

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, April 9, 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: **John Berge** (M), Pacific Merchant Shipping Association; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Capt. Marie Byrd** (M), United States Coast Guard; **Brandon Chapman** (M), Port of Redwood City; **Ben Eichenberg** (A), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Chris Hendry** (M), Chevron Shipping Company; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Jim McGrath** (M), Bay Conservation and Development Commission; **Dominic Moreno** (M), Port of San Francisco; **Major Stephanie Radford** (A), US Army Corps of Engineers; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Capt. Paul Ruff** (A), San Francisco Bar Pilots.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the March 12, 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 the USCG is continuing operations in a modified posture during the COVID-19 crisis. PPE is essential. Vessels arriving with sick crewmembers are required to report to the USCG. The cruise ship Grand Princess completed quarantine and has departed. The vessel will be arriving at LA/LGB tomorrow. Crewmember repatriation has been an issue. Further cruise ship operations are suspended.
- Advised that there has been an uptick in Anchorage 9 congestion. A vessel stay time-limit is being considered in addition to improved traffic management. If anchorages get too crowded,

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the COTP has authority to actively direct traffic. Capt. Korwatch asked if tankers in anchorage are being used to store oil. David Mighetto, OSPR, advised that reports indicate tankers are currently being used as floating oil storage all over the world and the issue is being investigated. Capt. Korwatch advised that the Marine Exchange can provide detailed reports on vessels in anchorage. Capt. Ruff advised that ships give the Bar Pilots estimated departure times upon anchoring. Tom Cullen, OSPR Administrator, advised that oil storage is maxed out in the state due to lack of demand and price collapse. Oil spill risk is being assessed. Chris Hendry advised that ships anchoring in Anchorage 9 is not ideal but necessary at this time. Chevron vessels are not being used to store oil but are waiting for berth. The current crisis is unique and coordination with the USCG will continue.

- Advised that new TWIC regulations for passenger vessel facilities go into effect on June 7th. Implementation of TWIC rules for other facilities have been delayed. TWIC holders are essential workers and offices are open.
- Advised that the DOT has released a statement regarding enforcement discretion concerning substance abuse professionals working remotely. USCG MSIBs are posted to the Coast Guard Maritime Commons: <https://mariners.coastguard.blog/>. Regional MSIBs will be distributed through the HSC.
- Advised that Sail GP 2020 has been canceled due to COVID-19. The Notice of Proposed Rulemaking for Fourth of July fireworks has been issued and comments are open.
- LT Cotton read from the March- 2020 Prevention/Response Report (attached).
- Ben Eichenberg asked about recreational boating restrictions during the Shelter-in-Place. Capt. Byrd advised that the USCG does not have jurisdiction. Contact local law enforcement for information. Recreational boating is ongoing but has decreased significantly. Scott Grindy advised that public boat ramps have been closed. Jim McGrath advised that board sports continue to be engaged in with social distancing and safety precautions in place.

Army Corps of Engineers Report- Major Stephanie Radford

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Oakland Harbor dredging is scheduled for mid-June. Petaluma River dredging has been funded and is scheduled for late August. March debris removal numbers were below average and included four abandoned vessels. The final EIS for the San Francisco to Stockton study has been published. Pinole Shoal Channel has been upgraded to CATZOC A1 as a result of collaboration with NOAA. The USACE Work Plan is available at: www.usace.army.mil/Missions/Civil-Works/Budget/.

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- Advised that USACE is prioritizing the building alternate care facilities for COVID-19. Regional surveys and dredging are expected to continue without delay.
- Jim McGrath advised of reports that the federal stimulus includes disbursements from the Harbor Maintenance Trust Fund.

Clearinghouse Report- Marcus Freeling (report attached)

- Capt. Korwatch advised that tanker arrivals in March of this year were on par with last year. Container ship numbers were down.

OSPR Report- Mike Caliguire

- Advised that HSC membership openings will be announced.
- Tom Cullen advised that OSPR has modified operations and curtailed exercises in response to the state Shelter-in-Place order. Reports indicate that dry bulk and other types of shipping have been affected by the crisis.

NOAA Report- Jeff Ferguson (report attached)

- Advised that Pinole Shoal Channel has been upgraded from CATZOC B to A1. The process was initiated by the HSC Dredge Issues Work Group and involved coordination between NOAA and USACE. The channel now has the highest quality rating available.
- Advised that voluntary Vessel Speed Reduction (VSR) is from May 1st to November 15th. Vessels are asked to reduce speed to 10 knots in order to minimize risk of whale strikes.
- Advised that the NWS plans to streamline products by eliminating Advisories and only issuing Warnings. Message content will not change.
- Advised that warmer and drier weather is forecast but reservoir levels are near normal despite the dry winter.

State Lands Commission Report- (report attached)

Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there was nothing to report.

Navigation Work Group- Capt. Paul Ruff advised that the Pinole Shoal CATZOC upgrade is important for navigation. Anchorage 9 congestion is being managed by the Bar Pilots and USCG VTS.

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Ferry Operations Work Group- Capt. Tom Kirsch advised that ferry ridership is down by 98% due to COVID-19 and the Shelter-in-Place order. Limited service is still operating but the situation is dire for the industry.

Dredge Issues Work Group- Julian Rose thanked NOAA and USACE for the Pinole Shoal Channel CATZOC upgrade. Operators are already adjusting protocols as a result. Concerns remain regarding the channel depth and dredging deferment.

PORTS Work Group- Nothing to report.

Prevention through People Work Group- Scott Grindy advised that marina operations are limited and fuel for recreational vessels may be unavailable.

