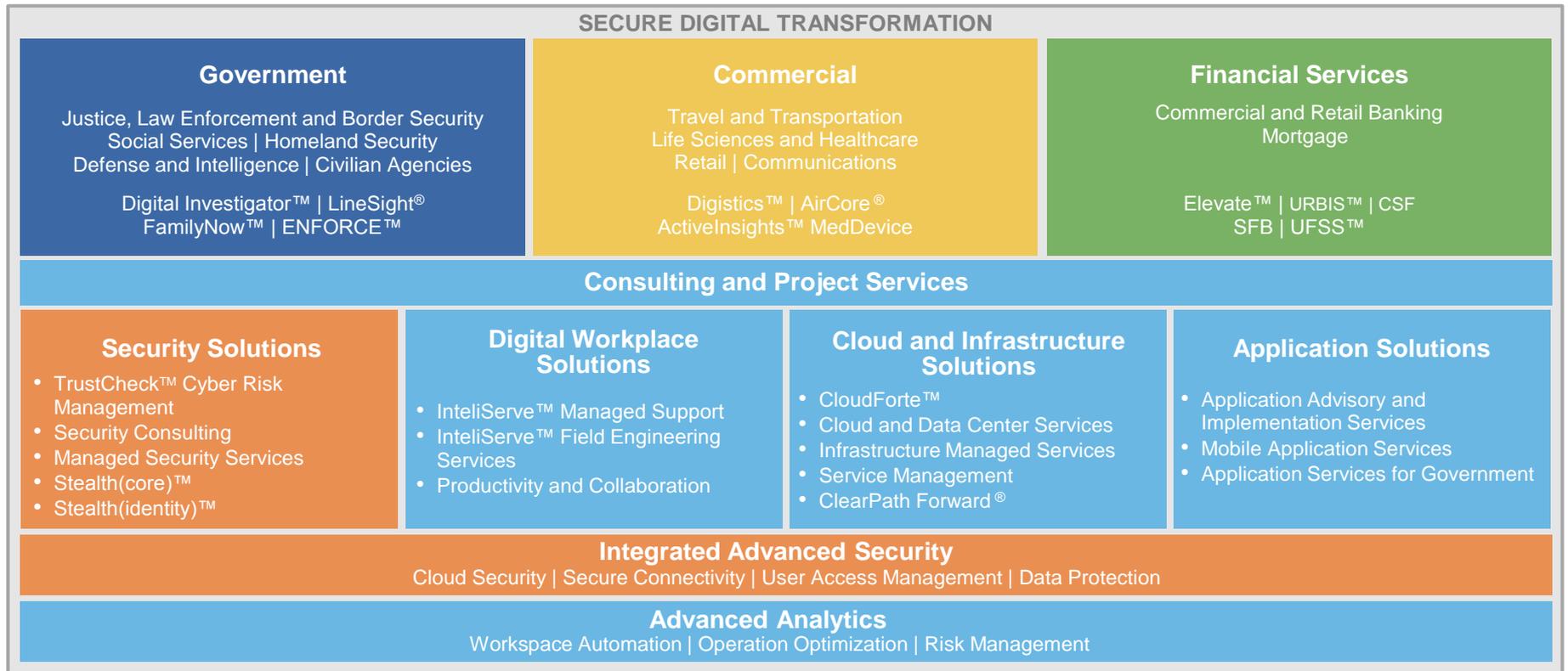
Unisys Industry Focus



Unisys Industry Focus



Unisys Solutions



Unisys – Maritime Port & Cargo Security

Our Experience at the Ports of LA & Long Beach

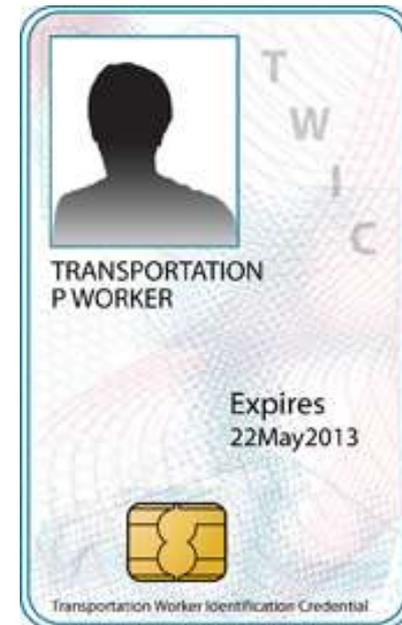
- Unisys is a trusted security partner of the Port of Los Angeles and many of its tenant facilities
- We have provided security and technology services ranging from consulting and strategy to access control and video surveillance...
 - 2003 – **POLA** Security Roadmap, 5-Year Security Plan and Grant Applications
 - 2008 – **POLA** TWIC Program Management
 - 2011 – **NuStar Energy** TWIC mobile reader deployment
 - 2011 – **West Basin Container Terminal (WBCT)** Video Surveillance and TWIC Access Control
 - 2012 – **APM Terminals** TWIC Implementation
 - 2015 – **WBCT** Video Surveillance upgrade
 - 2017 – **Carnival Cruise Lines** FEMA Grant Assistance (Port of Long Beach)
 - 2018 – **Carnival Cruise Lines** Video Surveillance and TWIC Access Control



Unisys Security Solutions for Maritime Ports

Services and Solutions – Biometric Access Control

