

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 14, 2019

Port of San Francisco, Pier 1, Bayside Conference Room

The Embarcadero, San Francisco, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:06.

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; **Sejal Choksi-Chugh** (M), San Francisco Baykeeper; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Aaron Golbus** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Chris Hendry** (M), Chevron Shipping Company; **Troy Hosmer** (M), Port of Oakland; **Ben Huber** (M), Westar Marine Services; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Jim McGrath** (M), Bay Conservation and Development Commission; **CDR Roberto Rivera** (A), United States Coast Guard; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Jessica Vargas** (A), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the October 10, 2019 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience.

Coast Guard Report- CDR Roberto Rivera

- Advised of an October 27th fire in Vallejo which spread due to high winds. The fire impacted VTS and Cal Maritime's Golden Bear. Several vessel transits were delayed until the fire was under control.
- Advised of a 25% uptick in LOP cases year over year. Potential causes are being investigated and findings will be reported.

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- Advised of recent illegal charter enforcement. Crab pre-season exams are being conducted on more vessels with 40 spot checks and 61 safety inspections performed.
- Advised of USCG MSIB 09-19 regarding Ebola virus precautions (attached).
- Advised of USCG Notice of Proposed Rulemaking regarding the establishment of RNAs at the bars of Crescent City Harbor, Humboldt Bay, Noyo River and Morro Bay.
- Advised that a meeting has been scheduled for early December with a private Alameda company operating sail drones offshore for scientific research. The sail drones collect ocean data on fish populations, water temperature and acidification.
- Capt. Korwatch thanked the USCG for their efforts during the high wind and fire incident near Cal Maritime.
- LT Cotton read from the October- 2019 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The Main Ship Channel and Richmond Inner Harbor dredging is complete. Oakland Harbor dredging is ongoing after delay and extension is requested. Redwood City dredging is also delayed. Debris removal numbers were above average and included several abandoned vessels. Public review of the San Francisco to Stockton study is ongoing. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/
- Capt. Korwatch asked about the 21 abandoned vessels recovered. Jessica Vargas advised that more abandoned vessels were found than usual possibly due to recent high winds.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Advised of current HSC membership openings (announcement attached).

NOAA Report- Jeff Ferguson

- Advised of changes to Small Craft Advisory text messages set to go into effect on December 3rd. Messages will be consolidated and in a new format.
- Advised that NOAA's Office of Coast Survey is starting the five-year process of ending paper nautical chart production. ENC charts will replace paper and raster products. NOAA is working with the USCG regarding inspection requirements. NOAA is seeking feedback from chart users: <https://nauticalcharts.noaa.gov/customer-service/assist>. Julian Rose asked if progressive

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corrections will still be updated after chart production ends. Jeff Ferguson advised that updates will continue until being phased out as part of the transition plan.

State Lands Commission Report- (report attached)

Report on the NOAA's Marine Debris Program- Sherry Lippiatt, NOAA

- Sherry Lippiatt, NOAA, gave a presentation to the committee on NOAA's Marine Debris Program (slides attached). Marine debris can be defined as solid material in the marine environment that should not be there. Marine debris is commonly found throughout the ocean environment entering waterways through storm drains, wind and littering. Physical impacts of marine debris include animal entanglement, habitat disruption, ingestion, and spread of invasive species. Chemical effects are also a concern as are socioeconomic issues such as navigational safety hazard, vessel damage and recreational/tourism impacts. The non-regulatory Marine Debris Program was originally established in 2006 and reauthorized by the Save Our Seas Act in 2018. The program seeks prevention through grants aimed at reducing marine debris at the source. Current projects include a campaign to reduce cigarette butt litter and shotgun wad loss prevention. Research grants include shoreline studies and monitoring. Debris removal is also a priority with community-based projects funded. Severe Marine Debris Events can be declared with mitigation funding and support provided by NOAA. Marine Debris Emergency Response Plans have been developed along with strategies to improve coordination between agencies and stakeholders. Marine debris prevention strategies include source reduction, waste management, research, behavioral change and ocean-based debris reduction. Participation in upcoming webinars and workshops is welcome.
- Capt. Korwatch asked about land versus marine based debris sources. Sherry Lippiatt advised that approximately 80% of marine debris comes from land-based sources. MARPOL has reduced maritime pollution. Marine debris tends to accumulate in certain places and local jurisdictions are primarily responsible. Sejal Choksi-Chugh advised that Baykeeper has a pollution hotline at: 1-800-KEEP-BAY and an on-water cleanup team. Participation in the California Coastal Commission's Adopt-a-Beach Program was encouraged. Studies have determined that most marine debris enters the ocean from foreign sources primarily in Southeast Asia however the United States produces a significant amount of plastic waste.