PORTS Report- Marcus Freeling

- Advised of electrical issues affecting the UPRR Bridge wind station. Power to the station went out for several weeks before resuming. The station is operating normally but the batteries will need to be replaced due to excessive discharge.
- Advised that the Amorco current meter is still offline. Work continues to repair the station. The sensor and data cable will be replaced.
- Advised that the South Hampton Shoal LB6 buoy-mounted current meter is still down. The buoy equipment will be checked for physical damage and repaired. The Oakland LB3 current meter is also offline.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Jim Haussener, CMANC, advised that a recent federal stimulus bill allows appropriations of last year's Harbor Maintenance Tax revenue. Not much additional funding is expected for dredging this year. Harbor Maintenance Tax revenue is down significantly due to reduced imports and passenger vessels. Efforts are being made to access funding from the Harbor Maintenance Trust Fund. Julian Rose advised that the latest survey showed reduced depth in Pinole Shoal Channel at 34.7 feet.
- Brian Garcia, NOAA, advised that NWS Advisories will be changed to Warnings. All information will continue to be disseminated as before. Comments on the change are welcome and a survey is available (see attached NOAA report).

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- Capt. Korwatch advised that HSC meetings are open to the general public. Today's meeting is being held virtually via Zoom and suggestions for improvement are welcome.

Old Business- None

New Business-

- Capt. Korwatch advised that the quarterly AMSC meeting will be held next Tuesday, April 14th. The meeting will be virtual with details to be announced.
- Capt. Byrd advised of America's Waterways Watch. Report maritime safety and security issues: 1-877-24WATCH. COVID-19 has not been confirmed aboard any non-cruise ship type vessels in the region. Foreign crewmembers are required to stay onboard their vessels when docked in port. Capt. Ruff advised that crewmember work hours have been extended and fatigue could be a safety issue. Capt. Korwatch noted that the Oakland Seaman's Center is closed and crew services are limited.
- The Marine Mammal Center reported that four grey whales are currently in the bay and seven have been observed so far this year.

Next Meeting-

1000-1200, May 14, 2020
Port of San Francisco, Pier 1, Bay Side Conference Room
The Embarcadero, San Francisco, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:28.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2020)
MARINE CASUALTIES
Loss of propulsion (06MAR20): A foreign flag vessel experienced a loss of propulsion while conducting bow thruster testing in Anchorage 7. Vessel engaged bow thruster for testing and lost both MDE's due to electrical complications. Repairs were conducted on the main switch board. Class and Coast Guard attended the vessel and witnessed satisfactory operation of the bow thruster and main diesel engines. Case closed.
Equipment Failure (07MAR20): A foreign flag bulk freight vessel experienced an equipment failure on two of the vessel's generators while transiting inbound to San Francisco Harbor. The issue was repaired by replacing relays in the main terminal. Class attended the vessel and witnessed satisfactory operation of the generators. Case closed.
Loss of propulsion (09MAR20): A foreign flag vehicle carrier experienced a loss of propulsion while transiting inbound, south of Richmond Long Wharf. Causative factor was determined to be a malfunction in the control air system. Repairs were conducted to the air start system. Class attended the vessel and witnessed satisfactory operation of the MDE. Case closed.
Loss of propulsion (11MAR20): A foreign flag tank vessel experienced a loss of propulsion while transiting inbound in the traffic separation scheme. Causative factor was determined to be an auxiliary blower tripping offline. Sludge formation on an oil pressure sensory was cleared, clearing the issue. Class attended the vessel and witnessed satisfactory operation of the auxiliary blower and MDE. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (15MAR20-22MAR20): Multiple foreign flag vessels were unable to disembark/embark crewmembers due to potential COVID-19 infection. Cases pend.
Operational Control (25MAR20): A foreign flag bulk carrier was issued a COTP Order for not submitting a NOA. Vessel representative submitted the NOA. COTP Order was lifted. Case closed.
Operational Control (10MAR20): A U.S. flag small passenger vessel was inspected at the Berkeley Marina in Berkeley, CA. An operational control (code 17) was issued due to unauthorized changes to electrical systems. Case pends.
Operational Control (10MAR20): A U.S. flag towing vessel was inspected at the Richmond Marina in Richmond, CA. An operational control (code 60) was issued due to excessive oil in the engine room bilge space. Case pends.
Operational Control (13MAR20): A U.S. flag small passenger vessel was found to have an overdue dry dock. An operational control (code 17) was issued due to not having a dry dock within the last two years. Case pends.
Operational Control (13MAR20): A U.S. flag ferry vessel reported a loss of propulsion on the port engine. An operational control (code 701) was issued due to having a water leak on the port MDE which caused the loss of propulsion. Vessel representative demonstrated satisfactory operation of the MDE to the Coast Guard. Case closed.
GENERAL SAFETY CASES (SIO/CID/WWM)
Rule 9 Violation (26MAR20): A fishing vessel crossed in front of the bow of a deep draft vessel at close range. Duty IO is investigating. Case pends.
NAVIGATIONAL SAFETY (CID)
Letter of Deviation (07MAR20): A vessel was issued an outbound LOD due to an inoperable X-band radar. Case closed.
Letter of Deviation (28MAR20): A vessel was issued an inbound and outbound LOD due to an inoperable anchor windlass. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Civil Penalty (12MAR20): A commercial fishing vessel that ran aground in the vicinity of Bonita Cove in San Francisco, CA was issued a civil penalty. The vessel was subsequently destroyed before a safe towing evolution could occur due to multiple days of high surf and sea conditions. The damage resulted in a discharge of approximately 600 gal of diesel into the Pacific Ocean. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

March 2020

PORT SAFETY CATEGORIES*	Mar-2020	Mar-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:	11	0	4.19
Navigation Safety (0), Port Safety & Security (10), ANOA (1)			
Marine Casualties (reportable CG 2692) within SF Bay:	11	9	9.61
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (5), Personnel (5), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	2	1.75
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.64
Significant Waterway events/Navigation related Cases:	0	0	0.25
Total Port Safety (PS) Cases opened	25	11	16.67
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2020	Mar-2019	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	1	0	0.17
Public Vessels	1	2	0.67
Commercial Fishing Vessels	2	1	0.69
Recreational Vessels	0	11	5.03
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	1	0.39
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.06
Other Land Sources	3	6	3.33
Mystery Spills - Unknown Sources	8	5	4.83
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	6	24	7.69
Spills 10 - 100 gallons	0	1	1.06
Spills 100 - 1000 gallons	1	0	0.19
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	3	7.14
Total Pollution Incidents	15	28	16.08
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	12.18
Estimated spill amount from Foreign Freight Vessels	5.00	0.00	0.33
Estimated spill amount from Public Vessels	2.00	1.50	2.88
Estimated spill amount from Commercial Fishing Vessels	601.00	2.00	24.10
Estimated spill amount from Recreational Vessels	0.00	17.00	25.91
Estimated spill amount from Regulated Waterfront Facilities	0.00	1.00	1.97
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	2.00	0.11
Estimated spill amount from Other Land Sources	7.00	2.00	19.06
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	615.00	26.50	86.55
Penalty Actions			
Civil Penalty Cases	1	0	0.03
Notice of Violations	0	1	0.44
Letters of Warning	0	11	3.39
Total Penalty Actions	1	12	3.86

