

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, July 8, 2021

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 10:02.

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. David Corbett** (A), San Francisco Bar Pilots; **LTC John Cunningham** (M), US Army Corps of Engineers; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Kathi George** (M), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **Capt. Taylor Lam** (M), United States Coast Guard; **Julian Rose** (M), Marathon Petroleum; **Linda Scourtis** (M), Bay Conservation and Development Commission; **Mariah Swenson** (M), AMPORTS; **Jeff Vine** (M), Port of Stockton; **Capt. Amanda Wallace** (M), Chevron Shipping Company.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 10, 2021 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. Taylor Lam

- USCG Sector San Francisco Change of Command took place on June 24th.
- The vessel Zhen Hua 26 successfully arrived at the Port of Oakland transporting new cranes for Everport Terminal.
- The commercial fishing vessel, Puffin, recently grounded on Kelham Beach in Marin County. Use of the Oil Spill Liability Trust Fund was approved but no pollution has been reported. Fuel on board the vessel is being removed with completion dependent on conditions. The National Park Service will remove the vessel.

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- The USCG successfully conducted Operation Dry Water over the weekend focusing on drunk boating enforcement.
- The USCG was involved in several recent Search and Rescue cases. Regional SAR cases have been increasing and recreational safety is a priority.
- LT Tony Solares read from the June- 2021 Prevention/Response Report (attached).

Army Corps of Engineers Report- LTC John Cunningham

- LTC Kevin Arnett will be replacing LTC Cunningham as USACE San Francisco District Commander. Capt. Korwatch thanked LTC Cunningham for his service on the HSC and welcomed LTC Arnett.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The 2021 dredge season is underway and contracts are being finalized. Pinole Shoal Channel dredging is complete and a post dredge survey was conducted. Redwood City dredging can impact rowers and outreach to the community is a priority. Debris removal for June was above average. Surveys have been posted and a channel condition report is included.
- Julian Rose asked about the most recent survey of Pinole Shoal Channel and if additional dredging can be performed to achieve project depth if shoaling is detected. LTC Cunningham advised of dredging flexibility. The survey will be posted soon.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Reuben Macaspac

- Capt. Tom Cullen, OSPR Administrator, welcomed Capt. Lam to the HSC. OSPR is responding to the Puffin grounding. OSPR is expanding authority over non-petroleum products and increasing the barrel fee. State Lands has received funding for the removal of derelict vessels in the delta. The American Challenger grounding incident is ongoing. The USCG has issued a salvage contract for the vessel's removal. Capt. Lam advised that a flotation system is being developed to assist the salvage.
- Capt. Cullen advised that an offshore vessel casualty exercise is being planned to test VMAP and marine firefighting. Input is welcome. Bob Butchart, Cal OES, advised of agency participation in the exercise. Planning is in the early stages. Marine firefighting is a priority. Capt. Korwatch suggested partnering with MARAD and using one of their vessels in the exercise.

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NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for July 2021 (attached). The sunset of raster charts continues. The Lake Tahoe raster chart will be canceled on August 26th. The updated Lake Tahoe chart will continue to be available as an ENC and NOAA's custom chart tool can be used to make printouts. The Pinole Shoal Channel CATZOC certification is expiring but will be renewed. The NWS forecasts a heat wave this weekend. La Nina conditions appear to be developing.

State Lands Commission Report- (report attached)

Report on Real Time Networks Safety and Security Solutions – Tamara Coffey, RTN

- Tamara Coffey and Gary Thornberg, Real Time Networks (RTN), gave a presentation to the committee on safety and security solutions (slides attached). RTN is a technology company focused on asset protection. Products include key management, asset locker and mobile solutions. Key management allows for automated tracking, replacement, and reporting of multiple keys. Lockers provide the ability to track access to equipment such as radios or weapons. Fleet management services are also available. Website: www.realtimenetworks.com

Work Group Reports-

Plan Update Work Group- Cody Aichele-Rothman, BCDC, advised that the 2021 San Francisco Harbor Safety Plan Update has been compiled. The Harbor Safety Plan Update Transmittal Memo and the 2020/2021 SF HSC Executive Summary were electronically distributed (attached). No substantive changes have been made to the plan. Capt. Korwatch advised that Vessel Speed Reduction (VSR) best practice updates from the Navigation Work Group will be included in next year's plan update. A motion was made and seconded to approve the 2021 HSP Update. The motion passed without dissent.

Tug Work Group- Capt. Sean Daggett: nothing to report.

Navigation Work Group- Capt. David Corbett: nothing to report.

Ferry Operations Work Group- Capt. Tom Kirsch advised that SF Bay Ferry service was expanded on July 1st and ridership is increasing.

Dredge Issues Work Group- Julian Rose: nothing to report.

PORTS Work Group- Troy Hosmer: nothing to report.

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Prevention through People Work Group- Scott Grindy: nothing to report.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are offline. New profilers have been received and maintenance is being scheduled. Power issues continue to affect the Richmond Tide Station and monthly battery replacement is required. Shore power has been disconnected to the Port Chicago Tide Station due to pier construction. Backup solar panels are running the station normally and hopefully power can be restored soon. Amorco current meter maintenance and chain replacement was completed successfully. Windbird nosecone replacement is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Public Comment-

- Richard James, Coastodian.org, asked about dead-ship-tow oversight regarding the American Challenger grounding incident and if towing plans were required for the vessel's transit from Washington. The vessel did not have a COFR and fuel tanks were not drained. Regulations should be put in place to prevent similar incidents. CDR Hale Allegretti, USCG, advised that the Coast Guard does not approve dead-ship-tow plans. Lessons learned from the incident are being addressed. More information can be provided offline.
- Stas Margaronis, Propeller Club, announced an upcoming meeting on July 13th via Zoom. The focus will be on wind energy development in Morro Bay and Humboldt Bay.
- Capt. Korwatch announced upcoming BOEM meetings on offshore wind development (flyer attached).
- Capt. Korwatch announced that the bi-annual national HSC meeting will be held in Boston next May.

Old Business- None

New Business-

- Capt. Korwatch advised that the August HSC meeting has been canceled. Plans are being made to hold the September HSC meeting in-person at the Port of Oakland. Remote Zoom access to the meeting will continue to be provided.

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Next Meeting-

1000-1200, September 9, 2021
Port of Oakland – Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:19.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2021)**MARINE CASUALTIES**

Reduction of propulsion (06JUN2021): A foreign flag bulk carrier experienced a reduction of propulsion during outbound transit from the Port of Oakland. Vessel crew reported a loss of cylinder operation on the main engine, which resulted in the reduction of propulsion. 02 tugs, alongside the vessel, assisted to Anchorage 9. Vessel crew made repairs and Class Surveyor witnessed satisfactory operation of main engine. Case Closed.

Equipment Failure (15JUN2021): A U.S. flag tug experienced an engine failure, during approach to Chevron Long Wharf in Richmond, CA. Vessel never lost propulsion due to operational second engine. Vessel diverted from intended destination and safely anchored at Anchorage 5. Case Closed.

Operational Control (21JUN2021): A foreign flag general cargo ship, with large gantry crane as cargo, was issued a COTP order for the vessel's reduced stability and operational limitations. The vessel condition with cargo posed a threat to the port, crew, and the environment while anchored at Drakes Bay and during transit under the Golden Gate and San Francisco-Oakland Bay bridges. Vessel safely discharged cargo and the COTP order was lifted. Case Closed.

VESSEL SAFETY CONDITIONS

Operational Control (03JUN2021): A U.S. flag small passenger vessel was inspected at pier 40 in San Francisco, CA and issued an operational control (code 701- prior to carrying passengers) due to collision with pier while mooring, which caused exterior and interior damage. Fiberglass repairs were made and deficiency resolved. Case Closed.

Operational Control (04JUN2021): A U.S. flag small passenger vessel was issued an operational control (code 60- prior to movement) due to non-compliance with annual inspection within 3 months of anniversary date. Case Pends.