- The Transportation Worker Identification Credential (TWIC) is the credential required for physical access to MTSA-regulated facilities
- TWIC cards are issued by the TSA to those individuals requiring unescorted access to secure areas within seaports and vessels following an application process that includes a background check by the Department of Homeland Security.
- Unisys has deep experience with the programmatic, technical and operational aspects of deploying and utilizing TWIC technologies
- In addition to executing the Port of Los Angeles TWIC Field Test with TSA, Unisys has deployed a variety of fixed and mobile TWIC solutions at facilities including energy, container and cruise terminals



Services and Solutions – Biometric Access Control

- A TWIC can be read by advanced smartcard readers through either the contact or contactless interface on the card
- Experience is crucial to ensure that TWIC is implemented in a way that becomes *a tool and not a task* for facilities



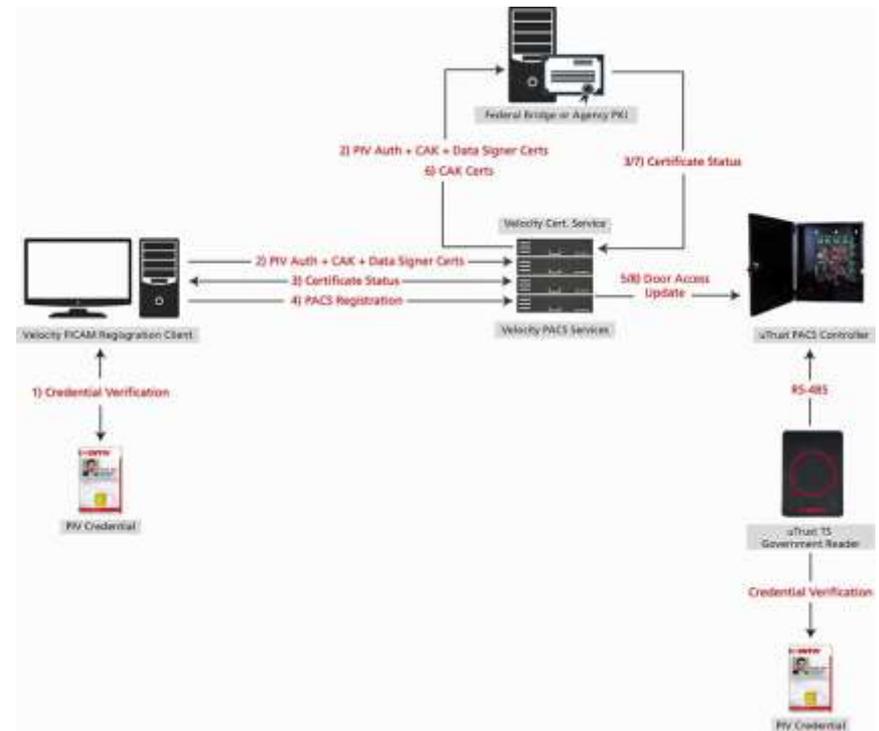
Fixed TWIC Reader deployed at
APM Terminals by Unisys