* 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
April 9, 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** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for early June 2020 by Essayons.
- b. **Richmond Inner Harbor** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for mid-June 2020.
- c. **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. Planning is currently underway with start of dredging tentatively scheduled for mid-June 2020 by Essayons.
- d. **Oakland Harbor** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for mid-June 2020.
- e. **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.
- f. **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.
- g. **Suisun Bay Channel (and New York Slough)** – Planning for the FY20 dredging episode is currently underway with start of dredging tentatively scheduled for mid-August 2020.
- h. **Petaluma River Channel** – This project received FY20 Work Plan funding for dredging. Planning is currently underway with start of dredging tentatively scheduled for late August 2020.

2. DEBRIS REMOVAL – Debris removal for March 2020 was 49.5 tons. Dillard: 5.5 tons; Raccoon: 15 tons; other boats: 29 tons including, 4 abandoned vessels. Average for March from 2010 to 2019 is 82 tons (Range: 11-231.5 tons).

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				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
296.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

San Francisco Bay to Stockton – The Final EIS for San Francisco to Stockton Navigation Improvement Project was published on March 6, 2020. The Final EIS is available on the San Francisco District website, at the following web address: <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Projects-by-Category/Projects-for-Navigable-Waterways/San-Francisco-Bay-to-Stockton-JFB/>

Pinole Shoal Channel CATZOC – On 27 Mar 2020, the category zone of confidence (CATZOC) for Pinole Shoal Channel was upgraded from "B" to "A1". This upgrade will increase shipping efficiency through this critical navigation channel. The upgrade was the result of a collaborative effort between USACE, the NOAA Office of Coast Survey and navigation stakeholders. USACE would like to thank Jeff Ferguson and Peter Holmberg at NOAA for their hard work and cooperative spirit.

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 Channel: Condition survey of December 27, 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 February 11, 2020.

Mare Island Strait: Condition survey of September 30, 2019.

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

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

Northship Channel: Condition survey of June 27, 2019.

Oakland Inner Harbor: Condition survey of March 26, 2020.

Oakland Outer Harbor: Condition survey of March 26, 2020.

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 March 19-25, 2020.
Redwood City Harbor: Condition survey March 30 & April 1, 2020.
Richmond Inner Harbor: Condition survey of March 11-12, 2020.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of March 19, 2020.
Richmond Outer Harbor (Southampton Shoal): Condition survey of March 18, 2020.
Sacramento River Deep Water Ship Channel: Condition survey of February 18-21, 2020.
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 February 12-17, 2020.
Suisun Bay Channel: Condition survey of January 28-31, 2020.
Suisun Bay Channel (Bullshead Reach): Condition survey of January 28-31, 2020.
Suisun Bay Channel (New York Slough): Condition survey of February 11, 2020.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of June 11, 2019.
SF-09 (Carquinez): Condition survey of January 3, 2020.
SF-10 (San Pablo Bay): Condition survey of January 3, 2020.
SF-11 (Alcatraz Island): Condition survey of March 4, 2020.
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 FY20.

NEW WEB ADDRESS – USACE WORK PLAN:

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

2020 O&M DREDGING PLAN*

Annual	Bid Opening Award Date	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
		FY2019			FY2020									FY 2021							
Oakland Harbor	12 Apr/21 Apr										Mob								850kcy	Contract Clam Shell	SF-DODS
Richmond Inner Harbor	24 Apr/4 May										Mob								400kcy	Contract Clam Shell	SF-DODS
Stockton Channel	1 Jun/14 Jun											Mob							300kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	15 Jun/29 Jun											Mob							74kcy 33kcy	Contract Clam Shell	Upland SF-16
SF Main Ship Channel	N/A																		350kcy	Gov Hopper	OBDS/SF-8
Richmond Outer Harbor	N/A																		250kcy	Gov Hopper	SF-11/SF-10
Humboldt Bar & Interior Channels	N/A																		1500kcy	Contract Hopper	HOODS
Workplan Funds Received with preliminary order of Priority																					
Sacramento Channel	22 Jun/29 Jun												Mob						150kcy	Contract Pipeline	Various Upland
Petaluma O&M	19 Jun/7 Jul												Mob						250kcy	Clam Shell/ Pipeline	Upland, SF-10
Moss Landing O&M	3 Jul/14 Jul													Mob					90kcy	Hopper/Clam Shell w/Pipe	SF-14, Beach Site
Noyo O&M	1 Jun/8 Jun													Mob					50kcy	Pipeline	Upland Disposal Site
Crescent City	10 Jul/17 Jul													Mob					20kcy	TBD	TBD
San Rafael	P&S Only																		TBD	TBD	TBD
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 45%;"> <p> Solicitation</p> <p> Bid Opening</p> <p> Contract Award</p> <p> Hopper Dredging</p> </div> <div style="width: 45%;"> <p>Environmental Window </p> <p>Mobilization </p> <p>New SPN Contract </p> <p>Funded for P&S only </p> </div> </div>																					

* 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
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San Francisco Clearinghouse Report

April 9, 2020

- ✎ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR so far in 2020 regarding possible escort violations. 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 March there were 106 tank vessel arrivals; 13 ATBs, 4 Chemical Tankers, 20 Chemical/Oil Tankers, 32 Crude Oil Tankers, 1 LPG, 21 Product Tankers, and 15 Tugs with Barges.
- ✎ In March there were 258 total vessel arrivals.

