

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, November 12, 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 10:00.

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. David Corbett** (A), San Francisco Bar Pilots; **LTC John Cunningham** (M), US Army Corps of Engineers; **Jeff Ferguson** (M), 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; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Linda Scourtis** (A), Bay Conservation and Development Commission; **Mariah Swenson** (M), AMPORTS; **Jeff Vine** (M), Port of Stockton; **Capt. Brad Westlund** (A), AMNAV Maritime Services.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the October 8, 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 crab season has been delayed due to whales feeding offshore. The USCG is conducting vessel safety inspections as part of Operation Safe Crab.
- Advised that the USCG VMAP mass ferry rescue exercise was held successfully.
- Advised that a barge sunk at the Port of Stockton and remains a navigation issue although it is not in the channel.

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- Advised that on October 20th NTSB released their report on the Conception dive boat fire highlighting the importance of smoke detection, roving patrol and escape routes. USCG guidance has been issued for high-risk Small Passenger Vessels (SPVs).
- Advised that the USCG is working with BART on their proposed new Transbay Rail Crossing.
- Advised of USCG risk assessment due to novel uses of the maritime environment including UAVs, fish farms and power plants. Guidance has been issued for Marine Inspectors related to vessel cybersecurity.
- Advised that Pinole Shoal Channel emergency dredging has been completed.
- LT Cotton read from the October- 2020 Prevention/Response Report (attached). Small charter vessels are categorized as SPVs in the report.

Army Corps of Engineers Report- LTC John Cunningham

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Oakland dredging has been delayed but is ongoing. Petaluma dredging is still being completed and San Joaquin dredging was delayed due to a bid protest. District Command issued an Emergency Dredging Declaration for Pinole Shoal Channel and the channel was dredged by the Essayons. Input from the USCG and maritime community was appreciated. Debris removal numbers for October were near average and included several abandoned vessels. A plan for beneficial reuse of dredge material is being developed. Surveys have been posted. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/.
- Julian Rose thanked USACE and USCG for Pinole Shoal emergency dredging and for engaging with stakeholders on the issue which greatly impacts upriver ports. Dominic Moreno thanked USACE for recent marine debris removal at the Port of San Francisco.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Advised that the state Oil Spill Technical Advisory Committee met last week.
- Advised that OSPR is conducting a finance audit with a report due in December. Escort tug regulations for LA/LGB are being revised.
- Advised that HSC membership applications have been received and new members will be sworn in at the January 2021 HSC meeting.
- Tom Cullen, OSPR Administrator, advised that the Pacific States/BC Oil Spill Task Force will be having a meeting next Wednesday: oilspilltaskforce.org.

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NOAA Report- Jeff Ferguson

- Advised that king tides of up to +7 feet are predicted November 15-16 and December 13-15.
- Advised that the Washington Sea Grant Office is having a meeting tomorrow regarding crabbing and traffic lanes.
- Advised that La Nina conditions continue with a warmer and drier than average winter predicted.

State Lands Commission Report- Mike Melin (report attached)

Report on a Port Efficiency Program- Roland van Assche, PortXchange

- Roland van Assche, PortXchange, gave a presentation to the committee on a port efficiency program developed as a spin off from the Port of Rotterdam (slides attached). The program seeks to work with and connect the shipping industry worldwide leading to reduced emissions and cost. Inefficiency such as port of call vessel delays, lack of data reliability, and communications issues waste fuel and money. PortXchange has developed a web-based support tool for tracking vessels, providing notifications/warnings, and industry connection. Benefits include reduced turn around and bunkering time. A six-month trial of the program is being conducted in Huston. Demonstrations are available. Contact: roland.van.assche@port-xchange.com Website: www.port-xchange.com
- In response to committee questions, Roland van Assche advised that the program pulls real-time data from existing systems such as AIS and obtains information from local ports, pilots, etc. Funding is provided by the participants in the program. The program could also be helpful during emergency response.

Report on USCG Vessel Continuity Reporting Protocol- Bob Blomerth, Scott Humphrey, USCG VTS

- Bob Blomerth and Scott Humphrey, VTS, gave a presentation to the committee on USCG Vessel Continuity Reporting Protocol. Electricity to USCG Sector San Francisco and VTS on Treasure Island has been subject to outages due to nearby construction. Unfortunately, the backup generator failed leaving VTS dark for an extended period of time. The USCG Vessel Continuity Reporting Protocol was developed to address this issue and ensure safe navigation in the event that VTS losses communications. The protocol calls for vessels to use VHF Marine Radio to announce preparations fifteen minutes before getting underway, upon underway, and at designated reporting position lines in the bay. Reports are also indicted when changes to the vessel's transit are made and upon reaching transit destination. If possible, future VTS outages

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will be planned to allow for a more organized activation of the reporting protocol. Exercises will be held and feedback is welcome. VTS website: www.pacificarea.uscg.mil/vtssf

- Capt. Korwatch advised that the Marine Exchange 24-hour operations department can assist the USCG with notifying the community when the protocol is activated. Capt. Korwatch asked if AIS text messages could be used for reporting. Scott Humphrey advised that the AIS text message system is currently unable to handle text messages efficiently but possibly in the future. Using the Alert Warning System is an option.

Work Group Reports-

Tug Work Group- Capt. Brad Westlund advised of work on the USCG Vessel Continuity Reporting Protocol which could also be used in the event of an earthquake or other disaster impacting VTS. A simulation of the protocol was conducted. Bob Butchart, Cal OES, advised that the Army Harbor Master has the ability to take over VTS systems in the event of an official emergency declaration.

Navigation Work Group- Capt. David Corbett advised of the issue with crab boat lights presenting a visibility hazard. Lights should be off during navigation. Jim Anderson advised that the issue has been addressed in the past and a notice to fisherman was issued. Capt. Byrd advised that the notice be resent as did Capt. Korwatch. Capt. Kirsch suggested that a Rules of the Road reminder be issued as well.

Ferry Operations Work Group- Capt. Tom Kirsch advised that SF Bay Ferry is offering a one-dollar fare promotion.

Dredge Issues Work Group- Julian Rose advised that a Dredge Issues Work Group meeting report has been published (attached). Recurring Dredge Work Group meetings have been held to review channel condition in response to the Pinole Shoal Channel shoaling issue. USACE has agreed to include channel condition reports in their monthly HSC report and communication between the USCG, USACE, Bar Pilots, and stakeholders will remain open. Recurring Dredge Issues Work Group meetings are no longer needed and the meeting scheduled for after the HSC is canceled.