Report on Fitness Water Bike Operations- Damien McCloud, SpinOut Fitness

- Damien McCloud, SpinOut Fitness, gave a presentation to the committee on plans to offer recreational fitness water bike classes off the San Francisco waterfront. The company uses

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Schiller water bikes which are safe and easy for public use. Information is available at: spinoutfitness.com. The water bikes are human powered, lightweight and portable small craft that do not require DMV registration. Buoyancy and stability are provided by rigid inflatable pontoons. The company's goal is to bring accessibility and affordability to bay recreation. The proposed base of operations is South Beach Pier 40 Marina. Fitness classes will be offered and in addition to skyline tours, courses and destination rides. The classes plan to stay in San Francisco waters and are not intended for commuting across the bay or crossing shipping lanes. Smart GPS devices will control and monitor the water bikes while in use and an emergency contingency plan will be in place. Safety and emergency supplies will be on hand with trained instructors always present.

- John Berge asked about safety precautions and the use of wetsuits. Damien McCloud advised that wetsuits are not generally used and riders are very unlikely to go in the water or even get wet when using the water bikes. Lifejackets are required and any person in the water would be rescued by the instructor. The water bikes will stay within 200-300 yards from shore and south of Pier 14. Marine radio and GPS tracking will be used for safety. Pedal assist bikes are being considered for instructors. Ferries will be given right of way and tracked on AIS during operations. Speed of the water bikes average between 2-3 knots for beginners and 7-8 knots for experts. Capt. Korwatch advised coordination and check-in with VTS.

Report on USCG Marine Transportation System Recovery Plan (MTSRP)- CDR Dave Dixon, USCG

- CDR Dave Dixon, USCG, gave a report on updates to the Marine Transportation System Recovery Plan (MTSRP and appendices posted to the Marine Exchange website). The plan is focused on recovery after an emergency that disrupts the MTS. The MTSRP features the Open Waterways Strategy, consolidated reporting, cargo priorities and linkages to Port Recovery Plans. Information sharing and management is critical. Contact: David.d.dixon@uscg.mil.
- Capt. Korwatch advised that the HSC should be involved with the MTSRP update. Capt. Kirsch asked if the USCG was looking for more industry involvement to fill gaps in the MTSRP. Dave Dixon advised that efficiency is key and Work Group participation from stakeholders is welcome. Jerry Bynum, USCG, advised that the MTSRP is posted to the USCG Homeport website and is no longer part of the AMSP.
- Joe Reilly, Port of San Francisco, advised that their Port Recovery and Emergency Transportation Plans found gaps in afterhours emergency transportation. Ferries and other passenger vessels generally do not operate at night. It was proposed that tugs and harbor service vessels work with the HSC to potentially develop a plan similar to VMAP. Capt. Korwatch directed HSC Work Groups to consider the issue.

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Work Group Reports-

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

Navigation Work Group- Nothing to Report.

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

Dredge Issues Work Group- Julian Rose advised of Stockton dredging concerns and a Work Group meeting will be scheduled.

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

Prevention through People Work Group- Scott Grindy advised that there was nothing to report. Scott Humphrey, USCG VTS, advised of old HSC fliers for Rule 9 Violations and Collinsville that would be useful if updated. Capt. Korwatch advised that the old fliers are still available from the Marine Exchange and the Work Group can look into updating the material.

PORTS Report- Marcus Freeling

- Advised that planned service of PORTS buoy mounted current sensors has been delayed until December.
- Advised that the Amorco current meter is not operational. The sensor cannot be raised due to obstruction and divers will be hired to investigate the issue.
- Advised that recent high winds caused damage to the Pier 34 weather station stand. Several bolts pulled out of the concrete pad and will be replaced. The station went offline briefly but has been restored.
- Advised that a NOAA team is currently in the region servicing SF PORTS tide stations.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Capt. Korwatch announced that a memorial service for Heather Cropper will be held at Cal Maritime on November 16th.
- Capt. Korwatch announced that the Bar Pilot party is on December 12th and will include a toy drive as usual.

Old Business- None

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New Business-

- John Berge asked for a crab season report. Jim Anderson advised that testing is being conducted and the earliest the commercial season will open is November 21st pending issues.
- The December HSC meeting is canceled.

Next Meeting-

1000-1200, January 9, 2020
California Maritime Academy, Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:00.

Respectfully submitted:



Capt. Lynn Korwatch



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave, SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 09-19
Date: October 7, 2019
Contact: Mr. Freddie Bizzell
Phone: (202) 372-2019
E-Mail: Freddie.Bizzell@uscg.mil

Ebola Virus Precautions

Ebola is a viral hemorrhagic fever disease. On September 10, 2019, CDC and the World Health Organization (WHO) were made aware of unofficial reports regarding the unexplained death of a person two days earlier from probable Ebola virus disease (EVD) in Dar es Salaam, United Republic of Tanzania. More information is available at www.cdc.gov/ebola and information about the situation in Tanzania is available at <https://wwwnc.cdc.gov/travel/destinations/traveler/none/tanzania>.

Vessel owners/operators should be alert to the possibility that persons whose travel originated in Tanzania could potentially have been exposed to EVD.