San Francisco Bay Clearinghouse Report For March 2020

San Francisco Bay Region Totals

	<u>2020</u>		<u>2019</u>	
Tanker arrivals to San Francisco Bay	78		77	
ATB arrivals	13		20	
Barge arrivals to San Francisco Bay	15		12	
Total Tanker and Barge Arrivals	106		109	
Tank ship movements & escorted barge movements	338		360	
Tank ship movements	176	52.07%	179	49.72%
Escorted tank ship movements	138	40.83%	142	39.44%
Unescorted tank ship movements	38	11.24%	37	10.28%
Tank barge movements	162	47.93%	181	50.28%
Escorted tank barge movements	29	8.58%	19	5.28%
Unescorted tank barge movements	133	39.35%	162	45.00%

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	204		329		0		130		663	
Unescorted movements	99	48.53%	169	51.37%	0	0.00%	62	47.69%	330	49.77%
Tank ships	75	36.76%	131	39.82%	0	0.00%	55	42.31%	261	39.37%
Tank barges	24	11.76%	38	11.55%	0	0.00%	7	5.38%	69	10.41%
Escorted movements	105	51.47%	160	48.63%	0	0.00%	68	52.31%	333	50.23%
Tank ships	100	49.02%	136	41.34%	0	0.00%	56	43.08%	292	44.04%
Tank barges	5	2.45%	24	7.29%	0	0.00%	12	9.23%	41	6.18%

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	220		878	
ATB arrivals	48		185	
Barge arrivals to San Francisco Bay	42		164	
Total Tanker and Barge Arrivals	310		1,227	
Tank ship movements & escorted barge movements	1,089		4,053	
Tank ship movements	550	50.51%	2,257	55.69%
Escorted tank ship movements	436	40.04%	1,804	44.51%
Unescorted tank ship movements	114	10.47%	453	11.18%
Tank barge movements	539	49.49%	1,796	44.31%
Escorted tank barge movements	113	10.38%	241	5.95%
Unescorted tank barge movements	426	39.12%	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	626		1,067		0		432		2,125	
Unescorted movements	301	48.08%	536	50.23%	0	0.00%	207	47.92%	1,044	49.13%
Tank ships	241	38.50%	423	39.64%	0	0.00%	185	42.82%	849	39.95%
Tank barges	60	9.58%	113	10.59%	0	0.00%	22	5.09%	195	9.18%
Escorted movements	325	51.92%	531	49.77%	0	0.00%	225	52.08%	1,081	50.87%
Tank ships	302	48.24%	427	40.02%	0	0.00%	191	44.21%	920	43.29%
Tank barges	23	3.67%	104	9.75%	0	0.00%	34	7.87%	161	7.58%

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.

NOAA Report to the San Francisco Bay Harbor Safety Committee Meeting

April 9, 2020.

From the National Weather Service:

The National Weather Service, in an effort to help simplify and reduce the number of our products, is going to propose (in the very near future) eliminating the term "Advisory" from our Watch, Warning, Advisory products. The public information statement below explains this in more detail. As part of this change we are also proposing that "Small Craft Advisory" be changed to a "Small Craft Warning". The criteria for the Small Craft Warning will be the same as the old Small Craft Advisory, so this will literally just be a name change. There is precedent for this. Back in the 1970's this product used to be called a Small Craft Warning. The public information statement below contains a link to a survey in which we are seeking feedback to this renaming proposal. There will be a larger survey at a later date on the removal of "Advisory" across the board, but this survey is just for Small Craft Advisory. Please send the survey out far and wide so we get a lot of feedback. Publishers, feel free to write an article. The survey will be live through May 24, 2020. Let me know if you have any questions.

Public Information Statement

https://www.weather.gov/media/notification/pns20-14small_craft_advisory.pdf

Survey on the proposal to rename Small Craft Advisory to Small Craft Warning (very short survey - 4 questions)

<https://www.surveymonkey.com/r/VZGX6BF>

CATZOC Pinole Shoal Channel

The CATZOC for Pinole Shoal Channel is now A1. A1 is the highest quality level and Pinole Shoal Channel is the first Corps of Engineer surveyed channel that has received this rating. NOAA would like to thank the Corps of Engineers for supporting this effort. More details available on the Coast Survey blog here: <https://www.nauticalcharts.noaa.gov/updates/noaa-certifies-san-francisco-bay-shipping-channel-with-top-survey-rating-increasing-confidence-for-deep-draft-vessel-navigation/>

U.S. Department of
Homeland Security

United States
Coast Guard



March 30, 2020

To: All Mariners

The National Oceanic and Atmospheric Administration (NOAA) with support from the United States Coast Guard (USCG) annually issues voluntary Vessel Speed Reduction (VSR) requests that go into effect May 1 off of San Francisco and May 15 off of southern California; please see the attached charts. The goal of these seasonal voluntary VSR zones is to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales within and near Greater Farallones, Cordell Bank, Monterey Bay, and Channel Islands national marine sanctuaries. These species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

NOAA and the USCG request that all vessels 300 gross registered tons (GRT) or larger reduce speeds to 10-knots when transiting within the designated VSR zones. We request your cooperation with the voluntary VSR zones to protect whales that annually migrate to these areas in summer and fall to feed. NOAA analyzes all transits by vessels 300 GRT or larger via Automated Information System (AIS) data provided by USCG to assess the industry's cooperation.

NOAA and USCG are committed to the long-term protection of nationally significant marine resources by enhancing marine safety and environmental awareness in the maritime community. We encourage vessel crews to report whale sightings through the Whale Alert App (<http://www.whalealert.org>). If you have questions, please contact Sean Hastings, (805) 893-6424, sean.hastings@noaa.gov. We appreciate your commitment to protecting endangered and threatened whales by cooperating with the voluntary 10-knot VSR requests in 2020 off of San Francisco and southern California.

Handwritten signature of William J. Douros in black ink.