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

Prevention through People Work Group- Scott Grindy advised of the ribbon cutting for a new SF Marina office and facility building.

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PORTS Report- Marcus Freeling

- Advised that all PORTS buoy-mounted current meters are now operational. The malfunctioning Southampton Shoal LB6 current sensor was replaced yesterday.
- Advised that the Amorco current meter was serviced in late October and is back online. A winch and chain need to be replaced soon.
- Advised of power issues affecting the Richmond Tide Station. The station was removed from shore power due to wiring issues. Backup solar panels are providing power but not enough to keep the batteries charged. Batteries were replaced this week and the issue will be monitored.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment- None

Old Business-

- John Berge advised that Vessel Speed Reduction (VSR) for whales might be extended through November. Whales are still feeding offshore. A notice will be sent out through the HSC if issued.

New Business-

- Dominic Moreno advised of safety issues associated with recreational boating at the new Crane Cove Park. Use of standup paddle boards and kayaks has increased leading to conflict with the nearby Pier 68 shipyard. A buffer zone of 300 feet has been established around the shipyard along with public education efforts. Scott Grindy advised that the number of swimmers in the bay has also increased. Warning signs and buoys were suggested.

Next Meeting-

1000-1200, January 14, 2021 (The December HSC meeting has been canceled)
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 11:41.

Respectfully submitted:



Capt. Lynn Korwatch

Harbor Safety Committee of the SF Bay Region

November 12, 2020

SIGNIFICANT PORT SAFETY AND SECURITY CASES (OCTOBER 2020)
MARINE CASUALTIES
Equipment Failure (03OCT20): A foreign flag container vessel experienced an equipment failure while transiting in the Oakland Estuary due to a casualty to the Main Engine No. 3 Hydraulic Power System pump. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class and Coast Guard attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.
Equipment Failure (04OCT20): A U.S. flag container ship experienced a minor leak in the lower shaft seal while using the shaft alley fire pump. The fire pump was repaired upon arrival to Oakland to the satisfaction of the vessel's class society. Case closed.
Equipment Failure (12OCT20): A U.S. naval ship reported a malfunctioning AFFF firefighting system while transiting to Mare Island, CA. Repairs are ongoing. Case pends.
Equipment Failure (14OCT20): A foreign flag container ship experienced an equipment failure and reduction in propulsion while transiting offshore due to a damaged fuel oil injector seal ring which caused an oil leak in the Main Engine No. 5 cylinder. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.
Loss of Propulsion (22OCT20): A foreign flag bulk carrier experienced a loss of propulsion while transiting inbound to San Francisco. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.
Loss of Propulsion (27OCT20): A foreign flag container ship experienced a loss of propulsion while at Anchorage 9. A COTP order was issued directing the vessel to remain at anchor until satisfactory repairs were completed. Class attended the vessel and witnessed satisfactory repair. COTP order lifted. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (01OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) because the vessel's bilge pump was inoperable. Attending marine inspectors witnessed satisfactory operation of the vessel's bilge pump. Case closed.
Operational Control (06OCT20): A small passenger vessel was issued an operational control (code 701) because the vessel did not complete its required dry-dock examination within the specified timeframe. Dry-dock was completed. Case closed.
Operational Control (06OCT20): A foreign flag container ship was examined at the Port of Oakland and issued an operational control (code 17) and detained by the vessel's Flag State due to serious deficiencies found throughout the engine room during the Flag State Inspection. Class attended the vessel and witnessed satisfactory repair. Case closed.
Operational Control (07OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 701) because the vessel's forward means of escape was missing a ladder. Case pends.
Operational Control (13OCT20): A foreign flag bulk carrier was examined in Benicia, CA and was issued an operational control (code 17) due to deficiencies noted on the rescue boat. Two deficiencies were repaired to the satisfaction of the Coast Guard. Flag issued a letter of dispensation for the third deficiency. Case closed.
Operational Control (20OCT20): A small passenger vessel was inspected in San Francisco, CA and issued an operational control (code 17) for documentation, lifesaving, firefighting, and dewatering deficiencies. Case pends.
Operational Control (20OCT20): A foreign flag tank vessel was examined at Anchorage 9 and issued an operational control (code 17) for fire prevention deficiencies. Class attended the vessel and witnessed satisfactory repair. Case closed.
Operational Control (21OCT20): A small passenger vessel was inspected in Monterey, CA and issued an operational control (code 701) for structural integrity deficiencies. Case pends.
Operational Control (21OCT20): A foreign flag bulk carrier was examined in Richmond, CA and issued an operational control (code 17) for unauthorized alterations and steering deficiencies. One deficiency was rectified and the other was changed to allow the vessel to depart. Case closed.
Operational Control (23OCT20): Two small passenger vessels were issued an operational control (code 17) because they were past due for their annual USCG inspections. Cases pend.
Operational Control (25OCT20): A foreign flag bulk carrier was issued an operational control (code 60) after the pilot reported the main engine did not respond to an astern bell during propulsion checks conducted in Stockton, CA. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop Secondary Marine Radar (04OCT20): A foreign flag chemical tank ship was issued an inbound LOD for an inoperable secondary marine radar. Repairs were unable to be conducted while in the San Francisco COTP zone. Vessel issued an outbound LOD. Case closed.
Letter of Deviation (LOD), Inop AIS (05OCT20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case closed.
Letter of Deviation (LOD), Inop Starboard Anchor Windlass (24OCT20): A foreign flag bulk carrier was issued an inbound LOD for an inoperable starboard anchor windlass. Repairs were conducted and the equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW), (05OCT20): A recreational vessel in Antioch, CA began taking on water while transiting the San Joaquin River. The owner secured the bow of the vessel to a nearby pier where it sank resulting in a discharge that created a sheen on the river. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (09OCT20): A public vessel in Brisbane, CA discharged two gallons of gasoline after one of their fuel valves failed to properly close following a fueling evolution. The owner promptly noticed the sheen and manually closed the valve securing the discharge. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (17OCT20): A recreational vessel in Oakland, CA discharged approximately one gallon of diesel into the Oakland Estuary after sinking at its berth. A NOFI and LOW were issued. Case closed.
Letter of Warning (LOW), (25OCT20): A recreational vessel in Benicia, CA discharged one gallon of gasoline into the navigable waterway after inadvertently energizing the bilge pumps. A NOFI and LOW were issued. Case closed.
Notice of Violation (NOV), (24OCT20): A utility barge belonging to a commercial dredging company in Stockton, CA sank at its berth. A cause has not been determined and a local contractor has been hired by insurance to salvage the barge. The RP reported 50 gallons of diesel on board, and the contractor has plugged all fuel vents while operations remain underway. A NOFI and NOV were issued. Case pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