Operational Control (04JUN2021): A U.S. flag small passenger vessel was issued an operational control (code 60- prior to movement) due to non-compliance with annual inspection within 3 months of anniversary date. Case Pends.

Operational Control (04JUN2021): A foreign flag oil tanker was inspected in Richmond, CA and issued an operational control (code 17- prior to departure) due to incorrect information listed regarding vessel's high and low expansion foam reports. Foam reports indicated high expansion foam ratio was substantially below required levels and low expansion foam was tested according to incorrect MSC Circular. Vessel recertified information and confirmed correct expansion foam ratios. Case Closed.

Operational Control (07JUN2021): A U.S. flag small passenger vessel was issued an operational control (code 17- prior to departure) for expired annual servicing of fire extinguishers and fire suppression system. Inflatable life-raft of vessel was also expired. Case Pends.

Operational Control (08JUN2021): A foreign flag container ship was inspected in Oakland, CA and issued two operational controls (code 17- prior to departure) due to main engine lube oil leak and jacket water leak on # 3 generator. Vessel crew repaired leaks and deficiencies were cleared. Case Closed.

Operational Control (28JUN2021): A foreign flag bulk carrier was inspected in Crockett, CA and issued an operational control (code 17- prior to departure) for multiple repairs and gouges to vessel's rescue boat. Case Pends.

Operational Control (29JUN2021): A U.S. flag research ship was issued an operational control (code 17- prior to departure) due to non-compliance with annual inspection requirements. Case Pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (03JUN2021): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Satisfactory repairs were conducted. Case Closed.

Letter of Deviation (LOD), Inoperable Rudder Angle Indicator (05JUN2021): A foreign flag bulk carrier was issued an outbound LOD for an inoperable Rudder Angle Indicator. Satisfactory repairs were conducted. Case Closed.

Letter of Deviation (LOD), Inoperable AIS (22JUN2021): A foreign flag bulk carrier was issued an inbound LOD for an inoperable AIS. Satisfactory repairs were conducted. Case Closed.

Letter of Deviation (LOD), Inoperable X-Band Radar (25JUN2021): A foreign flag container vessel was issued an inbound LOD for an inoperable X-Band Radar. Satisfactory repairs were conducted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01JUN2021): A recreational vessel located at a Vallejo, CA marina sank at berth. The vessel discharged approximately 1 gallon of gasoline. The owner refloated the vessel and recovered debris with the help of Marina personnel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (05JUN2021): A houseboat sank at berth at a local marina in Walnut Grove, CA and discharged approximately 1 gallon of oily residue into the Sacramento River. The Owner's insurance hired local contractors and the vessel was successfully refloated. The source of the discharge was secured. A NOFI and LOW were issued. Case Closed.

Letter of Warning (10JUN2021): A recreational vessel located at a Oakley, CA marina sank and discharged approximately 1 gallon of gasoline into the San Joaquin River. The owner hired local contractors who removed the vessel from the water. A NOFI and LOW were issued. Case Closed.

Letter of Warning (11JUN2021): A foreign cargo vessel moored at the Port of Stockton discharged approximately 1 gallon of hydraulic oil into the San Joaquin River after suffering a ruptured hydraulic line. Absorbent pads and boom were immediately deployed. The hydraulic line was immediately repaired by the company. A NOFI and LOW were issued. Case Closed.

Letter of Warning (11JUN2021): A recreational vessel in Isleton, CA discharged approximately 1 gallon of diesel into the San Joaquin River. The vessel conducted repairs, when the bilge pump kicked on and inadvertently discharged diesel mixture from the bilge. The source of the discharge was secured. A NOFI and LOW were issued. Case Closed.

Letter of Warning (18JUN2021): A recreational vessel sank at berth in a local marina Santa Cruz, CA and discharged approximately 1 gallon of gasoline. Boom was deployed and the sheen naturally dissipated. The owner hired local contractors who removed the vessel from the water. A NOFI and LOW were issued. Case Closed.

Letter of Warning (22JUN2021): A local ferry at the Golden Gate Ferry Terminal in San Francisco, CA discharged less than 1 gallon of hydraulic oil. The discharge was the result of a ruptured hydraulic line attached to a fixed gangway on the facility. Absorbent pads were deployed and the source was immediately secured. A NOFI and LOW were issued. Case Closed.

Letter of Warning (23JUN2021): A recreational vessel sank at berth in Isleton, CA and discharged approximately 1 gallon of gasoline into the Sacramento River. Absorbent boom was immediately deployed around the vessel. The owner hired local contractors who removed the vessel from the water. A NOFI and LOW were issued. Case Closed.

Notice of Violation (28JUN2021): A marina in Discovery Bay, CA discharged approximately 400 gallons of gasoline into Indian Slough. All fuel lines to the pier were immediately secured. The marina hired local contractors who were able to identify a ruptured supply line leading to the fuel pier. The contractors recovered what they could of the product and majority of the gasoline dissipated throughout the course of the operations. The fuel line has been repaired. A NOFI and NOV were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2021

PORT SAFETY CATEGORIES*	Jun-2021	Jun-2020	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.14
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	1	3	3.25
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	9	7.89
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (1), Other (1), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	4	0	2.06
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (2)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.50
Significant Waterway events/Navigation related Cases:	0	0	0.11
Total Port Safety (PS) Cases opened	10	12	13.94
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2021	Jun-2020	**3yr Avg
U.S. Commercial Vessels	0	0	0.94
Foreign Freight Vessels	1	0	0.22
Public Vessels	0	1	0.56
Commercial Fishing Vessels	0	3	0.75
Recreational Vessels	6	5	5.92
Pollution Discharge Sources (Facilities)	Jun-2021	Jun-2020	**3yr Avg
Regulated Waterfront Facilities	0	0	0.44
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.06
Other Land Sources	2	4	3.47
Mystery Spills - Unknown Sources	5	12	5.08
Number of Pollution Incidents (By Spill Size)	Jun-2021	Jun-2020	**3yr Avg
Spills < 10 gallons	8	13	9.94
Spills 10 - 100 gallons	0	0	0.92
Spills 100 - 1000 gallons	1	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	12	6.22
Total Pollution Incidents	14	25	17.44
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2021	Jun-2020	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	12.38
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	1.00	5.57
Estimated spill amount from Commercial Fishing Vessels	0.00	3.00	27.06
Estimated spill amount from Recreational Vessels	6.00	2.00	58.54
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.83
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.11
Estimated spill amount from Other Land Sources	401.00	3.00	33.48
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	408.00	9.00	160.25
Penalty Actions	Jun-2021	Jun-2020	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	1	0	0.75
Letters of Warning	8	4	4.58
Total Penalty Actions	9	4	5.44

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.

** 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
July 8, 2021**

1. CORPS O&M DREDGING PROGRAM

The following report covers the FY 2021 dredging program for San Francisco Bay. The FY21 Work Plan was released to the public on January 19 and the Corps team is wrapping up the planning phase and transitioning to the execution phase for all dredging projects that received funding. The attached 2021 O&M Dredging Plan contains the list of funded projects, estimated procurement milestones, and dredging timelines.

