

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, October 8, 2020

Remote Meeting Via Zoom

10 Commodore Drive, Emeryville, 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; **LTC John Cunningham** (M), US Army Corps of Engineers; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Ben Eichenberg** (A), San Francisco Baykeeper; **Brian Garcia** (A), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Dominic Moreno** (M), Port of San Francisco; **Capt. Ben Ostroff** (A), Starlight Marine Services; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Capt. Frank Strasheim** (A), MOL Chemical Tankers; **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 September 10, 2020 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 Fleet Week was virtual this year due to the pandemic, but a Navy destroyer did come into port.
- Advised of YBI power outages due to fire risk and nearby development. A VTS meeting on Vessel Continuity Reporting Protocol was held and an exercise is being planned.
- Advised of a recent 300-gallon oil spill at Ox Bow Marina. Boom was deployed rapidly. The EPA is leading response to an upland source spill in San Francisco.

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- Advised that maritime information is posted to the Coast Guard Maritime Commons: <https://mariners.coastguard.blog/>. A USCG MSIB has been issued on malicious email spoofing.
- Advised that the USCG has received a letter from Julian Rose, supported by the Bar Pilots, regarding Pinole Shoal Channel shoaling.
- LT Solares read from the September- 2020 Prevention/Response Report (attached).

Army Corps of Engineers Report- LTC John Cunningham

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). USACE has begun a new fiscal year. FY2020 dredging is being completed at Richmond Inner Harbor, Suisun Bay, Petaluma, and Sacramento. A bid protest delayed the start of San Joaquin dredging. Debris removal numbers for September were below average. Fleet Week was mostly virtual this year. The September 10th survey of Pinole Shoal Channel has been posted and the Corps is aware of the shoaling issue. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/.
- Capt. Korwatch asked about USACE fire response. LTC Cunningham advised that the Corps is assisting with watershed evaluation for debris flow but is not actively involved.
- Jim Hausner, CMANC, asked about the strategy for dealing with bid protests. LTC Cunningham advised that an Industry Day is planned to get feedback from the maritime community.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Advised that an HSC membership vacancy announcement will be issued soon.
- Advised that OSPR is updating regulations for Spill Management Teams. David Mighetto, OSPR, is the point of contact for ETIP and bollard pulls.

NOAA Report- Brian Garcia

- Advised that the NWS no longer predicts a chance of rain this weekend. The fire season is ongoing with offshore winds expected. Debris flows and landslides in fire scared regions are a concern this winter.
- Advised that a La Nina pattern has developed. Storms are predicted to mostly stay north of the Bay Area this fall followed by a wet January and February.
- Advised that the NWS is seeking comments on the hazard simplification plan to consolidate tsunami Advisories and Warnings.

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State Lands Commission Report- Mike Melin (report attached)

Work Group Reports-

Tug Work Group- Capt. Sean Daggett advised that information is being gathered for the USCG YBI Vessel Continuity Plan.

Navigation Work Group- Capt. Paul Ruff advised that there was nothing to report.

Ferry Operations Work Group- Capt. Tom Kirsch advised that there was nothing to report.

Dredge Issues Work Group- Julian Rose advised of shoaling in Pinole Shoal Channel. The September survey found the channel to be an average of 2.5 feet under project depth. Deferred dredging presents an unacceptable risk and emergency dredging of the channel is needed. Upriver ports are critical and all their vessels pass through Pinole Shoal Channel. Action is required. Capt. Ruff advised that potential economic impact is a concern and the Bar Pilots support maintaining the channel at project depth. LTC Cunningham advised that the reason for deferred dredging of Pinole Shoal Channel is complicated. Funding is a primary issue and a hopper dredge is required. There are currently limits on the use of hopper dredges for environmental protection. Jim Hausner advised that the State of California limits hopper dredging which increases costs, but beneficial reuse could help offset. Ben Eichenberg advised that hopper dredge regulations were put into place to protect the endangered delta smelt. This is a USACE budgeting issue as other dredging methods are available. Maintaining environmental law is critical. John Berge advised that USACE budgeting is a federal process that can be difficult to influence. Hopper dredging is effective but environmental issues are a concern. Julian Rose advised that Pinole Shoal Channel has not been maintained at project depth for many years. The discussion can continue at the Dredge Issues Work Group meeting directly after today's HSC meeting. A letter has been sent to the USCG requesting their support.