William J. Douros, Regional Director
NOAA's Office of National Marine Sanctuaries
West Coast Region

Handwritten signature of Barry A. Thom in blue ink.

Barry A. Thom, Regional Administrator
NOAA's National Marine Fisheries Service
West Coast Region

Handwritten signature of Peter Gautier in blue ink.

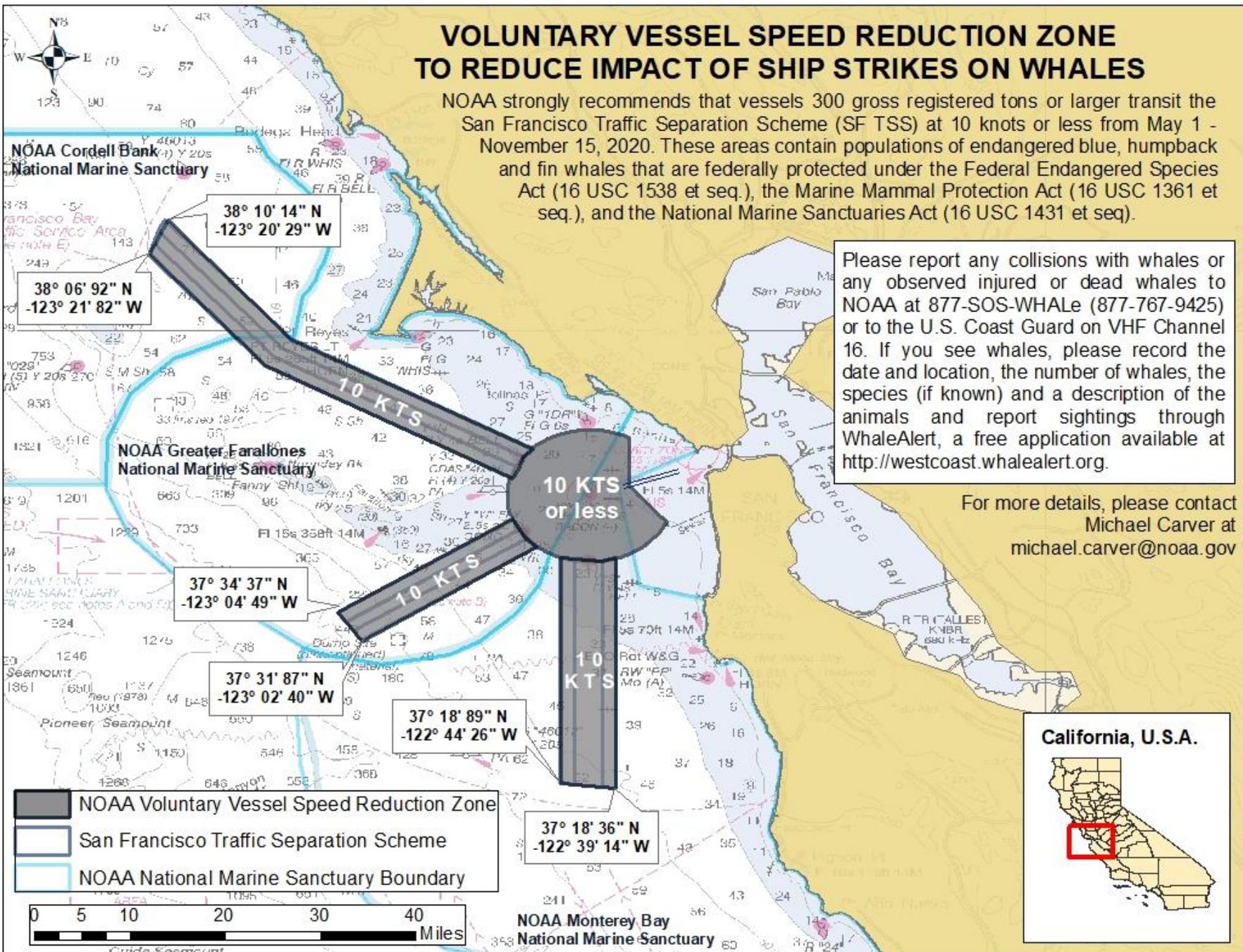
Peter Gautier, Rear Admiral
U.S. Coast Guard
District Eleven

VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

NOAA strongly recommends that vessels 300 gross registered tons or larger transit the San Francisco Traffic Separation Scheme (SF TSS) at 10 knots or less from May 1 - November 15, 2020. These areas contain populations of endangered blue, humpback and fin whales that are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at <http://westcoast.whalealert.org>.