FY 2021 DREDGING

- a. **Oakland Harbor** – A contract for maintenance dredging was awarded to the Dutra Group on April 29. **Dredging got underway on June 21 and is expected to finish by the end of November.**
- b. **Redwood City Harbor** – A contract for maintenance dredging was awarded to Curtin Maritime on May 10. **Dredging got underway on June 23 and is expected finish by mid-October.**
- c. **San Pablo Bay (Pinole Shoal)** – **The Government Hopper Dredge Essayons arrived on station June 9 and dredged for approximately 8 days. Next dredging event will occur in summer 2023.** (Hopper dredging in San Francisco Bay continues to be limited to one event per year in accordance with our Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.)
- d. **San Joaquin River (Port of Stockton)** – **Bids for a maintenance dredging contract were opened on June 21.** Contract award is tentatively scheduled for early July and dredging is estimated to start mid-August.
- e. **Sacramento River Deep Water Ship Channel** – **A contract for maintenance dredging was awarded to Ross Island Sand & Gravel on June 23.** Dredging is estimated to start early August and expected to finish by October 31.
- f. **SF Main Ship Channel** – The West Coast Hopper Contract was awarded to the Dutra Group on April 16 by the Corps' Portland District. Dredging is estimated to start beginning of August. Placement of sand will be by pump-ashore to the Ocean Beach site.
- g. **Suisun Bay Channel (and New York Slough)** – **Bids for a maintenance dredging contract were opened on June 28.** Contract award is tentatively scheduled for the first half of July and dredging estimated to start mid-August. In addition, the District Commander declared a dredging emergency at Bulls Head Channel on June 1 because of high shoaling in this area. **The Essayons arrived on station on 8 June and removed the high spots causing the hazard to navigation.**
- h. **Richmond Inner Harbor** – Planning for the FY21 dredging episode is currently underway with contract award tentatively scheduled for end of July and dredging estimated to start mid-September. **Solicitation is currently being advertised on beta.sam.gov. Bids are due July 12th.**

- i. **Richmond Outer Harbor (and Richmond Long Wharf)** – We continue to be limited to only one hopper dredge project per year by the Water Quality Certification. Pinole Shoal is being dredged this year while Richmond Outer Harbor will be deferred until FY22.

2. EMERGENCY (URGENT & COMPELLING) DREDGING

Bulls Head Reach (Suisun Bay Channel): On June 1, the District Commander declared a dredging emergency at Bulls Head Channel because of high shoaling in this area. The Essayons removed the high spots during the week of June 7.

3. DEBRIS REMOVAL – Debris removal for June 2021 was 77.5 tons. Dillard: 56.5 tons, including 1 abandoned vessel; Raccoon: 7 tons; other boats: 14 tons, including 5 abandoned vessels. Average for June from 2011 to 2020 is 56 tons (Range: 0-185).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2021	TONS	TONS	TONS	TONS
JAN	37	48	14	99
FEB	29	30.5	65	124.5
MAR	10	52.5	28	90.5
APR	19	12.5	10	41.5
MAY	9	30.5	75	114.5
JUN	7	56.5	14	77.5
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
547.5

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing -50-foot Oakland Harbor Federal Navigation Project. The existing federal navigation channel was designed for a 6,500 twenty-foot equivalent units (TEU) capacity ship with a 1,139-foot length overall, 140-foot beam, and 48-foot draft as part of the Oakland Harbor Navigation Improvement (-50-Foot) Deepening Project. The vessels routinely calling on the harbor today are longer and wider. The Port of Oakland and the San Francisco District are investigating inefficiencies currently experienced by vessels in harbor where the current fleet exceeds the maximum dimensions of the constructed project. The investigation includes alternatives to improve both the inner and the outer turning basins.

5. OTHER WORK

Regional Dredge Material Management Plan: Comments have been received on the draft final Project Management Plan (PMP) and the Corps is working to incorporate these comments into the final PMP. Information on the RDMMP and draft final PMP can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>.

USACE Work Plan Web Address: <http://www.usace.army.mil/Missions/Civil-Works/Budget/>

Water Resources Development Act (WRDA) of 2020:

<https://transportation.house.gov/imo/media/doc/BILLS-116s1811-SUS.pdf>

As the U.S. Army Corps of Engineers, Civil Works (USACE CW) begins to work on implementation guidance for applicable WRDA provisions, five partner sessions were held March 16 through April 13. The partner sessions and the public comment period were used to gather input on WRDA provisions and implementation guidance. For more information on WRDA 2020 and the work on implementation guidance visit: https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2020/

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 November 23 and 24, 2020.

Berkeley Marina (Entrance Channel): Condition survey of April 22, 2021.

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

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

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

Marinship Channel (Richardson Bay): Condition survey of June 23, 2020 and April 20, 2021.

Napa River: Condition survey of March 11-15, 2021.

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

Oakland Inner Harbor: Condition survey of May 5, 2021.

Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of May 4, 2021.
Petaluma River (Across-the-Flats): Post-dredge condition survey of December 15, 2020.
Petaluma River (Main Channel): Post-dredge survey of October 10, 12, and 16 2020.
Petaluma River (Extended Channel): Post-dredge survey of October 10, 12, and 16 2020.
Pinole Shoal Channel: Condition survey of May 12 and 21, 2021.
Redwood City Harbor: Condition survey of May 19-20, 2021.
Richmond Inner Harbor: Condition survey of June 9, 2021.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of March 17, 2021.
Richmond Outer Harbor (Southampton Shoal): Condition survey of March 16, 2021.
Sacramento River Deep Water Ship Channel: Condition Survey of April 8-11, 2021.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: Condition survey of 20-21 Jan 2021.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of February 9, 2021.
San Rafael (Creek): Condition survey of February 9, 2021.
Stockton Ship Channel: Condition survey of April 12-16, 2021.
Suisun Bay Channel: Condition survey of April 26-27, 2021.
Suisun Bay Channel (Bullshead Reach): Condition survey of June 22, 2021.
Suisun Bay Channel (New York Slough): Condition survey of April 12-16, 2021.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 14, 2020.
SF-09 (Carquinez): Condition survey of March 29, 2021.
SF-10 (San Pablo Bay): Condition survey of March 29, 2021.
SF-11 (Alcatraz Island): Condition survey of May 3, 2021.
SF-16 (Suisun Bay Disposal Site): Condition survey of May 26, 2021.
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 FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated 1 JUL 2021. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

2021 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
			FY2021						FY2022									
Oakland Harbor	15-Apr (A)	29-Apr (A)		■	◆	■	■	■	■	■	■					1000kcy	Contract Clam Shell	SF-DODS
Redwood City Harbor	26-Apr (A)	10-May (A)		■	◆	■	■	■	■	■	■					350kcy 125kcy	Contract Clam Shell	SF-11 Upland
Sacramento River (30 Foot Project)	11-Jun (A)	23-Jun (A)				■	◆	■	■	■	■					150kcy	Contract Pipeline	Various Upland
San Joaquin River (Port of Stockton)	21-Jun (A)	6-Jul (S)				■	◆	■	■	■	■					300kcy	Contract Pipeline	Various Upland
Suisun Bay Channel	29-Jun (A)	12-Jul (S)				■	◆	■	■	■	■					175kcy	Contract Clam Shell	SF-16
Richmond Inner Harbor	12-Jul (S)	23-Jul (S)					■	◆	■	■	■					250kcy	Contract Clam Shell	SF-DODS
Humboldt Bar & Entrance Channels	N/A	N/A				■										1100kcy	Govt Hopper	HOODS
San Pablo Bay (Pinole Shoal)	N/A	N/A					■									250kcy	Govt Hopper	SF-9/ SF-10
SF Main Ship Channel	22-Mar (A)	16-Apr (A)	■	◆			■	■	■							350kcy	WCHC (Portland)	Ocean Beach
Work Plan Projects																		
Humboldt Interior Channels	N/A	N/A								■						150kcy	Govt Hopper	HOODS

	Solicitation		
	Bid Opening		
	Contract Award		
	Hopper Dredging		

* Program execution is based on the FY21 Workplan plus FY20 Carryover. Date of Last Update: 7/1/2021