Some key points to remember concerning Ebola:

- Symptoms include fever, headache, joint and muscle aches, sore throat, and weakness, followed by diarrhea, vomiting, and stomach pain. In addition, skin rash, red eyes, and internal and external bleeding may be seen in some patients.
- Travelers could be infected if they come into contact with blood or body fluids from someone who is sick or has died from Ebola, sick wildlife, or meat from an infected animal. Health care providers caring for Ebola patients and family and friends in close contact with an ill person are at highest risk because they may come into contact with blood or body fluids.
- Monitor your health for 21 days if you were in an area with an Ebola outbreak, especially if you were in contact with blood or body fluids, items that have come in contact with blood or body fluids, animals or raw meat, or hospitals where Ebola patients are being treated.

Vessel owners/operators and local stakeholders should be aware of the following:

- Vessel representatives are required to report sick or deceased crew or passengers within the last 15 days to the CDC under 42 CFR 71.21. **Regional CDC quarantine station points of contact can be found at:** <http://www.cdc.gov/quarantine/QuarantineStationContactListFull.html>
- The Coast Guard will review all Notice of Arrivals to determine if a vessel has visited a country impacted by Ebola virus outbreak within its last five ports of call.
- Vessel masters should inform any Coast Guard boarding teams of any ill crewmembers onboard.
- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 Procedures for security segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port, should review and be familiar with their Marine Transportation System Recovery Plan.

Questions regarding this should be forwarded to the Coast Guard Office of Emergency Management & Disaster Response, Incident Management and Disaster Response Division (CG-OEM-2) at **202-372-2073** or by email at EbolaQuestions@uscg.mil.

CAPT Kailie J. Benson, U.S. Coast Guard, Office of Emergency Management and Disaster Response (CG-OEM), sends.

-uscg-

This release has been issued for public information and notification purposes only.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
October 2019			
PORT SAFETY CATEGORIES*	Oct-2019	Oct-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	2	0.28
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	3	4.03
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	8	9	9.61
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (1), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	1	1.83
Radar (0), 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:	3	0	0.61
Significant Waterway events/Navigation related Cases:	1	1	0.28
Total Port Safety (PS) Cases opened	13	16	16.64
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Oct-2019	Oct-2018	**3yr Avg
U.S. Commercial Vessels	2	2	0.86
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.67
Commercial Fishing Vessels	1	1	0.53
Recreational Vessels	7	2	4.72
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	9	1	3.25
Mystery Spills - Unknown Sources	6	9	4.89
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	16	4	6.78
Spills 10 - 100 gallons	1	1	1.11
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	6	10	7.33
Total Pollution Incidents	23	15	15.36
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	23.00	3.00	16.73
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.17
Estimated spill amount from Public Vessels	0.00	0.00	3.24
Estimated spill amount from Commercial Fishing Vessels	1.00	1.00	7.21
Estimated spill amount from Recreational Vessels	3.00	25.00	25.41
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	0.11
Estimated spill amount from Other Land Sources	1.00	5.00	14.56
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	28.00	34.00	69.13
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	2	0	0.36
Letters of Warning	2	4	3.08
Total Penalty Actions	4	4	3.44
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (OCTOBER 2019)
MARINE CASUALTIES
Equipment Failure (02OCT19): A U.S. flag ferry vessel experienced an inoperable bridge wing external remote while conducting mooring checks. The causative factor is unknown at this time. Case pends.
Allision (02OCT2019) A U.S. flag towing vessel allided with SF Pier 23 while assisting a cruise ship with mooring at SF Pier 27. There is damage to the pier and cosmetic damage on the towing vessel. Case pends.
Collision (07OCT2019) A U.S. flag small passenger vessel collided with a recreational vessel, causing \$5,000 dollars in damage. Case closed.
Loss of propulsion (13OCT19): A U.S. flag ferry vessel experienced a loss of propulsion while maneuvering from the pier at the Mare Island Docks. Causative factor was found to be a rupture in a hydraulic oil line on the port engine causing 05 gallons of hydraulic oil to be discharged into the water. Case pends.
Loss of propulsion (16OCT2019): A foreign flag container vessel experienced a loss of propulsion while mooring at Oakland Berth 57. Causative factor was found to be electronics in the governor actuator control cabinet. Class surveyor was able to reset the system and correct the issue. Class attended the vessel and witnessed satisfactory operation of the governor. Case closed.
Allision (21OCT2019) A U.S. flag towing vessel allided with Redwood Creek light 16 while transiting inbound. Vessel reported damage to light 16 which was estimated at \$40,000 in damage. Case pends.
Loss of propulsion (21OCT2019): A U.S. flag container vessel experienced a loss of propulsion while transiting inbound from Honolulu, HI. Causative factor was found to be electrical failure. Case pends.
Reduction of Propulsion (21OCT2019): A U.S. flag container vessel experienced a reduction of propulsion while transiting inbound from the Vallejo ferry station. Causative factor was found to be a malfunction on the secondary turbo. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (07OCT2019): A U.S. flag small passenger vessel was inspected at the Tahoe Keys Marina in Lake Tahoe and was issued an operational control, (code 701), due to unauthorized repairs on the pre-engineered fixed gas fire extinguishing system, non-functional natural ventilation, and multiple discrepancies on starboard shaft, prop, and strut. Case pends.
Operational Control (08OCT2019): A U.S. flag small passenger vessel was inspected at Pier 33 in San Francisco and was issued an operational control, (code 701), due to inoperable fixed power bilge pumps, deteriorated life jackets, and improper stowage of lifejackets. Case pends.
Operational Control (11OCT2019): A foreign flag tank vessel was inspected at the Port of Richmond, CA and was issued a Code 17 for exposed wiring on the port radar dome. Class surveyor submitted class report attesting to correction of exposing wiring, and the Code 17 was lifted. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation, Automatic Identification System (AIS) (24OCT19): Vessel was issued an inbound LOD due to an inoperable (AIS). Case pends.
Rule 9 Violation (10OCT19): A foreign flag sailing yacht came within 350 feet of a container ship in the vicinity of the Golden Gate bridge inbound for the deep water traffic lane. The container ship attempted to hail the operator, sounded 5 short blasts, reduced speed, and changed course to avoid collision. A Letter of Warning was issued to the owner/operator. Case closed.
Rule 9 Violation (18OCT19): A U.S. recreational sailing vessel anchored in the Alameda-Oakland Estuary. The vessel had no motor, no navigation lights, and its sails were in poor condition. The USCGC Tern cited and terminated the voyage and the vessel was safely towed to Jack London Marina. Case closed.
Rule 9 Violation (19OCT19): A U.S. charter fishing vessel came within 400 feet of a container ship in the vicinity of Alcatraz outbound for sea. The container ship took evasive action by slowing speed. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Notice of Violation (03OCT2019): IMD received notification of a commercial vessel in Larkspur, CA that experienced a hydraulic line rupture. As a result, approximately 18 gallons of hydraulic oil was discharged into Corte Madera Creek, a U.S. Navigable waterway. After investigation it was discovered that this was not the first offense of this vessel in the last 12 months. A NOFI was issued and a NOV is being processed. Case closed.
Letter of Warning (04OCT2019): IMD received notification of a vessel owner energizing their bilge pumps with oily water mixture in the bilges in Monterey, CA. Approximately 1 gallon of diesel was discharged resulting in a sheen on the water. The owner, with assistance of marina staff, installed boom and cleaned up the site with absorbent pads. A NOFI and LOW were issued. Case closed.
Notice of Violation (06OCT2019): IMD received notification of approximately 1 gallon of diesel discharged in Rio Vista, CA from a land source during a transfer procedure. After investigation it was discovered that there were multiple violations that occurred during this procedure. A NOFI was issued and a NOV is being processed. Case closed.
Letter of Warning (16OCT2019): IMD received notification of a mystery sheen at a marina in Richmond, CA. The harbor master stated that the sheen was concentrated near one slip of the Harbor Marina. Once on scene, IMD confirmed the sheen and spoke to the vessel owner from the suspected slip who had admittedly discharged an unknown amount of fuel during a maintenance evolution. A NOFI and LOW were issued. Case closed.