October 2020

PORT SAFETY CATEGORIES*	Oct-2020	Oct-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:	4	1	3.94
Navigation Safety (0), Port Safety & Security (4), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	7	6	8.64
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (2), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	3	1.89
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.69
Significant Waterway events/Navigation related Cases:	0	0	0.17
Total Port Safety (PS) Cases opened	14	10	15.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2020	Oct-2019	**3yr Avg
U.S. Commercial Vessels	1	2	0.92
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.61
Commercial Fishing Vessels	0	1	0.83
Recreational Vessels	4	4	5.58
Pollution Discharge Sources (Facilities)	Oct-2020	Oct-2019	**3yr Avg
Regulated Waterfront Facilities	0	0	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	1	3.97
Mystery Spills - Unknown Sources	9	5	5.39
Number of Pollution Incidents (By Spill Size)	Oct-2020	Oct-2019	**3yr Avg
Spills < 10 gallons	7	11	9.06
Spills 10 - 100 gallons	1	1	1.11
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	1	7.53
Total Pollution Incidents	17	13	17.94
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Oct-2020	Oct-2019	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	5.00	23.00	12.59
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.36
Estimated spill amount from Public Vessels	2.00	0.00	2.49
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	27.71
Estimated spill amount from Recreational Vessels	13.00	3.00	41.52
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	2.00	1.00	21.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	22.00	28.00	108.18
Penalty Actions	Oct-2020	Oct-2019	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	1	2	0.58
Letters of Warning	4	2	3.97
Total Penalty Actions	5	4	4.64
* 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
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
November 12, 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)** – The Government Hopper Dredge Essayons completed all dredging activities at Richmond Outer Harbor on June 27. Note that, per environmental requirements limiting hopper dredging in San Francisco Bay, Richmond Outer Harbor and San Pablo Bay (Pinole Shoal) are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, thus, Richmond Outer was dredged in FY20.
- 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 **with possible extension into December.**
- 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 **was completed on October 23.**
- f. **Petaluma River Channel** – A maintenance dredging contract was awarded to Pacific Dredging and Construction on July 31. **Cutterhead/pipeline dredging began in the upriver section on September 4 and was completed by October 15, when the environmental window closed. Clamshell dredging of the across-the-flats reach is expected to be completed by the end of 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 project is at risk for completion and the local sponsor and Corps are prioritizing remaining reaches.**
- 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)** – The District Commander has issued an emergency dredging declaration for Pinole Shoal on October 28 following consultation with the U.S. Coast Guard and Harbor Safety Committee. The Government Dredge Essayons is scheduled to return to the Bay Area from November 6 to 9 to remove the hazardous shoal. Note that, per environmental requirements limiting hopper dredging in San Francisco Bay, Richmond Outer and Pinole Shoal are hopper-dredged in alternating years. Pinole Shoal was dredged in FY19, next scheduled dredging will occur in the summer of 2021.

2. DEBRIS REMOVAL – Debris removal for October 2020 was 68 tons. Dillard: 62 tons, including 3 abandoned vessels; other boats: 6 tons, including 4 abandoned vessels. Average for October from 2010 to 2019 is 62 tons (Range: 35-135).

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	0	62	6	68
NOV				
DEC				

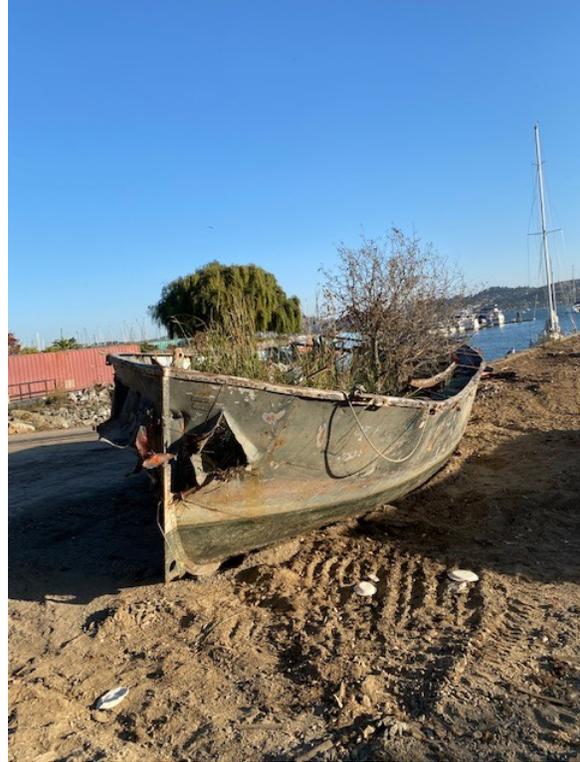
YR TOTAL

665.5

Debris Removal in Action:



Recovered near Pier 28.



Recovered from San Joaquin River at Antioch.

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). A draft final PMP is scheduled to be released for public comment on November 19, 2020. Information on the RDMMP and how to submit comments on the PMP 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 Naval 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 October 7-8, 2020.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of July 6, 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 September 25-27, 2020.
Suisun Bay Channel: Post dredge survey of October 16, 22, 23, 2020.
Suisun Bay Channel (Bullshead Reach): Post dredge survey of October 16, 22, 23, 2020.
Suisun Bay Channel (New York Slough): Post dredge survey of October 01, 2020.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 14, 2020.
SF-09 (Carquinez): Condition survey of October 21, 2020.
SF-10 (San Pablo Bay): Condition survey of October 21, 2020.
SF-11 (Alcatraz Island): Condition survey of October 6, 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	FEB	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		Environmental Window	
	Bid Opening		Mobilization	
	Contract Award		New SPN Contract	
	Hopper Dredging		Funded for P&S only	

* Program execution is based on the FY20 Workplan plus FY19 Carryover.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

November 12, 2020

- ✎ In October the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In October 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 October there were 79 tank vessel arrivals; 15 ATBs, 8 Chemical Tankers, 10 Chemical/Oil Tankers, 18 Crude Oil Tankers, 18 Product Tankers, and 10 Tugs with Barges.
- ✎ In October there were 243 total vessel arrivals.