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Redwood City Harbor Redwood City Harbor	05-19-2021	300 943						
San Bruno Shoal San Bruno Shoal	02-26-2021	500	3.94	30	22.4	25.6	25.1	22.2
Richardson Bay/Marinship Richardson Bay/Marinship	06-23-2020	300 1069	2.11	20	4.6	6.0	6.4	6.4
Islais Creek Islais Creek	07-17-2018	500 1424	1.71	40	30.6	38.7	39.2	24.8
Alameda Naval Air Alameda Naval Air	11-23-2020	1000 4178	2.90	37	11.4	12.5	18.9	17.1
San Rafael ATF Across the Flats	02-09-2021	100	2.25	8	2.4	4.2	4.0	2.3
San Rafael River Inner Canal Channel	02-09-2021	60 160	1.55	6	0.7	1.6	0.9	1.4
Petaluma River Main Channel	06-03-2020	100 361	4.06	8	No Data	1.4	2.8	No Data
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Mare Island Strait	06-24-2020	400 606	3.37	6	26.7	28.6	31.3	31.7
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	06-27-2019	3576 4769	5.97	45	23.3	39.1	39.0	36.1
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	08-11-2020	100 400	3.46	12	3.6	11.0	11.0	7.5
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9
Noyo River Entrance Channel	02-10-2021	97 150	0.67	10	6.1	9.6	10.6	7.6

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE OTHER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Noyo River Channel	02-10-2021	97 150	0.67	10	8.3	9.9	10.5	3.6
Crescent City Entrance Channel	02-08-2021	200 320	0.42	20	18.1	19.4	19.0	17.2
Crescent City Inner Harbor Basin Channel	02-08-2021	200 300	0.39	15	14.8	14.8	15.0	13.8
Crescent City Marina Access Channel	02-08-2021	228 170	0.22	15	4.8	10.6	12.2	9.5
Pinole Shoal Channel Pinole Shoal Channel	05-12-2021	600 1644	10.36	35	29.7	35.0	35.4	32.7
Suisun Bay Channel Suisun Bay Channel	04-27-2021	300 350	13.86	35	32.7	33.3	32.7	30.7
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	04-27-2021	400	0.90	35	33.8	No Data	No Data	No Data
New York Slough New York Slough	04-12-2021	400 411	4.42	35	33.4	34.1	35.3	34.4



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

July 8, 2021

- ☞ In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In June 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 2021 regarding any possible escort violations. The clearinghouse 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 June there were 85 tank vessel arrivals; 11 ATBs, 5 Chemical Tankers, 12 Chemical/Oil Tankers, 21 Crude Oil Tankers, 24 Product Tankers, and 12 Tugs with Barges.
- ☞ In June there were 213 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	62		54	
ATB arrivals	11		12	
Barge arrivals to San Francisco Bay	12		12	
Total Tanker and Barge Arrivals	85		78	
Tank ship movements & escorted barge movements	290		231	
Tank ship movements	158	54.48%	130	56.28%
Escorted tank ship movements	130	44.83%	106	45.89%
Unescorted tank ship movements	28	9.66%	24	10.39%
Tank barge movements	132	45.52%	101	43.72%
Escorted tank barge movements	27	9.31%	12	5.19%
Unescorted tank barge movements	105	36.21%	89	38.53%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	177		283		0		123		583	
Unescorted movements	69	38.98%	132	46.64%	0	0.00%	54	43.90%	255	43.74%
Tank ships	57	32.20%	104	36.75%	0	0.00%	48	39.02%	209	35.85%
Tank barges	12	6.78%	28	9.89%	0	0.00%	6	4.88%	46	7.89%
Escorted movements	108	61.02%	151	53.36%	0	0.00%	69	56.10%	328	56.26%
Tank ships	98	55.37%	127	44.88%	0	0.00%	60	48.78%	285	48.89%
Tank barges	10	5.65%	24	8.48%	0	0.00%	9	7.32%	43	7.38%

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 2021

San Francisco Bay Region Totals

	<u>2021</u>		<u>2020</u>	
Tanker arrivals to San Francisco Bay	334		723	
ATB arrivals	76		165	
Barge arrivals to San Francisco Bay	67		143	
Total Tanker and Barge Arrivals	477		1,031	
Tank ship movements & escorted barge movements	1,613		3,467	
Tank ship movements	831	51.52%	1,774	51.17%
Escorted tank ship movements	640	39.68%	1,383	39.89%
Unescorted tank ship movements	191	11.84%	391	11.28%
Tank barge movements	782	48.48%	1,693	48.83%
Escorted tank barge movements	142	8.80%	253	7.30%
Unescorted tank barge movements	640	39.68%	1,440	41.53%
Percentages above are percent of total tank ship movements & escorted barge movements for each item.				
Escorts reported to OSPR	0		0	

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	968		1,567		0		663		3,198	
Unescorted movements	459	47.42%	812	51.82%	0	0.00%	308	46.46%	1,579	49.37%
Tank ships	373	38.53%	623	39.76%	0	0.00%	270	40.72%	1,266	39.59%
Tank barges	86	8.88%	189	12.06%	0	0.00%	38	5.73%	313	9.79%
Escorted movements	509	52.58%	755	48.18%	0	0.00%	355	53.54%	1,619	50.63%
Tank ships	462	47.73%	622	39.69%	0	0.00%	314	47.36%	1,398	43.71%
Tank barges	47	4.86%	133	8.49%	0	0.00%	41	6.18%	221	6.91%

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
July 2021**

Raster Sunset

Reminder that the Lake Tahoe Raster Chart (18665) will be canceled and cease to exist on 8/26/2021. The Electronic Navigational Chart (ENC) (US5CA98M) will continue to be available.

On June 30th, NOAA's Office of Coast Survey announced the next round of raster chart cancellations. Nine charts in Lake Superior have started the 6 month notice period and will be canceled on December 30, 2021.

The Coast Survey website has additional information on the raster sunset process:

<https://nauticalcharts.noaa.gov/charts/future-noaa-charts.html>

Users can use the Date of Last Edition (DOLE) web page to find the charts that currently are in the cancellation process: <https://www.charts.noaa.gov/MCD/Dole.shtml>

Another reminder that users should be transitioning to ENC products.

Pinole Shoal Channel CATZOC

The certification of CATZOC = A1, expires on 8/19/2021. NOAA and the Army Corps of Engineers (COE) are already in discussion to ensure that the CATZOC certification will be renewed prior to the expiration date. COE is processing their latest survey and will deliver the results for NOAA to review in the next couple of weeks. I'm confident that at our next meeting, we will report that the CATZOC certification of A1 will have been renewed for another two years.

National Weather Service

Weather wise, the focus is on the increasing temperatures peaking this weekend, with an excessive heat watch for inland areas running from Friday through Monday. The Heat Risk is likely to remain low/moderate for coastal locations and areas around the bays, however, inland temperatures could reach 110 degrees.

END OF REPORT

Submitted by
Jeffrey Ferguson
California Navigation Manager
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JUNE COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JUNE 1 - 30, 2020	158	40	25.32
JUNE 1 - 30, 2021	175	69	39.43

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JUNE 1 - 30, 2020	11,899,500	758,000	16,353,100	5,600,290	21,953,390
JUNE 1 - 30, 2021	10,964,200	0	18,785,415	5,815,416	24,600,831

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JUNE 1 - 30, 2020	0	0	0	0
JUNE 1 - 30, 2021	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.