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Of the San Francisco Bay Region**

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

1. CORPS O&M DREDGING PROGRAM

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

FY 2019 DREDGING

- a. **SF Main Ship Channel** – FY 19 dredging was planned with expected work originally forecast to be completed in June by Essayons. Maintenance and repairs required Essayons to remain in dry-dock for longer than anticipated. Based on additional time in repairs the number of days allocated to actual dredging on West Coast projects was reduced. However, the Essayons reported to SF Main Ship Channel and began dredging on 19 July and demobilized on 31 July. **Based on revised availability for the Essayons and remaining material above grade, the Essayons performed a second mobilization from 10 October through 15 October for an additional 6 days of dredging. Survey results are being processed and will be released when completed.**
- 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. Dredging commenced in mid-June and was completed 1 October. **Updated Surveys have been posted to the San Francisco Districts hydro survey page.**
- 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 was deferred in FY19.
- d. **Oakland Harbor** –The FY 19 Dredging contract was accelerated to allow for additional placement time. On 21 June, the Division Counsel denied the Agency Protest and the contract was awarded on 24 June to Manson Dredging. NTP was issued on July 9th and dredging is currently underway. **A request to continue dredging beyond the window is being considered with an initial estimate of an approximately 15-day extension.**
- e. **Redwood City Harbor** – The 2019 dredging contract was planned as a partnership with the Coastal Conservancy in order to place material at a beneficial reuse site. All Environmental coordination including confirmatory sediment testing and analysis for suitability of planned upland placement has been approved. Contract awarded on 17 June to R.E. Staite. A public meeting was held on 26 July and was well received by the community. The NTP was issued on 1 July and dredging is underway. **Significant delays have been incurred and there is a high probability that a work window extension will be requested.**

- 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. The Essayons demobilized from SF Main and finished dredging on 08 August. **Hydro survey results have been published.**
- g. **Suisun Bay Channel (and New York Slough)** – 2019 Clamshell contract was awarded to R.E. Staite on 17 July. Notice to Proceed was issued on 26 July. Dredging is starting later than expected and will begin in early October but is still scheduled to be complete by the end of November.