San Francisco Bay Clearinghouse Report For October 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	54		81	
ATB arrivals	15		14	
Barge arrivals to San Francisco Bay	10		15	
Total Tanker and Barge Arrivals	79		110	
Tank ship movements & escorted barge movements	257		368	
Tank ship movements	140	54.47%	196	53.26%
Escorted tank ship movements	111	43.19%	157	42.66%
Unescorted tank ship movements	29	11.28%	39	10.60%
Tank barge movements	117	45.53%	172	46.74%
Escorted tank barge movements	21	8.17%	13	3.53%
Unescorted tank barge movements	96	37.35%	159	43.21%

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	156		252		0		110		518	
Unescorted movements	68	43.59%	124	49.21%	0	0.00%	46	41.82%	238	45.95%
Tank ships	55	35.26%	95	37.70%	0	0.00%	41	37.27%	191	36.87%
Tank barges	13	8.33%	29	11.51%	0	0.00%	5	4.55%	47	9.07%
Escorted movements	88	56.41%	128	50.79%	0	0.00%	64	58.18%	280	54.05%
Tank ships	81	51.92%	109	43.25%	0	0.00%	56	50.91%	246	47.49%
Tank barges	7	4.49%	19	7.54%	0	0.00%	8	7.27%	34	6.56%

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	630		878	
ATB arrivals	136		185	
Barge arrivals to San Francisco Bay	118		164	
Total Tanker and Barge Arrivals	884		1,227	
Tank ship movements & escorted barge movements	2,965		4,053	
Tank ship movements	1,511	50.96%	2,257	55.69%
Escorted tank ship movements	1,191	40.17%	1,804	44.51%
Unescorted tank ship movements	320	10.79%	453	11.18%
Tank barge movements	1,454	49.04%	1,796	44.31%
Escorted tank barge movements	215	7.25%	241	5.95%
Unescorted tank barge movements	1,239	41.79%	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	1,793		2,892		0		1,203		5,888	
Unescorted movements	886	49.41%	1,534	53.04%	0	0.00%	578	48.05%	2,998	50.92%
Tank ships	714	39.82%	1,217	42.08%	0	0.00%	533	44.31%	2,464	41.85%
Tank barges	172	9.59%	317	10.96%	0	0.00%	45	3.74%	534	9.07%
Escorted movements	907	50.59%	1,358	46.96%	0	0.00%	625	51.95%	2,890	49.08%
Tank ships	843	47.02%	1,159	40.08%	0	0.00%	558	46.38%	2,560	43.48%
Tank barges	64	3.57%	199	6.88%	0	0.00%	67	5.57%	330	5.60%

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 - OCTOBER COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
OCTOBER 1 - 31, 2019	247	62	25.10
OCTOBER 1 - 31, 2020	178	31	17.42

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
OCTOBER 1 - 31, 2019	14,817,000	200,000	21,019,345	8,156,037	29,175,382
OCTOBER 1 - 31, 2020	9,125,362	320,000	15,027,718	5,140,171	20,167,889

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
OCTOBER 1 - 31, 2019	0	0	0	0
OCTOBER 1 - 31, 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.



Presentation to the members of the
'Harbor Safety Committee' organized
by The Marine Exchange of the San
Francisco Bay Region

Roland van Assche
November 12th, 2020



PortXchange introduction

Mission

We believe

- ✦ Sustainability
- ✦ Operational efficiency
- ✦ Digitalization

will go hand in hand shaping the future of shipping

Spin off from Port of Rotterdam, we are on a mission to work with the shipping industry to connect port communities worldwide and reduce emissions at large scale and low cost

Purpose driven – impact oriented





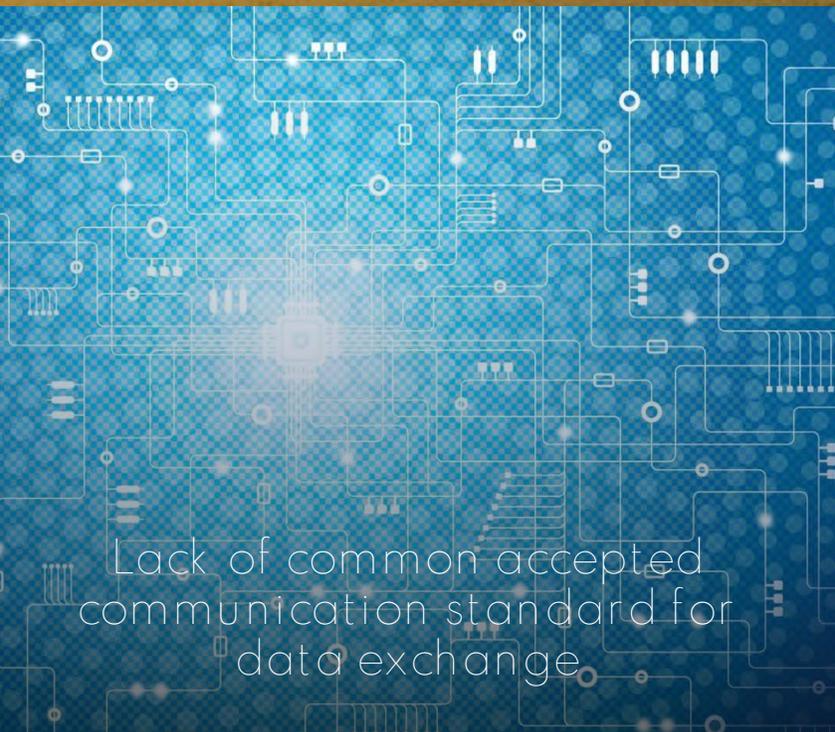
30% of vessels get delayed, 90% of delay cascades