Harbor Safety Committee Meeting Product Solution Review

Gary Thornberg – Business Development Manager

Tamara Coffey – PreSales/Business Development – Government

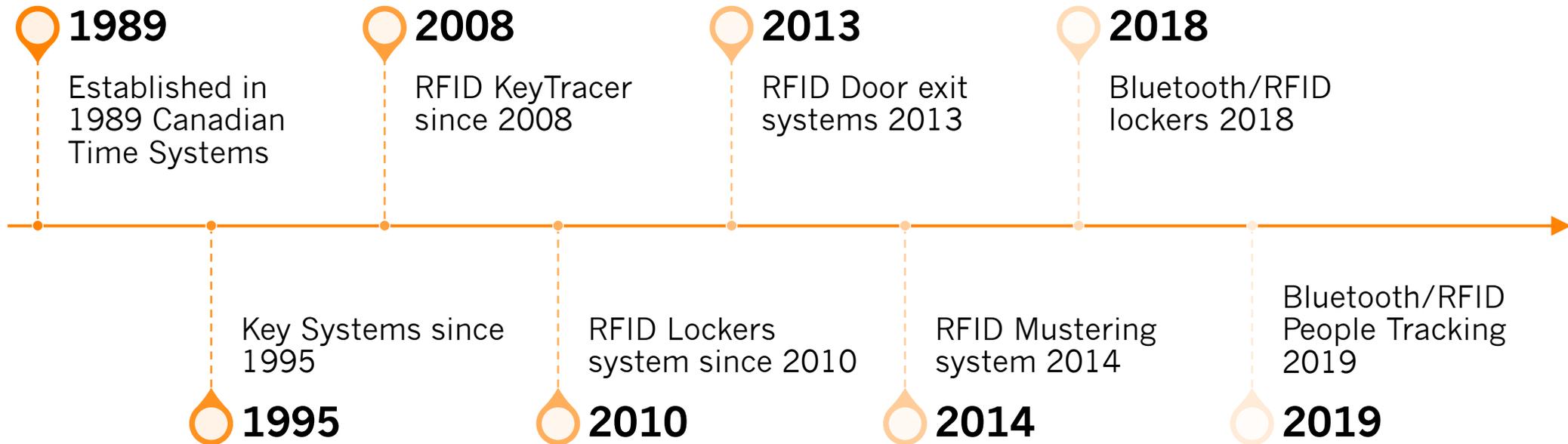


Securing Keys, Assets, & People

realtimenetworks.com

Real Time Networks

Real Time Networks (formerly Key Tracer Systems) is widely known as a leading key and asset management system in North America. We provide complete security solutions for controlling access to keys, buildings, vehicles, firearms, electronic devices and other valuable assets.



Successful History

Established in 1989 and selling Key Tracking Systems since 1995.

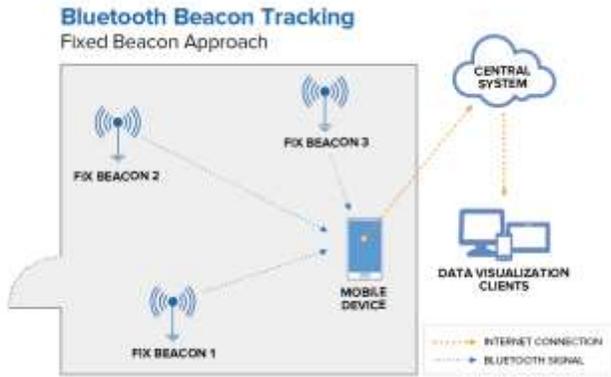
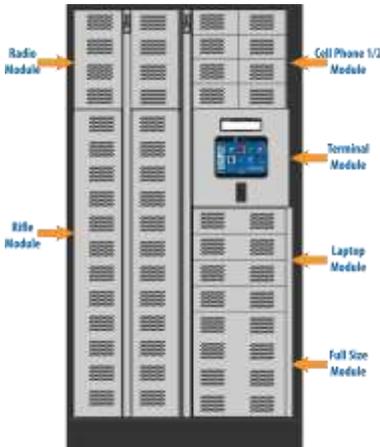


Three lines of business working together

Mission:

Develop Custom Solutions for Securing Keys, Assets & People.

> 3 product lines



Why deploy a key cabinet and locker solution?

Reduce mismanagement of assets and people

Control who and when an asset is taken and returned

Automate a manual process and save time and create an efficient workflow

Realtime software to manage day to day business

Protect assets and people by the use of a secure platform

Audit people, assets, by an easy to use software solution

Save money and time!

Sample Use for any organizations within the Maritime Port industry:

Port Facilities Security – facility keys, radios, tablets, handheld devices, etc..

Boat/Vessel/Ferry Operators keys, fleet management,

Harbor/Local Law Enforcement – facility/vehicle keys, guns, ammo, radios, handheld devices, evidence storage, etc..

Fire and EMS – vehicle keys, narc kits, radios and scanners, medical equipment, etc..

Transportation/Shipping – Radio equipment, hand held, etc.



What Is a Key Control System?

Key control systems help organizations across all industries manage, track, and secure keys throughout day-to-day operations. With the right system in place, your team will know where all keys are at all times, giving you the peace of mind that comes with knowing your assets, facilities, and vehicles are safe.

Increased Efficiency

Reclaim time you'd otherwise spend searching for keys, and reinvest it into other important areas of operations. Eliminate time-consuming key transaction record-keeping. Generate custom reports to track key issues and returns.

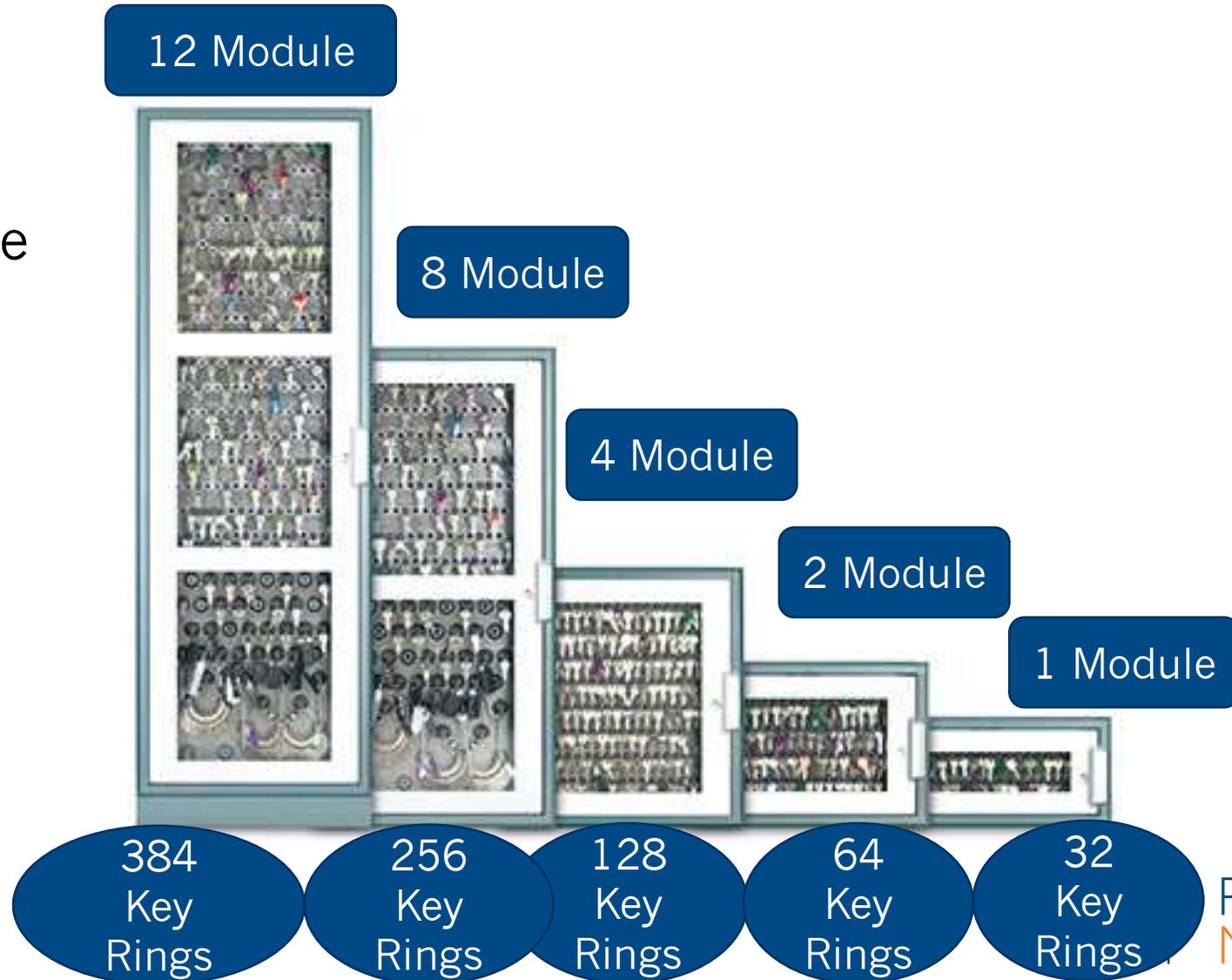
Reduced Costs

Prevent lost or misplaced keys. Avoid pricey rekeying expenses and sidestep the lengthy procurement processes needed to replace stolen assets.