2. DEBRIS REMOVAL – Debris removal for October 2019 was 108 tons. Dillard: 26 tons including 3 abandoned vessels; Raccoon: 17 tons including 2 abandoned vessels; other boats: 65 tons, including 16 abandoned vessels. Average for October from 2009 to 2018 is 50 tons (Range: 12-108 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	14.5	0	30	44.5
JUL	13.5	0	45	58.5
AUG	0	10	17	27
SEP	0	41.5	30	71.5
OCT	17	26	65	108
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
1,344

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. Concurrent Review comments are being addressed and a final draft is being developed.

Regional Dredge Material Management Plan: On July 19, 2019, the Corps held a public meeting to discuss a Regional Dredge Material Management Plan for the Bay in which many people expressed concern about studies being conducted by the Corps related to the San Francisco Bay to Stockton Navigation Improvement Project. The U.S. Army Corps of Engineers San Francisco District hosted a public meeting on Wednesday, Nov. 13th to present an overview of the District's Navigation Program. The meeting is part of an effort by the Corps to evaluate the agency's San Francisco Bay navigation program in order to best position the program for success over the next several decades. The meeting took place from 6-8 p.m., at the Pinole Library located at 2935 Pinole Valley Rd, Pinole, Calif., 94585. The meeting was held as an opportunity for the public to provide further input about those studies and our navigation program in general.

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 June 6, 2019.

Berkeley Marina (Entrance Channel): Condition survey of July 17, 2019.

Islais Creek Channel: Condition survey of July 12, 2019.

Larkspur Ferry Channel: Condition survey of July 11, 2019.

Main Ship Channel: Condition survey of August 8 & 9, 2019.

Mare Island Strait: Condition survey of July 10, 2018.

Marinship Channel (Richardson Bay): Condition survey of August 6, 2019.

Napa River: Condition survey of July 10, 2019.

Northship Channel: Condition survey of June 27, 2019.

Oakland Inner Harbor: Condition survey of July 24-30, 2019.

Oakland Outer Harbor: Condition survey of July 31, 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 Shoals Channel: Condition survey of August 19-29, 2019.
Redwood City Harbor: Condition survey of May 24-28, 2019.
Richmond Inner Harbor: Post-Dredge survey of July, August, September 2019.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of July 23, 2019.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 1, 2019.
Sacramento River Deep Water Ship Channel: Condition survey of August 7, 2019.
San Bruno Shoal: Condition survey of September 26, 2019.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 24, 2019.
San Rafael (Creek): Condition survey of September 24, 2019.
Stockton Ship Channel: Condition survey of August 13-17, 2019.
Suisun Bay Channel: Condition survey of September 13-17, 2019.
Suisun Bay Channel (Bullshead Reach): Condition survey of September 13-17, 2019.
Suisun Bay Channel (New York Slough): Condition survey of September 25, 2019.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of June 11, 2019.
SF-09 (Carquinez): Condition survey of October 1, 2019.
SF-10 (San Pablo Bay): Condition survey of October 1, 2019.
SF-11 (Alcatraz Island): Condition survey of November 6, 2019.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 2, 2019.
SF-17 (Ocean Beach Disposal Site): Condition survey of October 24, 2019.

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/>



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 14, 2019

- ✎ 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 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 October there were 110 tank vessel arrivals; 14 ATBs, 6 Chemical Tankers, 22 Chemical/Oil Tankers, 26 Crude Oil Tankers, 1 LPG, 26 Product Tankers, and 15 Tugs with Barges.
- ✎ In October there were 298 total vessel arrivals.

San Francisco Bay Clearinghouse Report For October 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	81		73	
ATB arrivals	14		11	
Barge arrivals to San Francisco Bay	15		16	
Total Tanker and Barge Arrivals	110		100	
Tank ship movements & escorted barge movements	368		335	
Tank ship movements	196	53.26%	197	58.81%
Escorted tank ship movements	157	42.66%	141	42.09%
Unescorted tank ship movements	39	10.60%	56	16.72%
Tank barge movements	172	46.74%	138	41.19%
Escorted tank barge movements	13	3.53%	27	8.06%
Unescorted tank barge movements	159	43.21%	111	33.13%

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	221		360		0		144		725	
Unescorted movements	114	51.58%	195	54.17%	0	0.00%	65	45.14%	374	51.59%
Tank ships	88	39.82%	156	43.33%	0	0.00%	60	41.67%	304	41.93%
Tank barges	26	11.76%	39	10.83%	0	0.00%	5	3.47%	70	9.66%
Escorted movements	107	48.42%	165	45.83%	0	0.00%	79	54.86%	351	48.41%
Tank ships	101	45.70%	153	42.50%	0	0.00%	72	50.00%	326	44.97%
Tank barges	6	2.71%	12	3.33%	0	0.00%	7	4.86%	25	3.45%