For more details, please contact Michael Carver at michael.carver@noaa.gov



This map is not to be used for navigational purposes

1 MAY 2020

VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

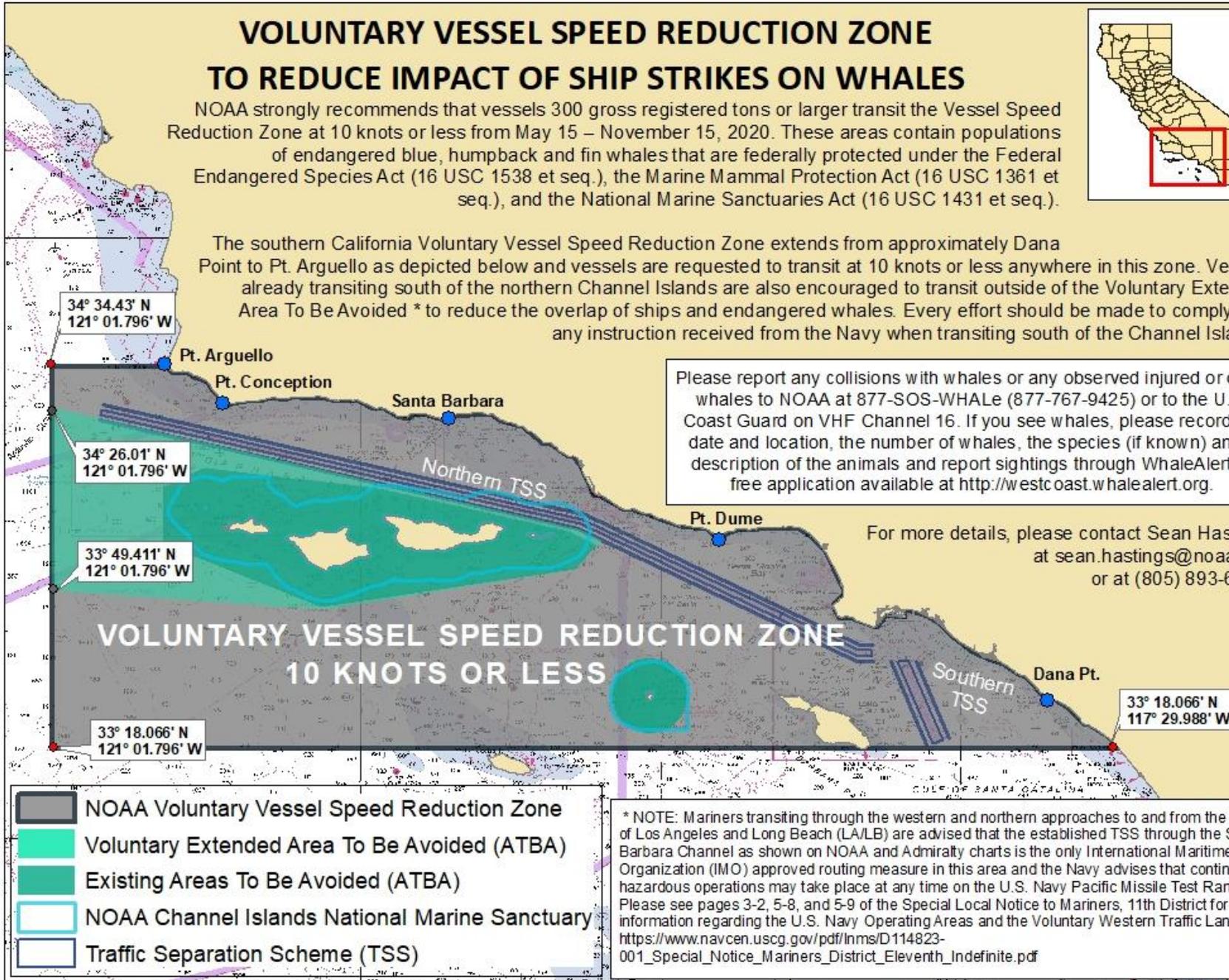
NOAA strongly recommends that vessels 300 gross registered tons or larger transit the Vessel Speed Reduction Zone at 10 knots or less from May 15 – November 15, 2020. These areas contain populations of endangered blue, humpback and fin whales that are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).



The southern California Voluntary Vessel Speed Reduction Zone extends from approximately Dana Point to Pt. Arguello as depicted below and vessels are requested to transit at 10 knots or less anywhere in this zone. Vessels already transiting south of the northern Channel Islands are also encouraged to transit outside of the Voluntary Extended Area To Be Avoided * to reduce the overlap of ships and endangered whales. Every effort should be made to comply with any instruction received from the Navy when transiting south of the Channel Islands.

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at <http://westcoast.whalealert.org>.

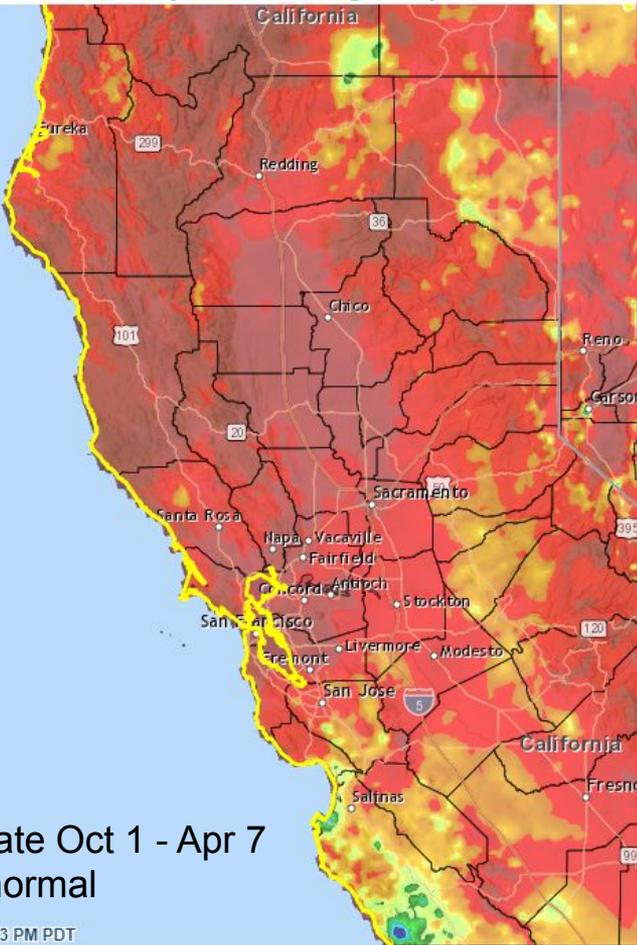
For more details, please contact Sean Hastings at sean.hastings@noaa.gov or at (805) 893-6424.