KeyTracer System Overview

- Modular
- Customizable
- Scalable for Future Expansion



KeyTracer System Overview

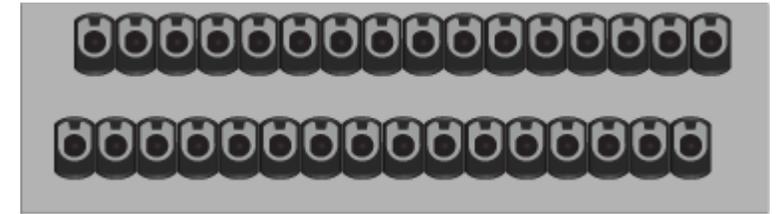


Several
module
options to
accommodate
your key sets

8 key module



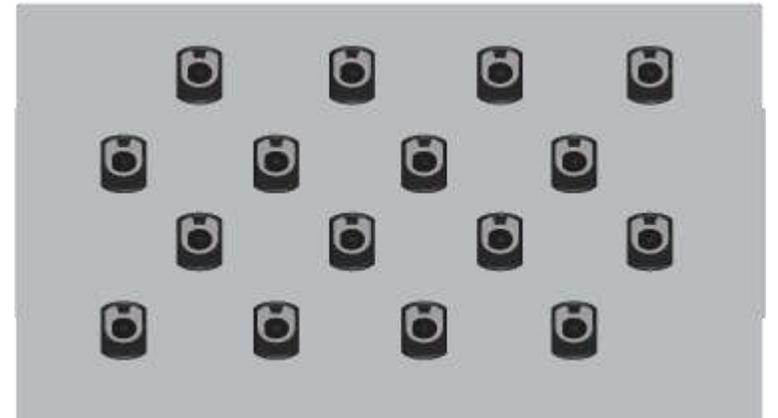
32 key module



16 key module



16 key module wide

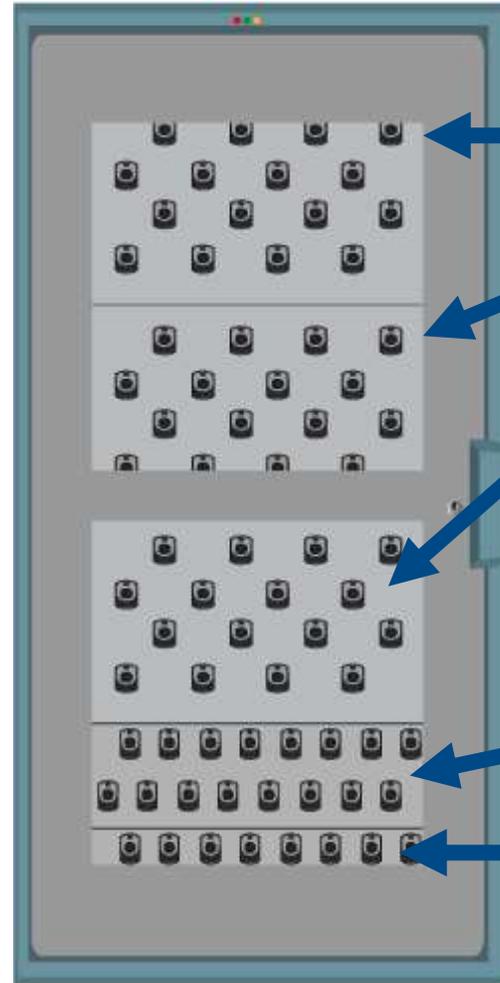
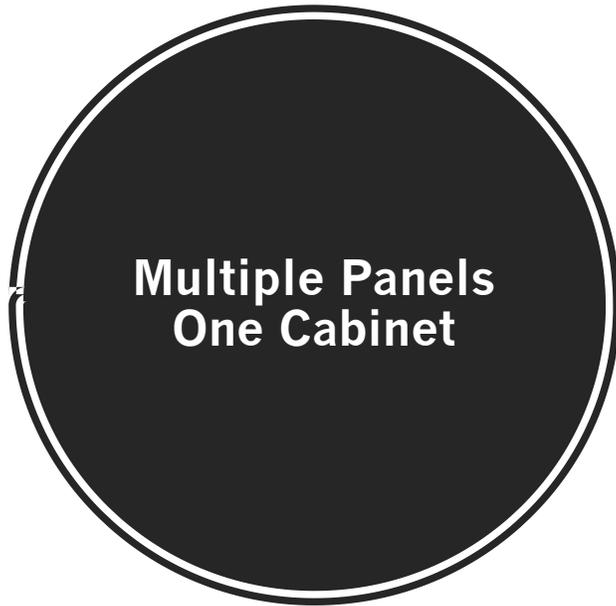


Blank for future expansion



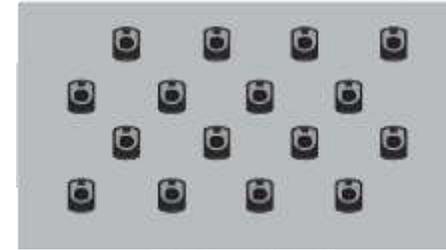
** 72 key rings FOBS**

Combination of 168 large format
82 small format
KTA - 8



Cabinet Dimensions:
24.8" Wide x 49.3" High x 8.3" Deep

**16 key position panel
Double density**



X3



**16 key position panel
Single density**



X1

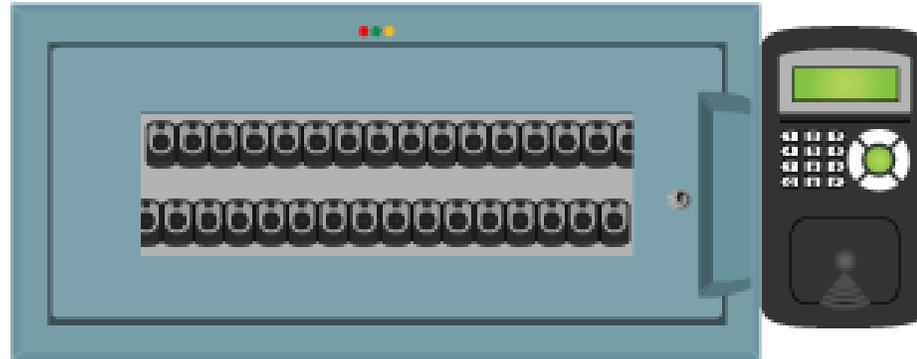
8 key position panel



X1



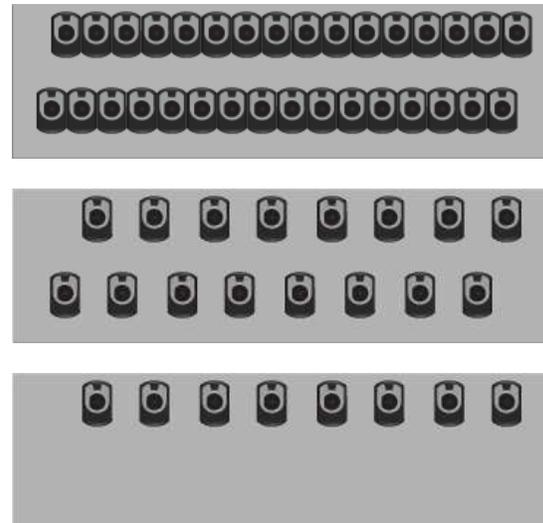
**** 32 key rings FOBS****
KTA - 1



**Cabinet Dimensions:
24.8" Wide x 11.8" High x 8.3"**

**Designed
to meet your
security
requirements**

Several
module
options to
accommodate
your key sets



How it works

1 Authenticating and taking a key

12345

PIN



Access card



Biometric
Iris Identification
Facial Scanner
Fingerprint Scan

2 RTN Smart Terminal



3 Returning RFID Key FOB

RFID

Life time warranty



Where



Fleet management report

Home Users keyTags Time profiles Floor plans Workflows **Reports** Administration