Mobile TWIC Reader deployed at
WBCT by Unisys

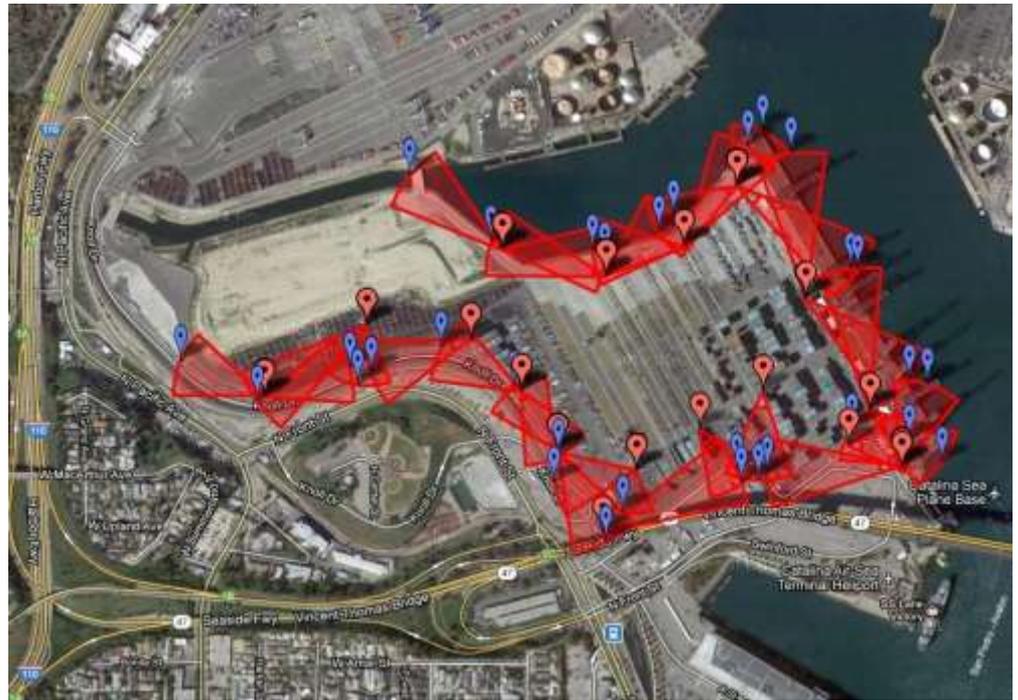
Services and Solutions – Biometric Access Control

- When integrated with traditional access control systems Unisys clients can manage access to their sites, specify how different stakeholder groups flow through their facilities and comply with TWIC and MTSA regulations
- Our solutions allow access privileges to be assigned by user groups, locations, times of day, and other criteria
- Unisys has deployed access control solutions from Lenel and Hirsch-Identiv that allow our clients to utilize both fixed and mobile readers to maintain strong access control



Services and Solutions – Video Surveillance

- To assist MTSA-regulated facilities in complying with their requirements to safeguard their perimeters and maintain Maritime Domain Awareness (MDA) Unisys deploys robust, high-definition video surveillance capabilities
- Our solutions include analysis, design and deployment of video surveillance hardware and software including servers, cameras, network infrastructure and applications that help our clients meet the requirements of their Facility Security Plans (FSP)