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	669		787	
ATB arrivals	137		123	
Barge arrivals to San Francisco Bay	119		143	
Total Tanker and Barge Arrivals	788		1,053	
Tank ship movements & escorted barge movements	3,382		3,398	
Tank ship movements	1,900	56.18%	1,853	54.53%
Escorted tank ship movements	1,533	45.33%	1,458	42.91%
Unescorted tank ship movements	367	10.85%	395	11.62%
Tank barge movements	1,482	43.82%	1,545	45.47%
Escorted tank barge movements	194	5.74%	227	6.68%
Unescorted tank barge movements	1,288	38.08%	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	2,052		3,307		0		1,438		6,797	
Unescorted movements	933	45.47%	1,617	48.90%	0	0.00%	647	44.99%	3,197	47.04%
Tank ships	742	36.16%	1,258	38.04%	0	0.00%	579	40.26%	2,579	37.94%
Tank barges	191	9.31%	359	10.86%	0	0.00%	68	4.73%	618	9.09%
Escorted movements	1,119	54.53%	1,690	51.10%	0	0.00%	791	55.01%	3,600	52.96%
Tank ships	1,049	51.12%	1,506	45.54%	0	0.00%	712	49.51%	3,267	48.07%
Tank barges	70	3.41%	184	5.56%	0	0.00%	79	5.49%	333	4.90%

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.



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

October 07, 2019

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR), is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking applicants for the following positions:

- Representative of Tank Ship Operators (Alternate Member)
- Representative of Labor Organizations (Alternate Member)
- Representative of Pilot Organizations (Primary Member)
- Representative of Dry Cargo Vessel Operators (Alternate Member)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following internet site:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated on the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 327-9406.

Conserving California's Wildlife Since 1870



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - OCTOBER COMPARISON

VESEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
OCTOBER 1 - 31, 2018	237	80	33.76
OCTOBER 1 - 31, 2019	241	60	24.90

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
OCTOBER 1 - 31, 2018	14,920,000		21,775,300	7,155,942	28,931,242
OCTOBER 1 - 31, 2019	14,247,000	200,000	20,449,345	7,675,099	28,124,444

OIL SPILL TOTAL

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

NOAA's Marine Debris Program: California Efforts

Nov 14, 2019

SF Bay Region Harbor Safety Committee

Sherry Lippiatt, PhD
California Regional Coordinator
NOAA Marine Debris Program
I.M. Systems Group





What is Marine Debris?

“any **persistent solid material** that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned **into the marine environment or the Great Lakes.**”







Photo: Bill MacDonald (Algalita)



How Trash Gets Into Creeks

 Santa Clara Valley
Urban Runoff
Pollution Prevention Program

Freeway
on/off
ramps

**LITTER FROM
CARS &
TRUCKS**

Garbage trucks and
uncovered truck beds

Spills on
collection day

**LITTER FROM
GARBAGE AND
RECYCLING BINS**

Overflowing or
uncovered bins

**ILLEGAL
DUMPING**

Dumping on-land
or in the creek

Illegal
encampments

*In-creek
dumping*

Scavenging

Near fast food
or convenience
stores

At outdoor
events

**PEDESTRIAN
LITTER**

Near public
transit stops and
stations

Wind

*Storm
drains*

www.scvurppp.org



Impacts

- **PHYSICAL**

- Entanglement
- Ghost Fishing
- Habitat Destruction
- Ingestion
- Invasive Species

- **CHEMICAL**

- **SOCIOECONOMIC**

- Hazards to Navigation
- Vessel Repairs
- Tourism / Recreation

Orange County, CA

- Recreation: Reducing marine debris by 25% would save residents \$32M / year.
- Tourism: Eliminating marine debris would increase tourism spending by \$187M and add 1,900 jobs.

IEc (2014): Assessing the Economic Benefits of Reductions in Marine Debris: A Pilot Study of Beach Recreation in Orange County, CA.

Abt Associates (2019): The Effects of Marine Debris on Beach Recreation and Regional Economies in Four Coastal Communities: A Regional Pilot Study



Federal Marine Debris Legislation

Marine Debris Act (2006, 2012)

- Established the **NOAA Marine Debris Program**
- Identify, determine sources of, assess, **prevent**, reduce, and remove marine debris
- Provide national and regional **coordination**
- Provide **grants** for marine debris projects
- Conduct **outreach and education**
- Reduce adverse impacts of **lost fishing gear**
- Address **severe marine debris events**

Save Our Seas Act (2018)

- Reauthorizes the NOAA MDP and appropriation level of \$10M
- **Interagency collaboration** on outreach
- Promote **international** action



NOAA Marine Debris Program: Pillars

- Prevention
- Research
- Removal
- Emergency Response
- Regional Coordination



Prevention

- NOAA Marine Debris **Prevention** grants
- Awareness raising; **behavior change**
- Work directly with students, teachers, fishermen, restaurants, and other businesses
- FY18 Surfrider San Francisco “**Hold on To Your Butt**”