enter filter Filter

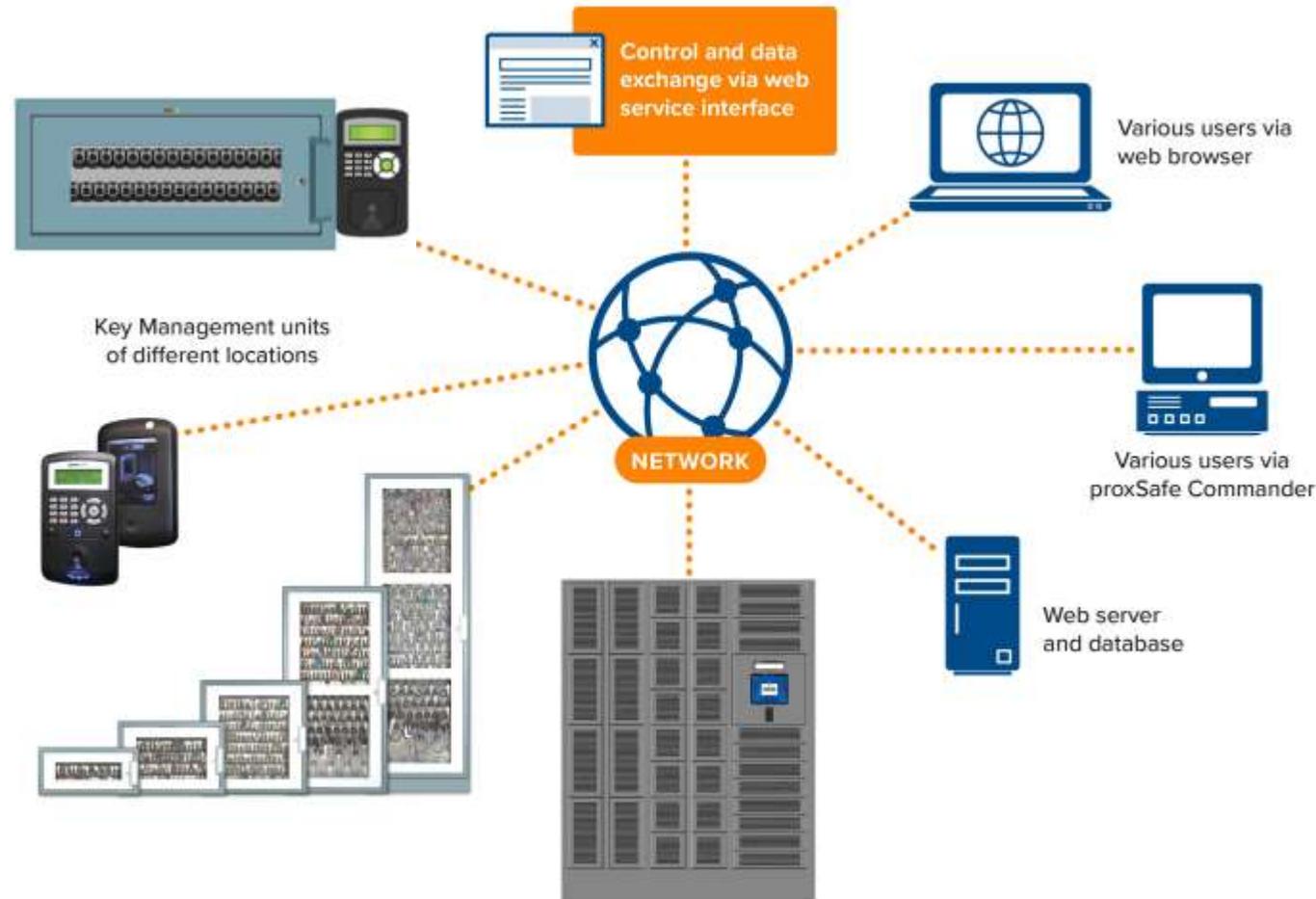
View report
Informations
Users
keyTags
keyTag groups
Terminal
Events
Create report

Terminal	cabinet	keyTag	User name	Event	Time	User name	Event	Time	Info
KTA 4 Module - D	Cabinet-1	keyTagC0216	null	fault cancelled	Jan 6, 2070, 9:50:00 AM				<input checked="" type="checkbox"/>
KTA 4 Module - D	Cabinet-1	Fault Code	_Administrator_	fault cancelled	Jul 18, 2019, 1:37:48 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	KeyTracer	fault logged Fault: Washer Fluid Required	Jul 9, 2019, 5:39:25 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	KeyTracer	fault logged Fault: Oil Change Required	Jul 9, 2019, 5:39:20 PM				<input checked="" type="checkbox"/> Oil changed
KTA 4 Module	Cabinet-1	Fault Code	KeyTracer	fault logged Fault: No Fault	Jul 9, 2019, 5:39:20 PM				<input type="checkbox"/>
KTA 4 Module - D	Cabinet-1	Fault Code	_Administrator_	fault cancelled	Jun 28, 2019, 12:56:20 PM				<input type="checkbox"/>
KTA 4 Module - D	Cabinet-1	Fault Code	_Administrator_	fault cancelled	Jun 28, 2019, 12:04:53 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	Mike French	fault logged Fault: Washer Fluid Required	Jun 27, 2019, 4:19:26 PM				<input checked="" type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	Mike French	fault logged Fault: Oil Change Required	Jun 27, 2019, 4:19:20 PM				<input type="checkbox"/> Washer fluid refill
KTA 4 Module	Cabinet-1	Fault Code	Mike French	fault logged Fault: No Fault	Jun 27, 2019, 4:19:20 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	Mike French	fault logged Fault: Oil Change Required	Jun 27, 2019, 4:18:37 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	Mike French	fault logged Fault: No Fault	Jun 27, 2019, 4:18:37 PM				<input type="checkbox"/>
KTA 4 Module	Cabinet-1	Fault Code	KeyTracer	fault logged Fault: Washer Fluid Required	Jun 27, 2019, 4:18:37 PM				<input type="checkbox"/>

Print
PDF
CSV

Network – Web Access – Smart Phone – Stand-Alone

Affordable –
Saves Time and
Money



Three lines of business: All-in-one

Mission:

Develop Custom Solutions for Securing Keys, Assets & People.

> **3 product lines**



What Is an Intelligent Locker?

AssetTracer intelligent lockers are modular storage lockers that enable you to protect your most valuable assets. Flexible by design, you can create a bespoke storage solution that meets your unique requirements, while managing and tracking assets across the organization and ensuring only authorized individuals can access them.

Increased Efficiency

Instead of scrambling to find important assets or spending time keeping track of who's taken out what, you can have intelligent lockers manage those tasks for you. Never second-guess where something is and always know who's responsible for every transaction.