Lack of timely and reliable data sharing is a root cause



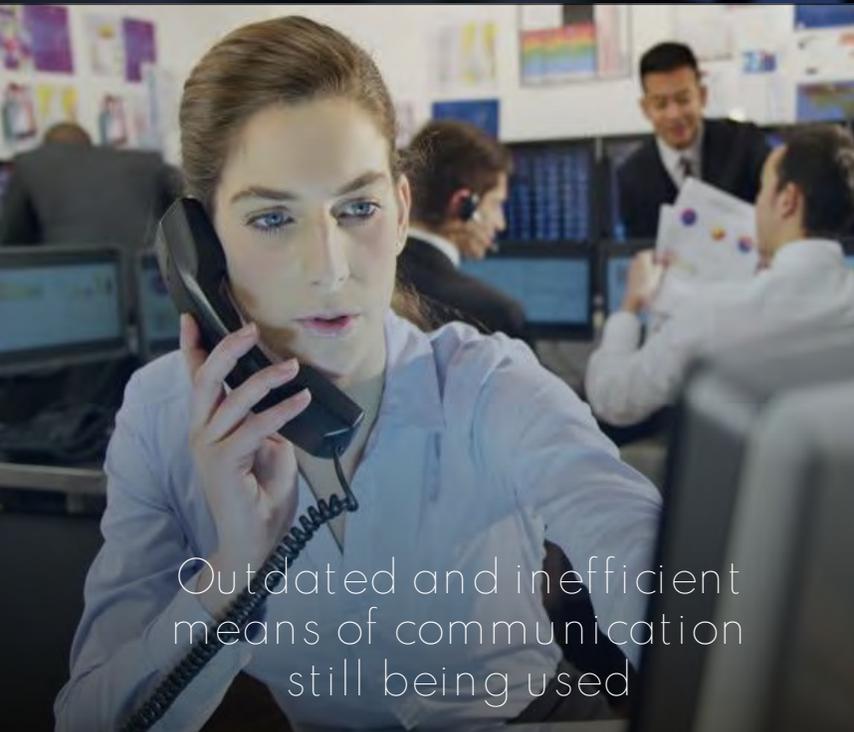
Data quality is not assured



Lack of common accepted communication standard for data exchange



Closed data culture among maritime industry



Outdated and inefficient means of communication still being used

Problem Statement



Port call inefficiency is prevailing around the globe..

- Buffer & Suffer
- Hurry-up and Wait
- Reactive instead of pro-active decision making



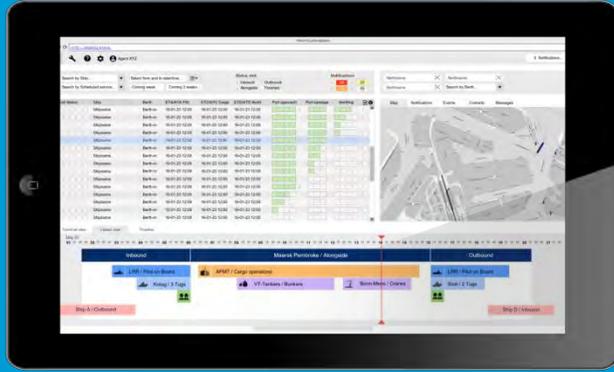
due to..

- Lack of timely data sharing
- Low data quality and reliability
- Data ambiguity



and thereby wasting...