Research: Marine Debris Monitoring and Assessment

- **Data** to drive decision-making
- **Citizen science** initiative
- Monthly **shoreline** surveys
 - 380+ Sites
 - 4,400+ Surveys
 - 780,000+ Items recorded



Survey Notes: Evidence of cleaning, sampling issues, etc.
Accumulation Survey Data
Plastic mesh left fishing line + mesh / attachments
Version



Shotgun Wad Loss Prevention

- Behavior Change Project
- GFNMS / GFA / Root Solutions
- **GOAL:** Waterfowl hunters pick up shotgun wads during or after hunting (do not have to be the wads that the hunter fired)
- **SURVEY** for Waterfowl Hunters **OPEN NOW**



Removal

- NOAA **Community-based** marine debris removal projects
- Benefit coastal habitat, waterways, and wildlife
- Funded more than 100 removal projects since 2006, with **more than 38 million lbs of debris** removed
- FY19 Richardson Bay Marine Debris Vessel Removal



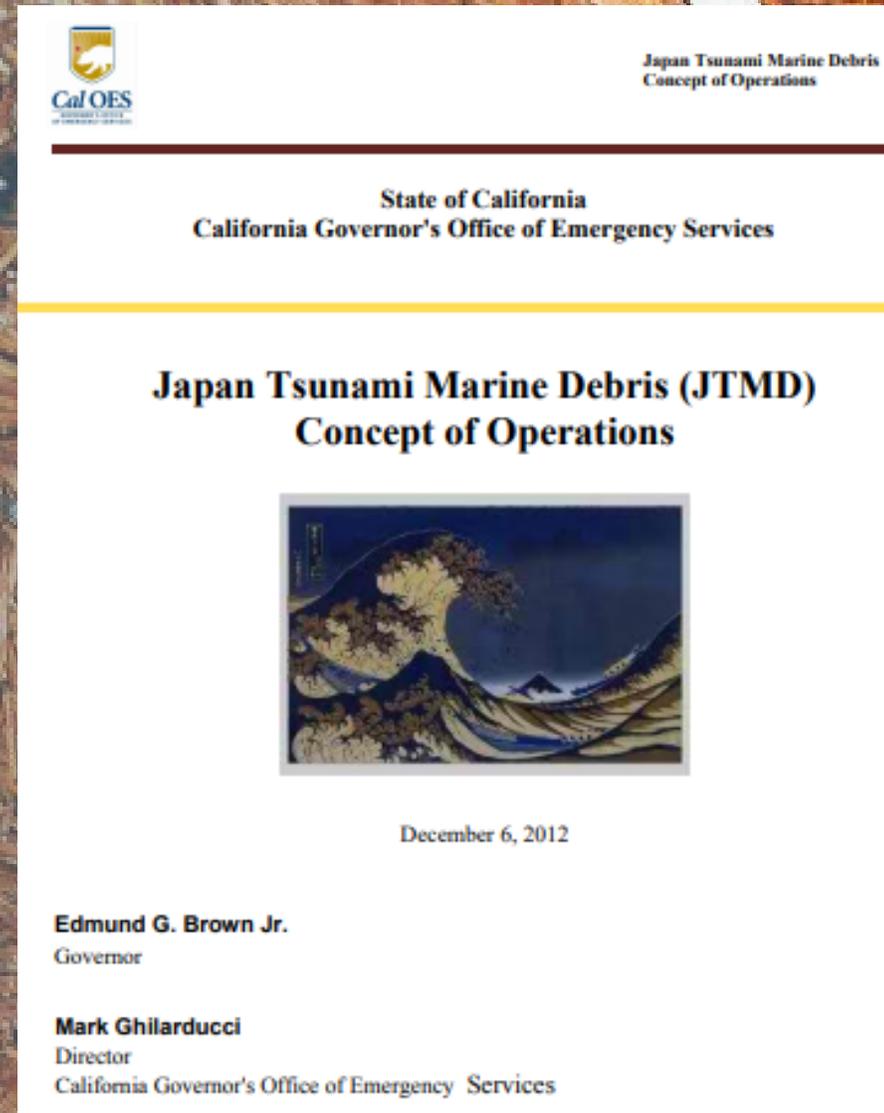
Emergency Response

- NOAA MDP coordination for “**Severe Marine Debris Events**”
- Scientific and other **support** to Fed and State agencies:
 - Emergency Operations Centers or ICPs
 - Mapping & debris assessments
 - Env. Compliance
 - Supplemental funding



Japan Tsunami Marine Debris (2011)

- AK, CA, HI, OR, WA developed **state marine debris emergency response plans**
- CA ConOps is active, referenced in Regional Contingency Plan
- Outlines roles and responsibilities of State and Federal agencies
- Framework for response to marine debris **on land and at sea**



Regional Marine Debris Action Plans

- **CA Ocean Litter Strategy**
- **OPC and NOAA:**
 - **Update** 2008 Strategy
 - Improve **Coordination**
 - Galvanize **New Action**
 - **Track** Progress
 - Inform **Decision-Makers**



California Ocean Litter Prevention Strategy

6 Stakeholder Goals, 64 Actions

1. **Source reduction** – policies and incentives
2. **Source reduction** – EPR, design
3. **Waste management** / interception on land
4. **Research** existing and emerging issues
5. **Behavior change** and consumer education
6. **Ocean-based debris prevention & cleanup**

Next Webinar: **Dec 9th 10:30 – 12:00**
Join our ListServ for updates!