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

Prevention through People Work Group- Scott Grindy advised that a Bay Area Marina Operators meeting was held recently on Zoom. The next meeting will be in December.

PORTS Report- Marcus Freeling

- Advised that PORTS buoy-mounted current meters were serviced in September. The Oakland LB3 and LB4 current meters are operating normally but the South Hampton Shoal LB6 current meter was found to have a faulty sensor. Replacement will be scheduled soon.

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- Advised that service of the Amorcó current meter is being scheduled.
- Advised that windbird nosecone assembly replacement, battery replacement, and firmware upgrades are planned at several PORTS stations.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.
- Capt. Korwatch advised that OSPR funds the maintenance of SF PORTS and thanked them for their support.

Public Comment-

- Jim Hausner asked about reports of AIS spoofing. LCDR Hale Allegretti, USCG, advised that there have been no AIS spoofing incidents in the Bay Area, but it is a concern.
- Bill Crabbs, Phillips 66, advised that Pinole Shoal Channel shoaling has already caused significant impacts. Load reduction was required recently due to the depth issue. Economic impact is a major concern.

Old Business- None

New Business-

- John Berge advised of prepublication of the EPA Vessel Incidental Discharge National Standards of Performance rule. A comment period is being held and information will be provided through the HSC Email Group.
- Capt. Korwatch advised that the quarterly Area Maritime Security Committee meeting will be held on October 20th.

Next Meeting-

1000-1200, November 12, 2020
Remote Meeting via Zoom

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:18.

Respectfully submitted:

Capt. Lynn Korwatch



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SIGNIFICANT PORT SAFETY AND SECURITY CASES (SEPTEMBER 2020)
MARINE CASUALTIES
Equipment Failure (13SEP20): An inspected towing vessel experienced a steering solenoid failure while underway. The vessel received assistance from another tug and was able to safely return to their homeport in Alameda, CA. Case pends.
Loss of propulsion (04SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Point Reyes. Case pends.
Loss of propulsion (07SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Bodega Bay due to a failed fuel pump. Case pends.
Crewmember Injury (15SEP20): A crewmember slipped and fell while working on a winch on a U.S. flag barge IVO Pier 52 in San Francisco. The crewmember was taken to a local hospital for surgery. Case closed.
Loss of propulsion (17SEP20): A U.S. flag commercial fishing vessel lost propulsion IVO Bolinas Point and was safely towed in by STA Golden Gate. A dive survey later identified a broken tailshaft due to metal fatigue. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (02SEP20): An inspected towing vessel was issued an operational control (code 60) because the vessel had 02 leaks in the port fuel tank due to corrosion. Temporary repairs were conducted and the vessel was subsequently taken to drydock. Case closed.
Operational Control (11SEP20): A small passenger vessel was issued an operational control (code 17) because the vessel failed to undergo its annual inspection within the required timeframe. Case pends.
Operational Control (11SEP20): A COTP order was drafted for a foreign flag general cargo vessel upon arrival to San Francisco Bay due to a report that the vessel did not meet the navigation bridge visibility requirements. Case closed.
Operational Control (16SEP20): A small passenger vessel was inspected in Tiburon, CA and issued an operational control (code 17) for a firefighting deficiency and an inoperable fuel shutoff valve. Coast Guard attended the vessel to clear the 02 deficiencies and found an additional deficiency on the fire main. An operational control (code 17) was issued. Case pends.
Operational Control (17SEP20): A small passenger vessel was inspected at Pier 33 in San Francisco, CA and issued an operational control (code 60) because the port motor had excessive vibration rendering it unsafe to operate. Case pends.
Operational Control (29SEP20): A small passenger vessel was inspected at Breakwater Cove Marina in Monterey, CA and issued an operational control (code 60) because the raw water cooling line for the starboard main engine was wasted. Repairs were conducted. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop AIS (01SEP20): A foreign flag tank vessel was issued an inbound LOD for a malfunctioning AIS. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Electronics Blackout (25SEP20): A foreign flag container vessel was issued an inbound LOD after the vessel experienced an electronics blackout causing the following equipment to be inoperable: AIS, AIS pilot plug, Automatic Radar Plotting Aid (ARPA), Echo Depth Sounding Device, Rudder Angle Indicator, Primary Marine Radar and Secondary Marine Radar. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop Speed/Distance Indicator Device (26SEP20): A foreign flag tank vessel was issued an inbound LOD for an inoperable speed/distance indicator device. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (03SEP20): A harbor master in Monterey, CA reported a sheen surrounding a recreational vessel. The vessel inadvertently discharged one gallon of diesel into Monterey Bay after the bilge pumps energized. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (14SEP20): A marina fire occurred in Isleton, CA which resulted in the sinking of three recreational vessels and a discharge of approximately 300 gallons into the San Joaquin River. Insurance for all sunken vessels began a claim immediately and local contractors were hired to conduct clean up and salvage operations of the vessels and site. A NOFI and LOW were issued to each vessel owner. Case closed.
Letter of Warning (LOW), (16SEP20): A forklift on a barge tipped over during a bridge repair evolution in Paintersville, CA resulting in a discharge of one gallon of oil into the Sacramento River. The construction company righted the forklift and cleaned up the barge site to prevent further discharge. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (18SEP20): A house boat sank while at anchor in Isleton, CA which resulted in a discharge of one gallon of diesel into the San Joaquin river. The vessel owner hired local contractors to salvage the vessel after negative results with his own dewatering efforts. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (24SEP20): A commercial tug boat in Martinez, CA inadvertently discharged one gallon of hydraulic oil into the Suisun Bay after an equipment malfunction. The malfunction was remedied and the source of discharge secured immediately. A NOFI and LOW were issued. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
September 2020			
PORT SAFETY CATEGORIES*	Sep-2020	Sep-2019	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.22
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	1	3.83
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	3	8.44
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (1), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	5	1.81
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (1), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	10	10	15.17
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Sep-2020	Sep-2019	**3yr Avg
U.S. Commercial Vessels	1	1	0.89
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	2	0.58
Commercial Fishing Vessels	0	0	0.83
Recreational Vessels	7	13	5.47
Pollution Discharge Sources (Facilities)	Sep-2020	Sep-2019	**3yr Avg
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	4	8	3.92
Mystery Spills - Unknown Sources	7	5	5.14
Number of Pollution Incidents (By Spill Size)	Sep-2020	Sep-2019	**3yr Avg
Spills < 10 gallons	11	13	8.86
Spills 10 - 100 gallons	0	1	1.08
Spills 100 - 1000 gallons	1	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	7	15	7.28
Total Pollution Incidents	19	29	17.47
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Sep-2020	Sep-2019	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.50	12.45
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	0.00	12.00	2.43
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	27.71
Estimated spill amount from Recreational Vessels	306.00	8.00	41.16
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	12.00	37.00	21.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	319.00	57.50	107.57
Penalty Actions	Sep-2020	Sep-2019	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.56
Letters of Warning	5	6	3.86
Total Penalty Actions	5	6	4.50
* 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
October 8, 2020**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2020 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 20 appropriations including the FY 2020 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2020 DREDGING