- Time
- Fuel
- Emissions
- Money



One view for all parties involved in a port call



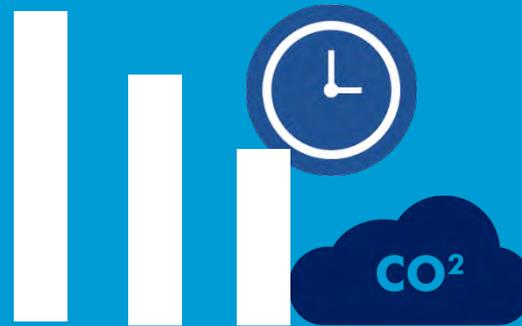
Adapt planning to increase utilization



Service operations can also plan better and work more efficiently



More insights in port calls leads to higher safety level

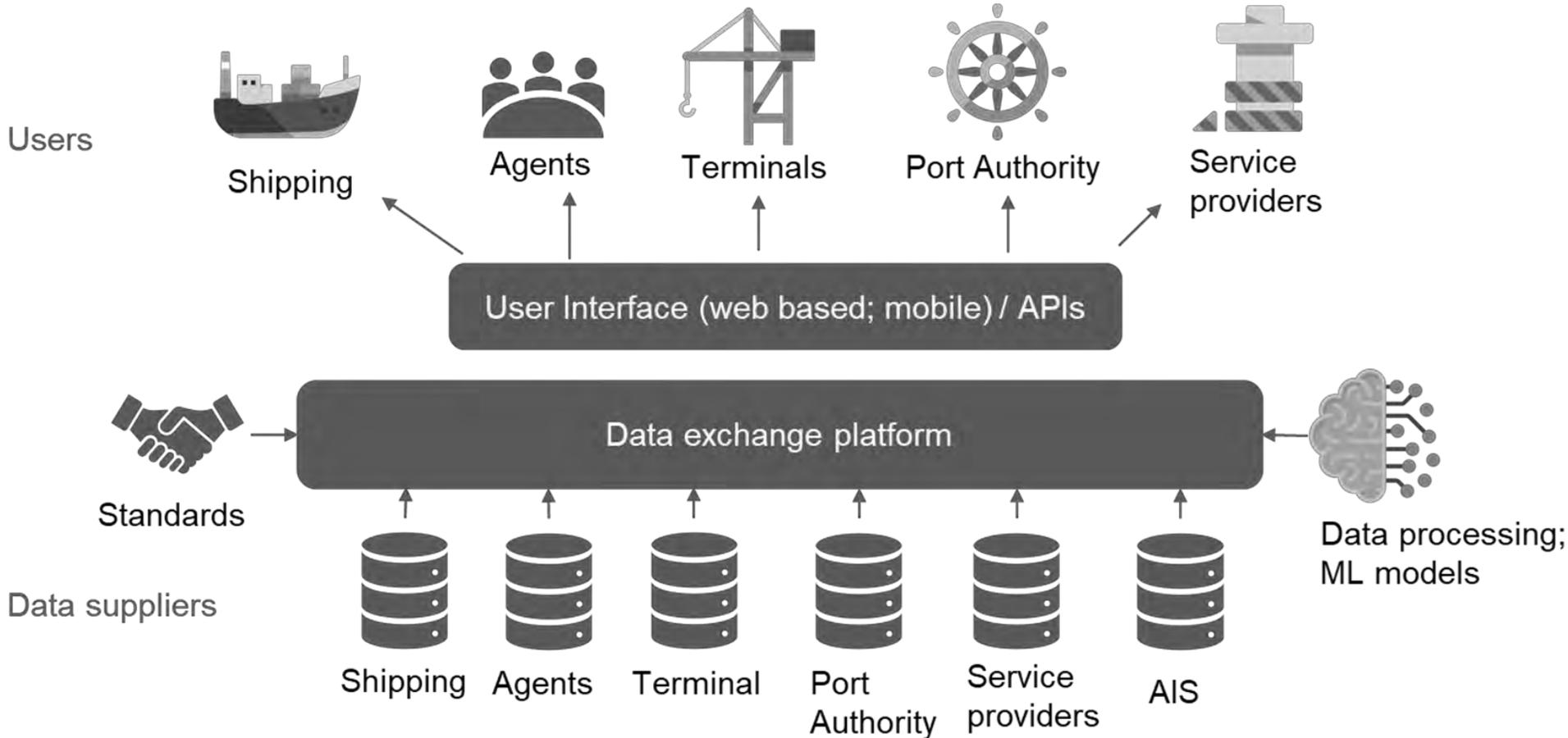


Reduce port turn around time benefits all parties involved



Optimization within the port and from port to port

PortXchange is a collaborative decision support tool Data exchange platform and web-based / mobile UI



VESSEL SERVICES

6

CAPTAIN, CARRIER & AGENT

5

PORT AUTHORITY & NAUTICAL SERVICES

4

CARGO SERVICES

3

AIS

2

PORT MASTER DATA

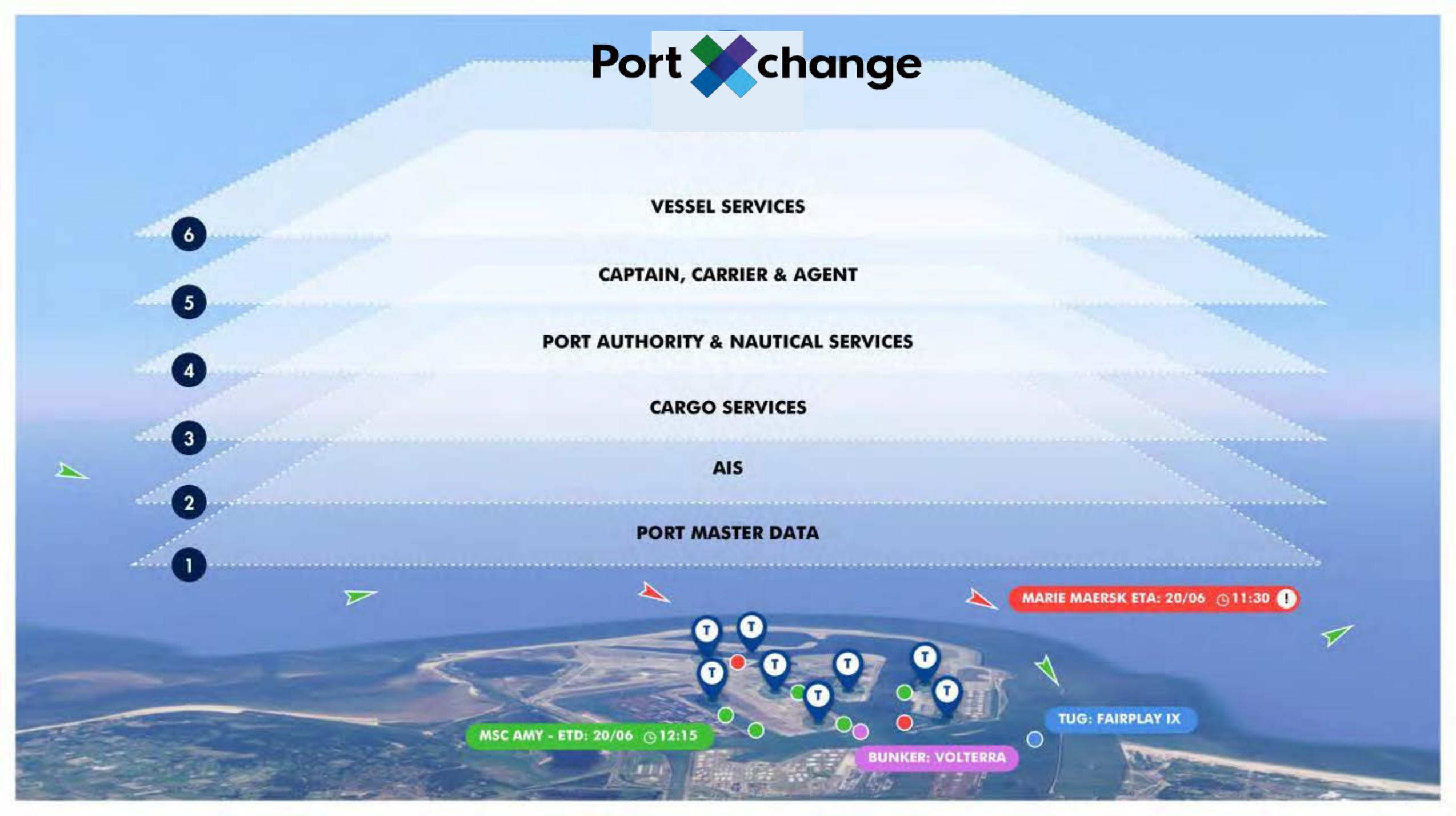
1

MARIE MAERSK ETA: 20/06 11:30 !