Services and Solutions – Video Surveillance

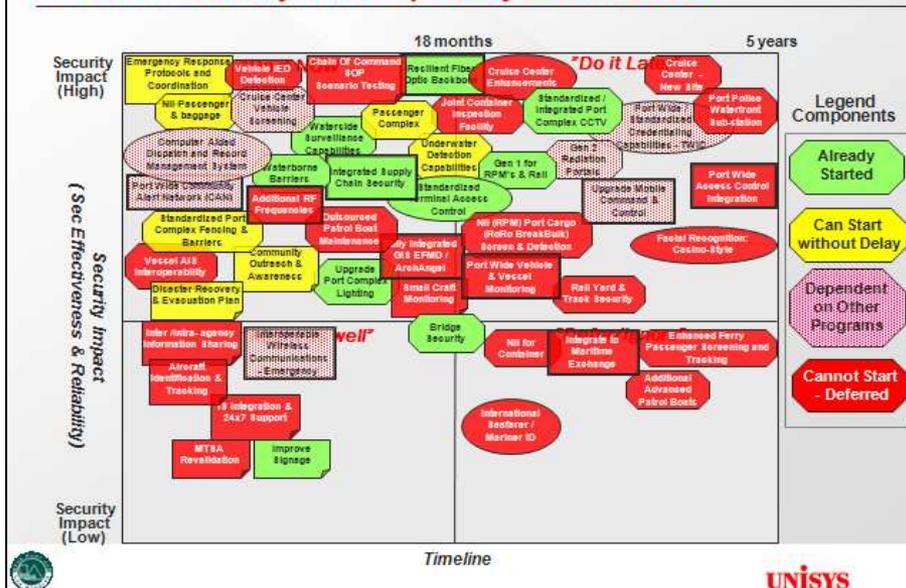
- Unisys performs physical installation including camera mounting, cable pulling and configuration, providing power and network connectivity
- Our deep partnerships with technology manufacturers allow us to manage devices, proactively seek advanced replacements when necessary and manage their performance through the full lifecycle of procurement, installation, maintenance and retirement.



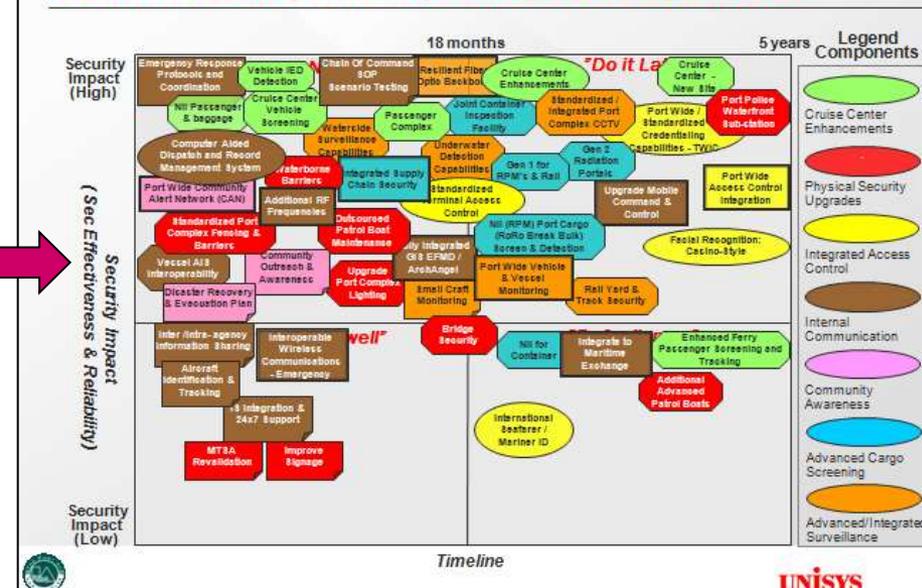
Services and Solutions – Consulting & Advisory

- Unisys assists clients with consulting and strategic security advisory services including FEMA grant application planning & execution, project planning, budgeting and program management
- Our strong relationship with the Port of Los Angeles dates back to 2003 when we first began providing strategic security services including the development of a *Port Security Roadmap* which resulted in \$35M in funding for the Port of LA from government sources

POLA Port Security RoadMap – Project Status View



POLA Port Security RoadMap – Integrated Program View



Services and Solutions – Consulting & Advisory

- Unisys provides project planning, security assessment and grant application advisory services to private tenant facilities as well
- In 2017, Unisys performed grant application planning and writing for the Carnival Cruise terminal at the Port of Long Beach which resulted in a very successful outcome...
 - Carnival was awarded three PSGP projects totaling approx. \$1.8M
 - Carnival later selected Unisys to perform two of the projects (Video Surveillance, TWIC Access Control)



Unisys as a Trusted Security Partner

Technologies change, government regulations change, and businesses change but trusted partnerships endure!

“With Unisys as our strategic security advisor,” remarks Cummings, “we are confident that we can achieve our goal of enhancing the security posture of the Port of Los Angeles, while ensuring efficiency of operations.”