- NOAA Voluntary Vessel Speed Reduction Zone
- Voluntary Extended Area To Be Avoided (ATBA)
- Existing Areas To Be Avoided (ATBA)
- NOAA Channel Islands National Marine Sanctuary
- Traffic Separation Scheme (TSS)

* NOTE: Mariners transiting through the western and northern approaches to and from the Ports of Los Angeles and Long Beach (LA/LB) are advised that the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization (IMO) approved routing measure in this area and the Navy advises that continuous hazardous operations may take place at any time on the U.S. Navy Pacific Missile Test Range. Please see pages 3-2, 5-8, and 5-9 of the Special Local Notice to Mariners, 11th District for more information regarding the U.S. Navy Operating Areas and the Voluntary Western Traffic Lanes at: https://www.navcen.uscg.gov/pdf/lnms/D114823-001_Special_Notice_Mariners_District_Eleventh_Indefinite.pdf

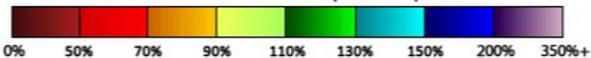
Water Year-to-Date Precip % of Average - Apr 2020



Water year to date Oct 1 - Apr 7
Percentage of normal

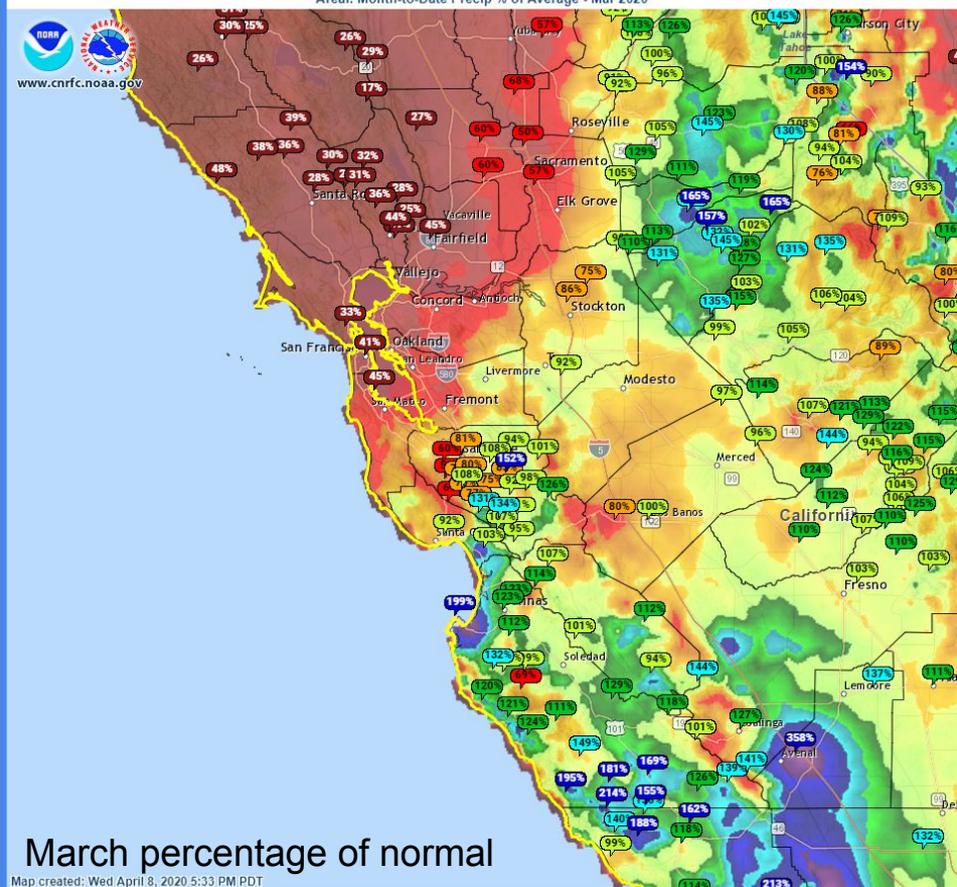
Map created: Wed April 8, 2020 5:23 PM PDT

Percent of Normal (Gridded)



Points: Month-to-Date Precip % of Average

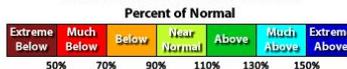
Real: Month-to-Date Precip % of Average - Mar 2020