- a. **SF Main Ship Channel** – The Government Hopper Dredge Essayons completed all dredging activities at the Main Ship Channel on July 1 and has departed the Bay Area for the season.
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Per environmental requirements, Richmond Outer Harbor and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, thus, Richmond Outer is scheduled for dredging in FY20. The Government Hopper Dredge Essayons completed all dredging activities at Richmond Outer Harbor on June 27.
- c. **Oakland Harbor** – A maintenance dredging contract was awarded to Manson Construction on May 1. Dredging is currently underway. Estimated completion is end of November.
- d. **Richmond Inner Harbor** – A maintenance dredging contract was awarded to Curtin Maritime on May 7. **Dredging began late July and was completed on September 16.**
- e. **Suisun Bay Channel (and New York Slough)** – A maintenance dredging contract was awarded to Curtin Maritime on June 30. Emergency dredging took place at Bulls Head Channel from July 20 to 24. **Production dredging began on September 18 and is expected to be completed by the end of November.**
- f. **Petaluma River Channel** – A maintenance dredging contract was awarded to Pacific Dredging and Construction on July 31. Dredging began on September 4. **The upriver section is expected to be completed by October 15, when the environmental window closes, and the across-the-flats reach is expected to be completed by early November.**
- g. **San Joaquin River (Port of Stockton)** – **The bid protest was decided in favor of the Government and dredging began on September 30. An environmental window extension request is in process to enable dredging beyond November 30. The actual number of days is being negotiated with the resource agencies.**
- h. **Sacramento River Deep Water Ship Channel** – A maintenance dredging contract was awarded to Ross Island Sand & Gravel on July 16. **Dredging began early August and was completed on September 15.**

- i. **Redwood City Harbor** – The FY19 dredging was completed at the end of January 2020. Since Redwood City is on a two-year cycle, the next dredging episode is planned for FY21. Work planned for FY20 includes condition surveys and preliminary prep for the next dredging cycle.
- j. **San Pablo Bay (Pinole Shoal)** – Per environmental requirements, Richmond Outer and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, next scheduled dredging will occur in 2021.

2. DEBRIS REMOVAL – Debris removal for September 2020 was 29 tons. Dillard: 9 tons, including 2 abandoned vessels; Raccoon: 4 tons, including 1 abandoned vessel; other boats: 16 tons, including 5 abandoned vessels. Average for September from 2010 to 2019 is 59 tons (Range: 0-185).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2020	TONS	TONS	TONS	TONS
JAN	45	57	28	130
FEB	33	39	45	117
MAR	15	5.5	29	49.5
APR	12	8	0	20
MAY	21	26	19	66
JUN	12	36	0	48
JUL	15	26	8	49
AUG	70	9	10	89
SEP	4	9	16	29
OCT				
NOV				
DEC				

YR TOTAL
597.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

Regional Dredge Material Management Plan: The Corps held virtual charrettes with the public over several days in July to address comments and scope supporting work products for the draft Project Management Plan (PMP) for the San Francisco Bay Regional Dredge Material Management Plan (RDMMP). Each charrette was organized to address four comment areas, including (1) Toxicology, (2) Climate Change and Other Environmental Issues, (3) Physical Processes --sediment transport, sea walls, erosion controls, etc., and (4) Economics, Social Studies and Policies. Additionally, a charrette was held to address the summary and next steps of the draft PMP. Information on the RDMMP can be found on our website: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

6. 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 December 27, 2019.

Berkeley Marina (Entrance Channel): Condition survey of April 30, 2020.

Islais Creek Channel: Condition survey of April 15, 2020.

Larkspur Ferry Channel: Condition survey of April 8, 2020.

Main Ship Channel: Condition survey of June 14-15, 2020.

Mare Island Strait: Condition survey of June 24, 2020.

Marinship Channel (Richardson Bay): Condition survey of June 23, 2020.

Napa River: Condition survey of March 5, 10-11, 2020.

Northship Channel: Condition survey of April 21-24, 2020.

Oakland Inner Harbor: Post-dredge survey of Reach 2, September 14, 2020.

Oakland Outer Harbor: Condition survey of May 11, 2020.