MSC AMY - ETD: 20/06 12:15

TUG: FAIRPLAY IX

BUNKER: VOLTERRA



PortXchange gives a warning or a notification when:

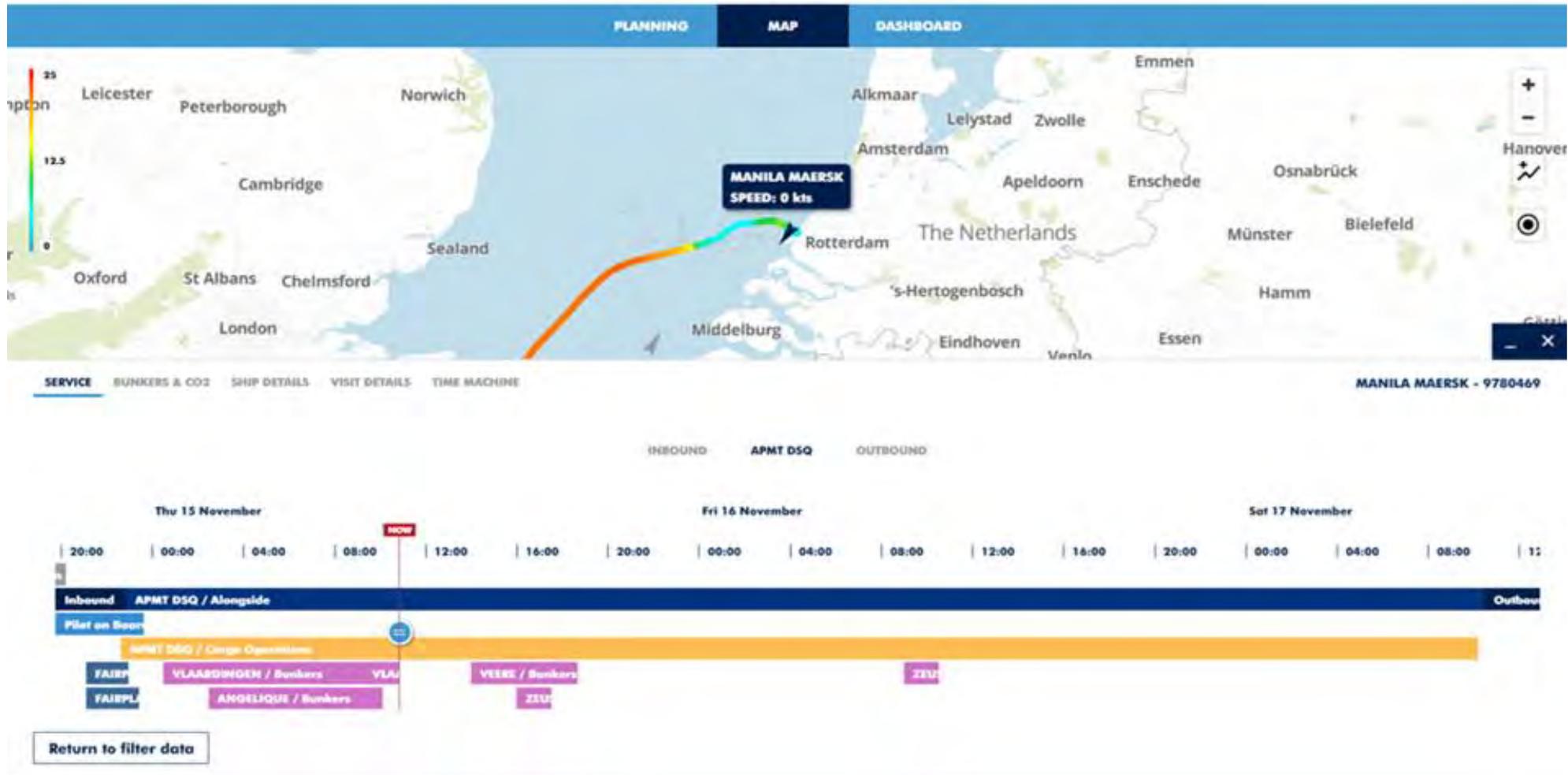
Notification:

- Pilot on board
- Departed from previous port
- Last line secured
- Arrived at berth
- Cargo completion updated
- Pilot / departure planned
- Departed from berth

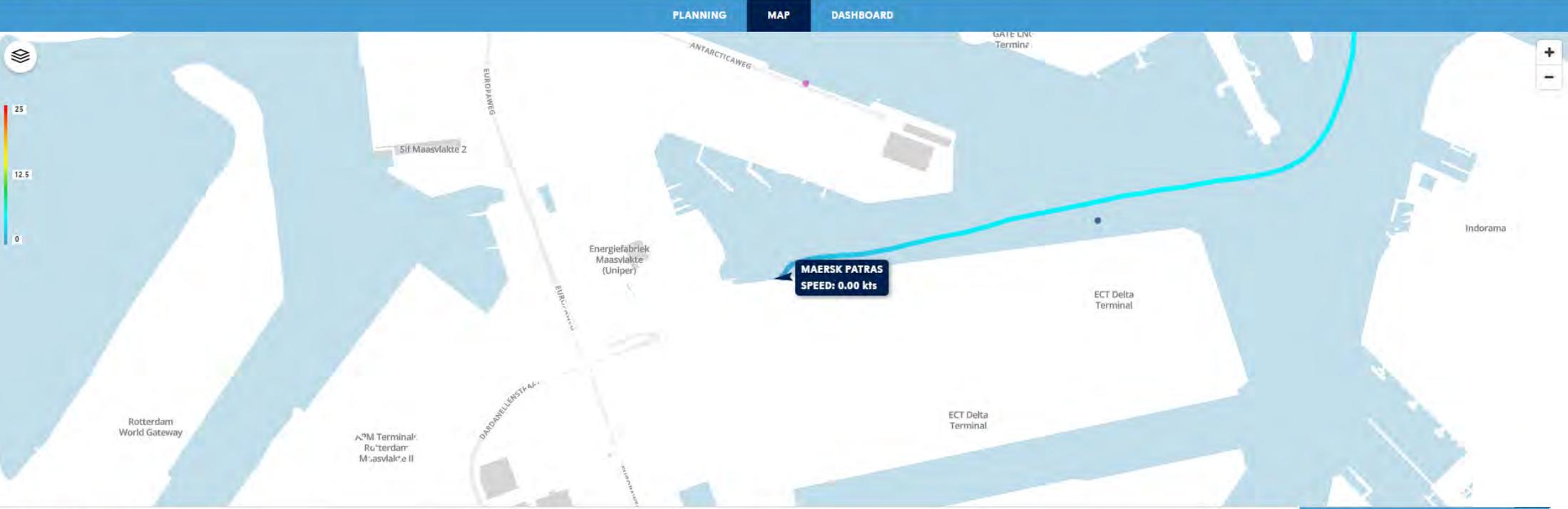
Warning:

- Terminal and Agent have a different arrival / departure time
- Vessel predicted to be earlier / later at pilot boarding place / berth
- Overlapping berth windows
- Pilot not on board when expected
- Services planned too close to departure
- Pilot not ordered for departure when expected