Thank You

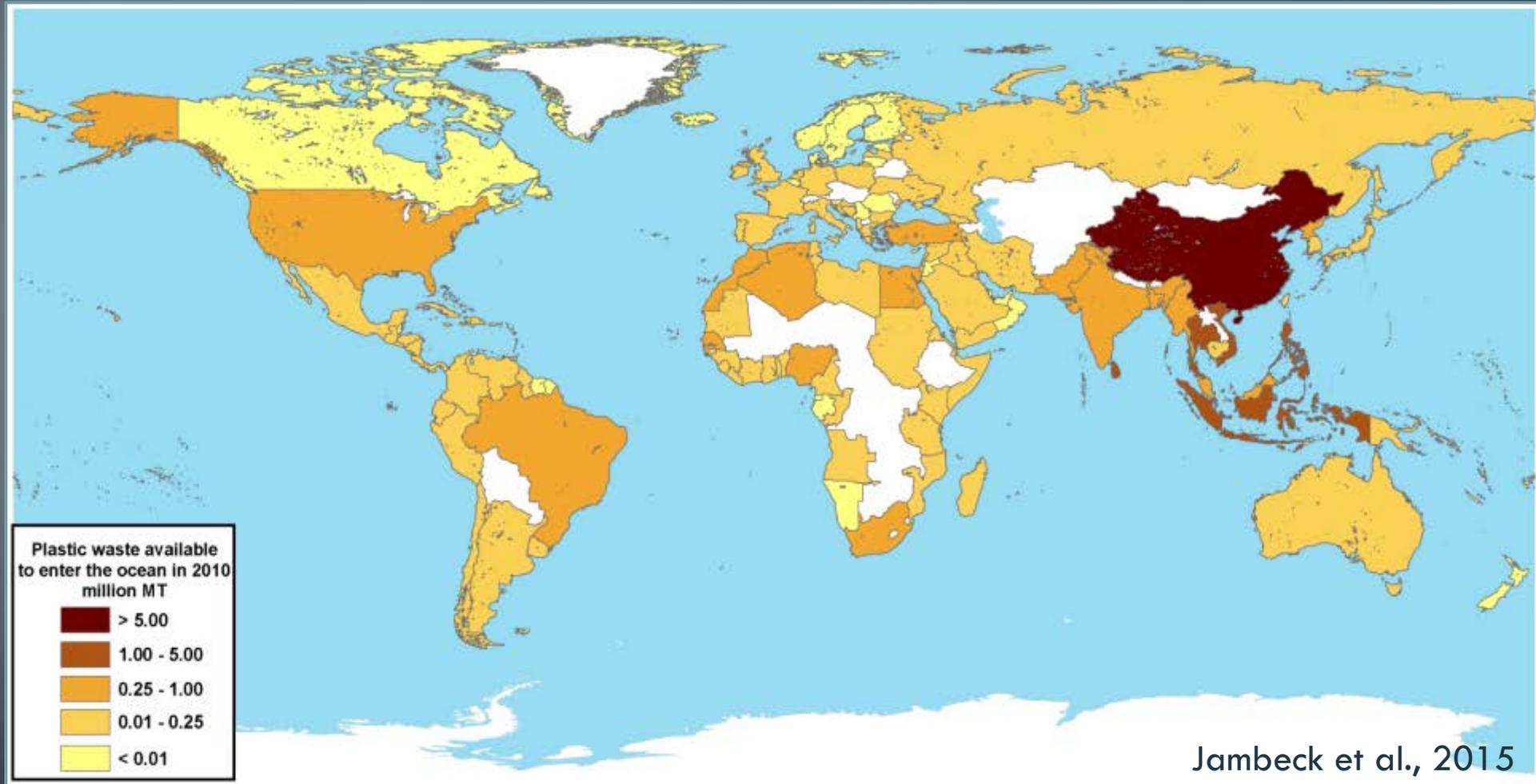
Sherry Lippiatt, California Regional Coordinator
NOAA Marine Debris Program

Sherry.Lippiatt@noaa.gov



Plastic

~ 8 million tons of plastic debris ENTER the ocean every year



Jambeck et al., 2015

Plastic waste produced and mismanaged

Figure: Moss et al. 2017

Total amount of plastic produced, % mismanaged

US has the highest per capita creation of plastic waste.

US is the only developed nation in the top 20 list of countries ranked by mass of mismanaged plastic.

Jambeck et al. 2015