- George Cummings, Director of Homeland Security, Port of Los Angeles, 2004

“Unisys has provided a variety of security and technology services to the Port of Los Angeles' Homeland Security Division since 2003. In its present role as the Port's Program Manager for a Federal government field test of secure biometric identification technologies, Unisys has provided technical expertise, system design, communication management, and tremendous support to the field test participants. In addition, Adam Kiesel and the Unisys team have been responsible for reporting field test status and results to the United States Department of Homeland Security, Transportation Security Administration. Unisys has always conducted itself in a professional manner and continues to execute this program with the utmost integrity. The Port of Los Angeles considers Unisys a valuable and trusted partner.”

- Jill Taylor, Deputy Director of Homeland Security, Port of Los Angeles, 2013

Unisys – Cyber Security Solutions Overview

Unisys Stealth – Advanced information security

Adaptive security that protects the critical!



Stealth(aware)

Know your network

- Automation and visualization
- Auto Discover → Configure → Deploy



Stealth(cloud)

Securely extend datacenters to Cloud

- Public or private clouds
- AWS and Azure
- Cloud only and hybrid cloud



Stealth(identity)

Irrefutable identity

- Risk-based multi-factor authentication
- Biometric integration

Stealth(core)

Reduce attack surface

- Identity-based microsegmentation
- Encryption and cloaking
- Automation and management APIs
- Only NSA – CSFC Approved Software Solution
- Support for purpose built devices

STEALTH™

Stealth(mobile)

Security on the go

- Encrypted communication
- Secure remote and BYOD users

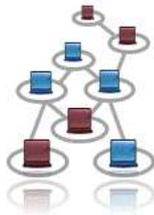


Stealth (core)

Identity-based microsegmentation for fast, flexible, robust and cost-effective security



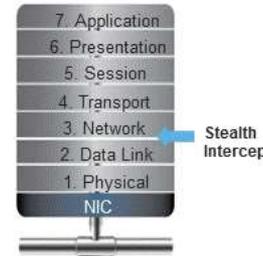
Cryptographic Protocols



Virtual Communities of Interest



Integration with Identity Management Systems



Transparent to Applications, Cloaked Endpoints

- Dynamically define perimeter
- Reduce the attack surface and limit exposure to legacy platforms
- Easily comply with regulations
- Simplify policy compliance
- Implement incrementally

TYPICAL USE CASES



High Value Asset Protection



Internal Threat Protection



Legacy Protection



Data Center Consolidation



Compliance Certification

Government and DOD Use Cases



State of New York

- Datacenter Consolidation: **50 Datacenters into 1**
- Complexity Reduction : Zero internal Firewalls
- OPEX Savings: **125 Firewall Admins to 25 Stealth Admins**
- Agility: Reduce Change Request Process from 8 Weeks to 1
- Deliver FIPS, HIPAA, PHI, PCI-DSS, IRS-PUB 1075 Compliance Controls for State Agencies



Defense Information Systems Agency (DISA)

- Secure Multiple Classified: Secret Releasability Levels on Converged Platform
- Certified: Protect Data-in-Motion with **NSA accredited** CSFC/NIAP software
- Fight Tonight: Reduce Securing Mission Enclave Provision from Months to Days



Transportation Security Administration

- **Secure all Transportation Security Equipment (TSE):** Body, Luggage, Passport scanners across all National Airports
- Eliminate need to build new network for segment TSE devices



Federal Aviation Administration

- **Protect Mission Critical Pilot and Aircraft Registration System used by all Airlines**
- Bring Application into **800-53 Compliance** for a High Impact Application: Addressing Transmission Confidentiality, Enforcing Least Privilege, and Segmentation

A Brief Overview of our Weather Business

Unisys provides mission-critical weather data, products and services to a variety of Government and Private Sector clients

- Offers a Multi-faceted Weather products and services:
 - Real-time **Weather Data Services**
 - Customized weather information and products delivered via internet, satellite and cloud
 - **Products** (software & hardware) to receive and display or analyze weather information
 - **Program/Engineering Services** for Systems Integration and Software Development
- Delivered by an Experienced and Highly Diversified staff
 - Meteorologists, software and system engineers, network engineers, Cloud architects
- Leverages Unisys Areas of Strength

Questions – Open Discussion

THANK YOU FOR YOUR TIME