By using PortXchange, users can
Connect to a single source for the complete port orchestration



Just in Time sailing due to terminal updates



SERVICE **JUST IN TIME ARRIVAL** SHIP DETAILS VISIT DETAILS



BUNKERS & EMISSIONS	
Distance	244.56 nM
Time	30.78 Hrs
Bunker usage	32.36 Tons
Potential savings	6.07 Tons
Bunker price	\$590.00/MT
CO ₂ usage	102.24 Tons
During anchorage	N/A
Potential savings	19.18 Tons
NO ₂ usage	2.85 Tons
During anchorage	N/A
Potential savings	0.54 Tons
Potential savings	\$3580.55

* Please be advised that above mentioned numbers are only an indication, based on

Benefits realized with partners

Creating impact by working closely together

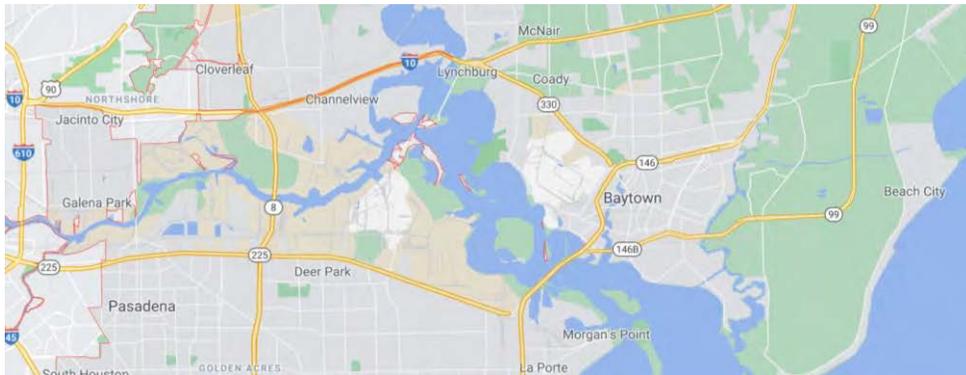
	Idle time on departure reduction - bulk	Idle time on departure reduction - container	Delay on bunkering reduction	Idle time on arrival reduction	Idle time on arrival reduction - barges
Zero measurement	3.5 hrs	47 mins	19 % of vessels	25 mins	13.2 hrs
Target value	2.5 hrs	40 mins	10 % of vessels	15 mins	10.2 hrs
Result	2.8 hrs	32 mins	0 % of vessels	12 mins	8.8 hrs
Port	Rotterdam	Rotterdam	Rotterdam	Rotterdam	Moerdijk
Benefits	20%	32%	100%	50%	33%

Partners



Trial in the Port of Houston

- Initiated by the Harbor Safety Committee in the Port of Houston
- We are halfway in a six months trial
- 21 different companies participating (pilots, agents, terminals, shipping carriers)
- Coalition of the willing, focus on chemical trade
- The objective is to reduce the port call turn around time
- In coordination with Greater Houston Port Bureau



International traction

Across trade adoption in multiple ports

Port of Rotterdam community



Port of Felixstowe (UK) community



Port of Algeciras (ESP) community



Port of Houston community



Including ~ 10+ others

What can we contribute to the members of the Harbor Safety Committee of the San Francisco Bay region

- Answer any questions you may have regarding Port call Optimization
- Invitation to join a 'live demonstration' of the application
- Discuss any potential next steps ('Quick port call assessment', concept of a potential trial / 'coalition of the willing')



Team



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SAN FRANCISCO HARBOR SAFETY COMMITTEE DREDGE WORK GROUP REPORT

NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CCR	Diff.
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)	DEPTH (Min)	
Redwood City Harbor Redwood City Harbor	11-14-2019	300 943	3.94	30.0	23.0	7.0
San Bruno Shoal San Bruno Shoal	09-26-2019	500	5.66	30.0	29.0	1.0
Richardson Bay/Marinship Richardson Bay/Marinship	06-23-2020	300 1069	2.11	20.0	6.0	14.0
Islais Creek Islais Creek	07-17-2018	500 1424	1.71	40.0	24.8	15.2
Alameda Naval Air Alameda Naval Air	12-27-2019	1000 4178	2.90	37.0	12.0	25.0
San Rafael ATF Across the Flats	05-28-2020	100	2.25	8.0	4.4	3.6
San Rafael River Inner Canal Channel	05-28-2020	60 160	1.55	5.0	2.9	2.1
Petaluma River Main Channel	08-28-2020	100 361	4.06	8.0	1.1	6.9
Petaluma River ATF Across the Flats	12-19-2017	200 206	5.68	8.0	2.6	5.4
Mare Island Strait Causeway to Asylum	07-10-2019	75 245	3.19	15.0	2.1	12.9
Napa River Asylum Slough to Napa City	07-10-2019	102 183	9.92	10.0	0.9	9.1
Mare Island Strait Mare Island Strait	06-24-2020	400 606	3.37	30.0	26.7	3.3
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13.0	6.5	6.5
Northship Channel Northship Channel	06-27-2019	3576 4769	5.97	45.0	23.3	21.7
Berkeley Marina Berkeley Marina	07-17-2019	100 142	1.36	15.0	3.5	11.5
Bodega Bay Bodega Bay	08-11-2020	100 400	3.46	12.0	3.6	8.4
Moss Landing Moss Landing	06-23-2020	120 405	0.98	15.0	3.8	11.2
Noyo River Entrance Channel	06-05-2020	97 150	0.67	10.0	7.1	2.9
Noyo River Channel	06-05-2020	97 150	0.67	10.0	2.3	7.7
Crescent City Entrance Channel	07-29-2020	200 320	0.42	20.0	17.7	2.3
Crescent City Inner Harbor Basin Channel	07-29-2020	200 300	0.39	15.0	13.5	1.5
Crescent City Marina Access Channel	07-29-2020	999	999.00	15.0	5.7	9.3
Pinole Shoal Channel Pinole Shoal Channel	09-10-2020	600 1644	10.36	35.0	30.1	4.9
Suisun Bay Channel Suisun Bay Channel	07-14-2020	300 350	13.86	35.0	20.7	14.3
New York Slough Stockton Ship Channel	07-16-2020	400 411	4.42	35.0	32.2	2.8
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7.0	2.8	4.2
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7.0	2.7	4.3
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7.0	3.3	3.7