Petaluma River (Across-the-Flats): Pre-dredge condition survey of August 28, 2020.

Petaluma River (Main Channel): Pre-dredge condition survey of August 28, 2020.

Petaluma River (Extended Channel): Pre-dredge condition survey of August 28, 2020.

Pinole Shoals Channel: Condition survey of September 10, 2020.

Redwood City Harbor: Condition survey March 30 & April 1, 2020.

Richmond Inner Harbor: Condition survey of May 19-27, 2020.

Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.

Richmond Outer Harbor (Longwharf): Condition survey of July 7, 2020.

Richmond Outer Harbor (Southampton Shoal): Condition survey of September 9, 2020.

Sacramento River Deep Water Ship Channel: Post Dredge Survey of Reach 10, August 20, 2020.

San Bruno Shoal: Condition survey of April 9, 2020.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of May 28, 2020.
San Rafael (Creek): Condition survey of May 28, 2020.
Stockton Ship Channel: Condition survey of June 22-27, 2020.
Suisun Bay Channel: Condition survey of July 16, 2020.
Suisun Bay Channel (Bullshead Reach): Condition survey of July 21, 2020.
Suisun Bay Channel (New York Slough): Condition survey of July 14, 2020.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 14, 2020.
SF-09 (Carquinez): Condition survey of July 20, 2020.
SF-10 (San Pablo Bay): Condition survey of July 20, 2020.
SF-11 (Alcatraz Island): Condition survey of September 9, 2020.
SF-16 (Suisun Bay Disposal Site): Condition survey of May 17, 2020.
SF-17 (Ocean Beach Disposal Site): Condition survey of April 14, 2020.

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 FY20.

NEW WEB ADDRESS – USACE WORK PLAN:

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

2020 O&M DREDGING PLAN*

Project	Bid Open	Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2020						FY2021								
Oakland Harbor	13-Apr (A)	1-May (A)	█	◆	█	█	█	█	█	█	█	█			890kcy	Contract Clam Shell	SF-DODS
Richmond Inner Harbor	24-Apr (A)	7-May (A)	█	◆	█	█	█	█	█	█					223kcy	Contract Clam Shell	SF-DODS
San Joaquin River (Port of Stockton)	15-Jun (A)	29-Jun (A)			█	◆				█	█	█			285kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	17-Jun (A)	30-Jun (A)			█	◆	█	█	█	█	█	█			74kcy 33kcy	Contract Clam Shell	Upland SF-16
SF Main Ship Channel	N/A	N/A			█										350kcy	Govt Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A	N/A				█									250kcy	Govt Hopper	SF-11/SF-10
Humboldt Bar & Entrance Channels	N/A	N/A				█			█	█					1100kcy	Contract Hopper	HOODS
Humboldt Interior Channels	N/A	N/A	█												150kcy	Govt Hopper	HOODS
Workplan Funded Projects in Order of Award Date																	
Noyo River and Harbor	5-Jun (A)	29-Jun (A)		█	◆	█	█	█	█	█					22kcy	Pipeline	Upland
Sacramento River (30 Foot Project)	6-Jul (A)	16-Jul (A)			█	◆	█	█	█	█					145kcy	Contract Pipeline	Various Upland
Crescent City Harbor	13-Jul (A)	27-Jul (A)			█	◆			█	█	█	█			20kcy	Hydraulic/Pipeline	Wheeler Island
Petaluma River	15-Jul (A)	31-Jul (A)			█	◆	█	█	█	█	█	█			200kcy	Clam Shell/Pipeline	Upland, SF-10
Moss Landing Harbor	16 Sep (A)	24-Sep (A)						█	█	█	█	█	█		85kcy	Hopper/Clam Shell w/Pipe	SF-14, Beach Site
San Rafael Creek (P&S only)	N/A	N/A											█	█	TBD	TBD	TBD