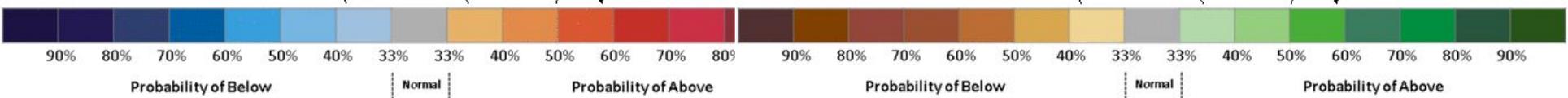
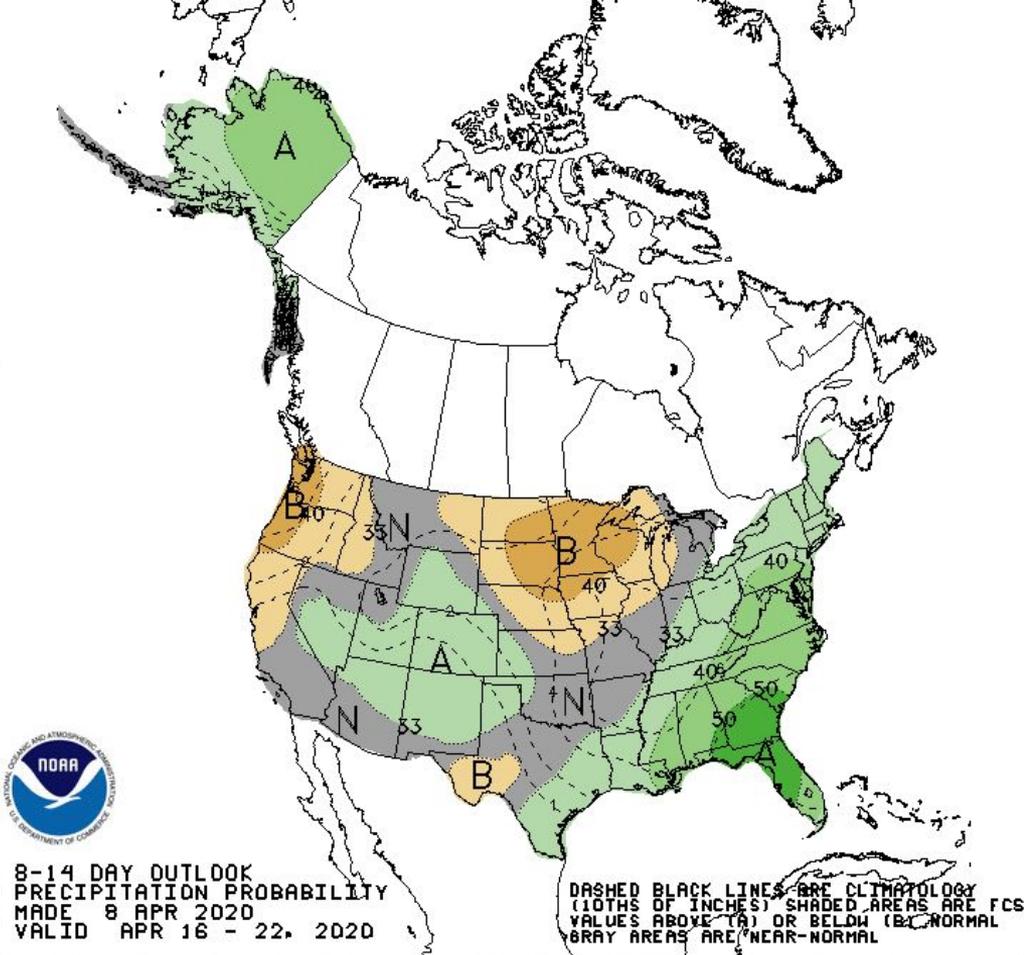
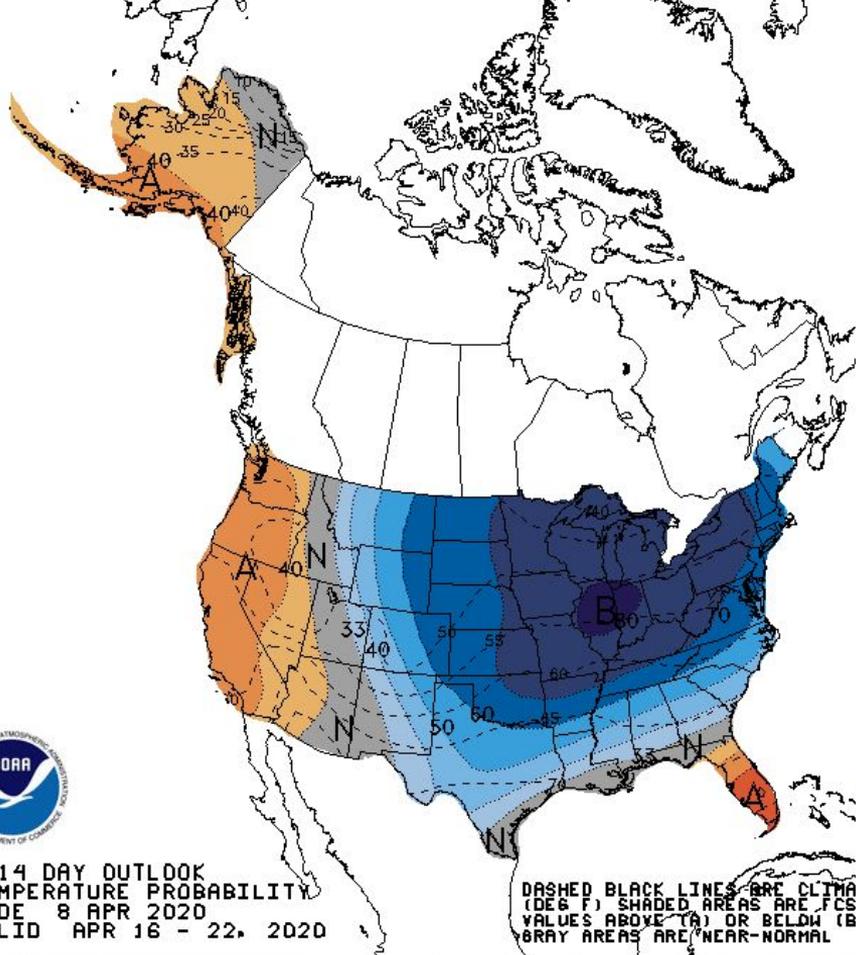


March percentage of normal

Map created: Wed April 8, 2020 5:33 PM PDT

Valid: Tue Mar 31 2020 at 5:00 AM PDT





NORTHERN OPERATIONS

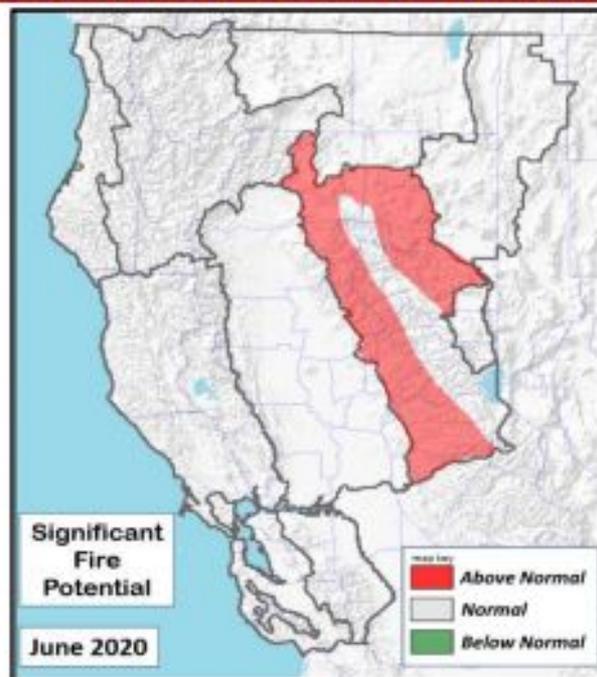
MONTHLY/SEASONAL OUTLOOK

ISSUED APRIL 1, 2020

VALID APR - JUL 2020



SIGNIFICANT FIRE POTENTIAL





CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MARCH COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
MARCH 1 - 31, 2019	230	78	33.91
MARCH 1 - 31, 2020	209	57	27.27

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
MARCH 1 - 31, 2019	14,588,000		19,842,190	9,057,145	28,899,335
MARCH 1 - 31, 2020	15,386,000		19,052,392	8,001,082	27,053,474

OIL SPILL TOTAL

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