	Solicitation	
	Bid Opening	
	Contract Award	
	Hopper Dredging	
	Environmental Window	
	Mobilization	
	New SPN Contract	
	Funded for P&S only	

* Program execution is based on the FY20 Workplan plus FY19 Carryover. Date of Last Update: 10/7/2020



Harbor Safety Committee of the
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San Francisco Clearinghouse Report

October 8, 2020

- ✎ In September the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In September the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact 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 September there were 81 tank vessel arrivals; 11 ATBs, 7 Chemical Tankers, 12 Chemical/Oil Tankers, 18 Crude Oil Tankers, 1 LPG, 21 Product Tankers, and 11 Tugs with Barges.
- ✎ In September there were 233 total vessel arrivals.

San Francisco Bay Clearinghouse Report For September 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	59		80	
ATB arrivals	11		17	
Barge arrivals to San Francisco Bay	11		11	
Total Tanker and Barge Arrivals	81		108	
Tank ship movements & escorted barge movements	279		327	
Tank ship movements	148	53.05%	185	56.57%
Escorted tank ship movements	119	42.65%	153	46.79%
Unescorted tank ship movements	29	10.39%	32	9.79%
Tank barge movements	131	46.95%	142	43.43%
Escorted tank barge movements	18	6.45%	16	4.89%
Unescorted tank barge movements	113	40.50%	126	38.53%

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	168		264		0		112		544	
Unescorted movements	78	46.43%	137	51.89%	0	0.00%	52	46.43%	267	49.08%
Tank ships	62	36.90%	109	41.29%	0	0.00%	50	44.64%	221	40.63%
Tank barges	16	9.52%	28	10.61%	0	0.00%	2	1.79%	46	8.46%
Escorted movements	90	53.57%	127	48.11%	0	0.00%	60	53.57%	277	50.92%
Tank ships	84	50.00%	110	41.67%	0	0.00%	54	48.21%	248	45.59%
Tank barges	6	3.57%	17	6.44%	0	0.00%	6	5.36%	29	5.33%

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 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	576		878	
ATB arrivals	121		185	
Barge arrivals to San Francisco Bay	108		164	
Total Tanker and Barge Arrivals	805		1,227	
Tank ship movements & escorted barge movements	2,708		4,053	
Tank ship movements	1,371	50.63%	2,257	55.69%
Escorted tank ship movements	1,080	39.88%	1,804	44.51%
Unescorted tank ship movements	291	10.75%	453	11.18%
Tank barge movements	1,337	49.37%	1,796	44.31%
Escorted tank barge movements	194	7.16%	241	5.95%
Unescorted tank barge movements	1,143	42.21%	1,555	38.37%

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

Escorts reported to OSPR 0 #REF!

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,637		2,640		0		1,093		5,370	
Unescorted movements	818	49.97%	1,410	53.41%	0	0.00%	532	48.67%	2,760	51.40%
Tank ships	659	40.26%	1,122	42.50%	0	0.00%	492	45.01%	2,273	42.33%
Tank barges	159	9.71%	288	10.91%	0	0.00%	40	3.66%	487	9.07%
Escorted movements	819	50.03%	1,230	46.59%	0	0.00%	561	51.33%	2,610	48.60%
Tank ships	762	46.55%	1,050	39.77%	0	0.00%	502	45.93%	2,314	43.09%
Tank barges	57	3.48%	180	6.82%	0	0.00%	59	5.40%	296	5.51%

Notes:

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



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - SEPTEMBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
SEPTEMBER 1 - 30, 2019	232	73	31.47
SEPTEMBER 1 - 30, 2020	193	26	13.47

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
SEPTEMBER 1 - 30, 2019	13,599,800	595,000	20,893,500	7,690,780	28,584,280
SEPTEMBER 1 - 30, 2020	11,097,423	220,000	17,448,738	5,658,890	23,107,628

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
SEPTEMBER 1 - 30, 2019	0	0	0	0
SEPTEMBER 1 - 30, 2020	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.