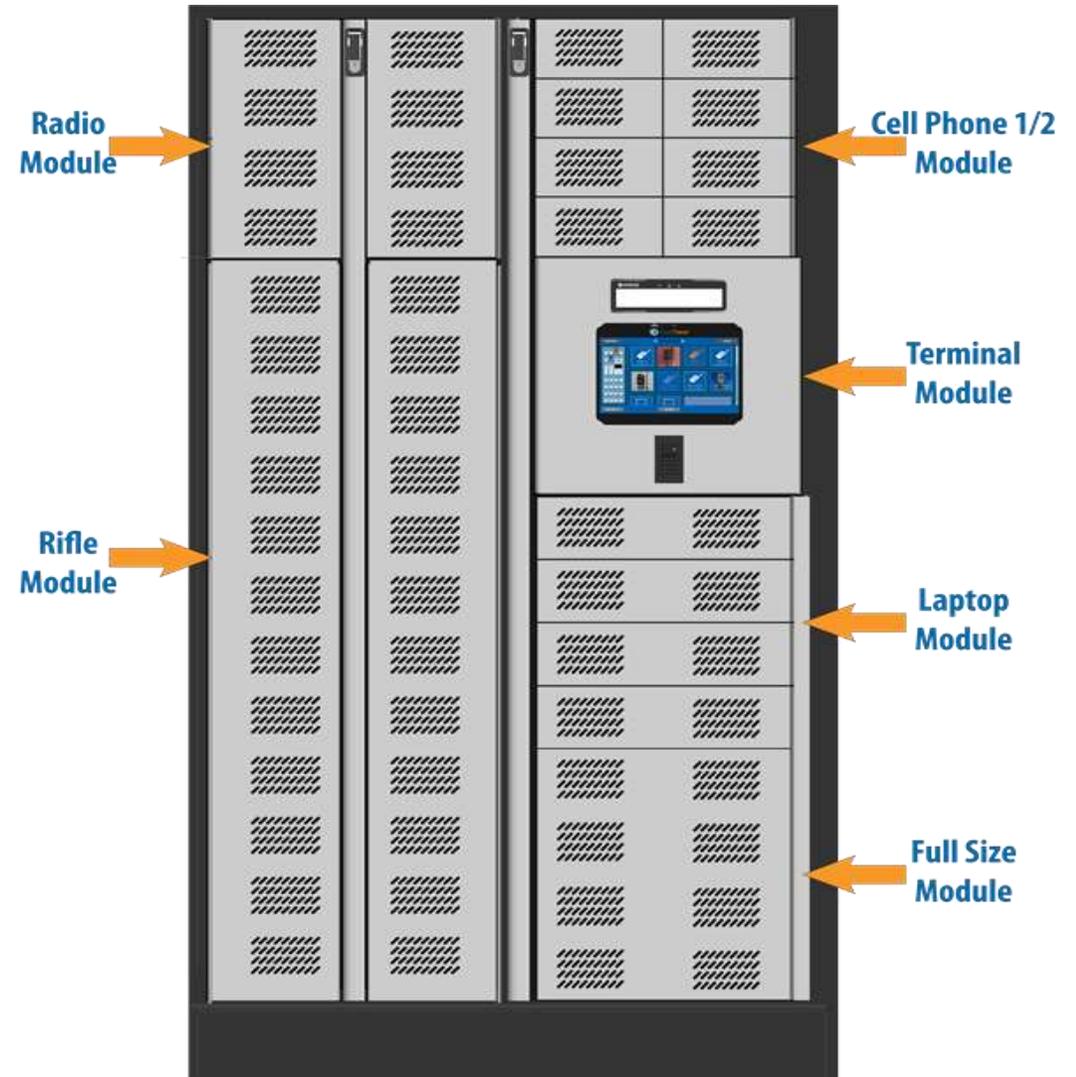
Reduced Costs

Prevent lost or misplaced keys.

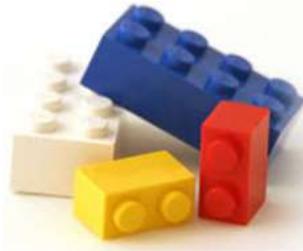
Avoid pricey rekeying expenses and sidestep the lengthy procurement processes needed to replace stolen assets.

Automated asset storage and tracking system increases transparency and reduces human error.

Eliminate manual record-keeping and errors.

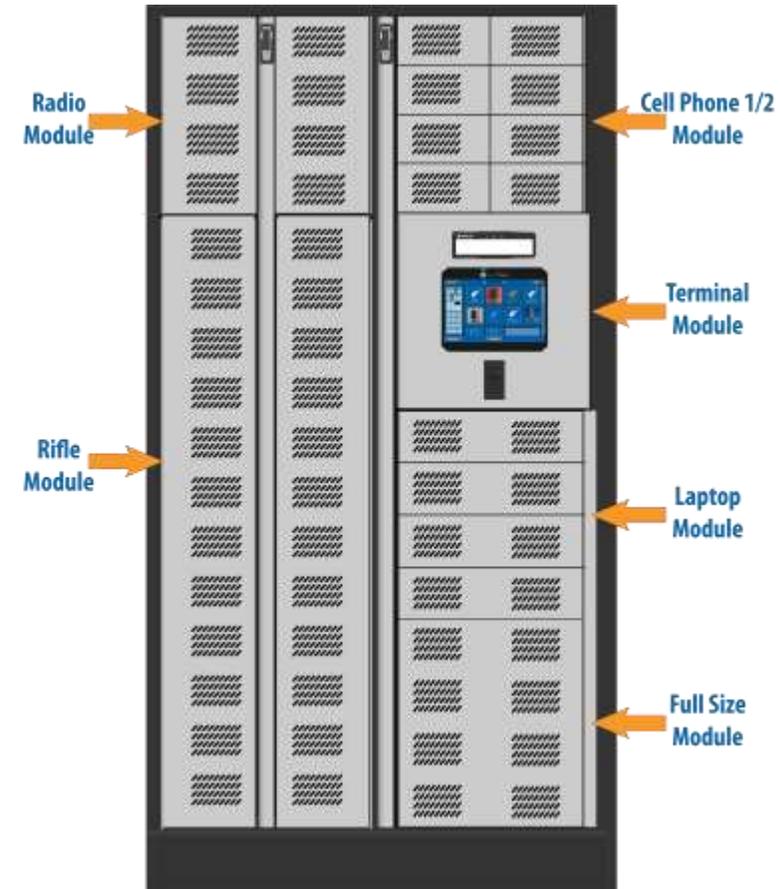


Modular lockers



- Complete audit trail
- Content Surveillance
- Dynamic Powering
- Sharing and reserving assets

i.e. Laptop, PDA, Smartphones, tools,



110V Power
is available in
each
compartment

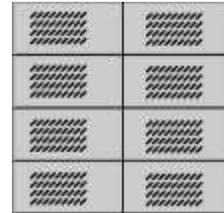


USB connection
is available in
each
compartment

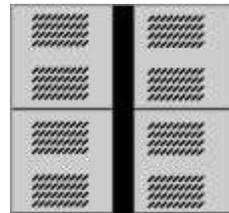


RFID content surveillance
is available in each
compartment

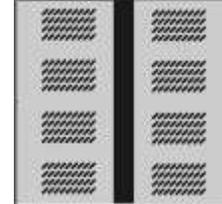
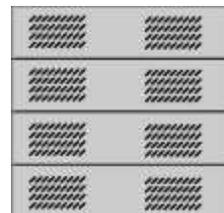
Modular lockers – built to your needs



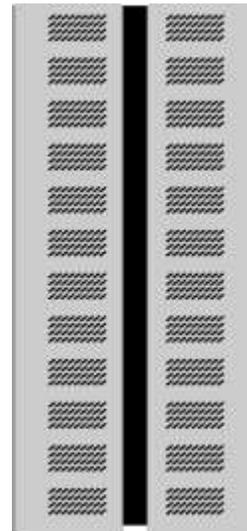
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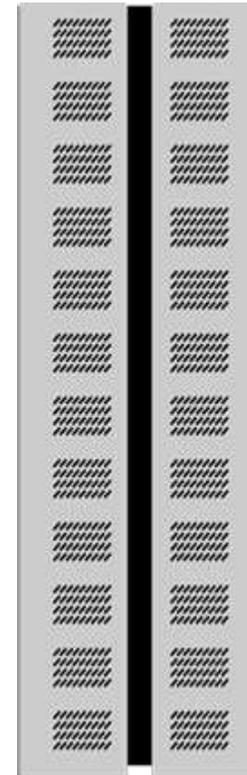
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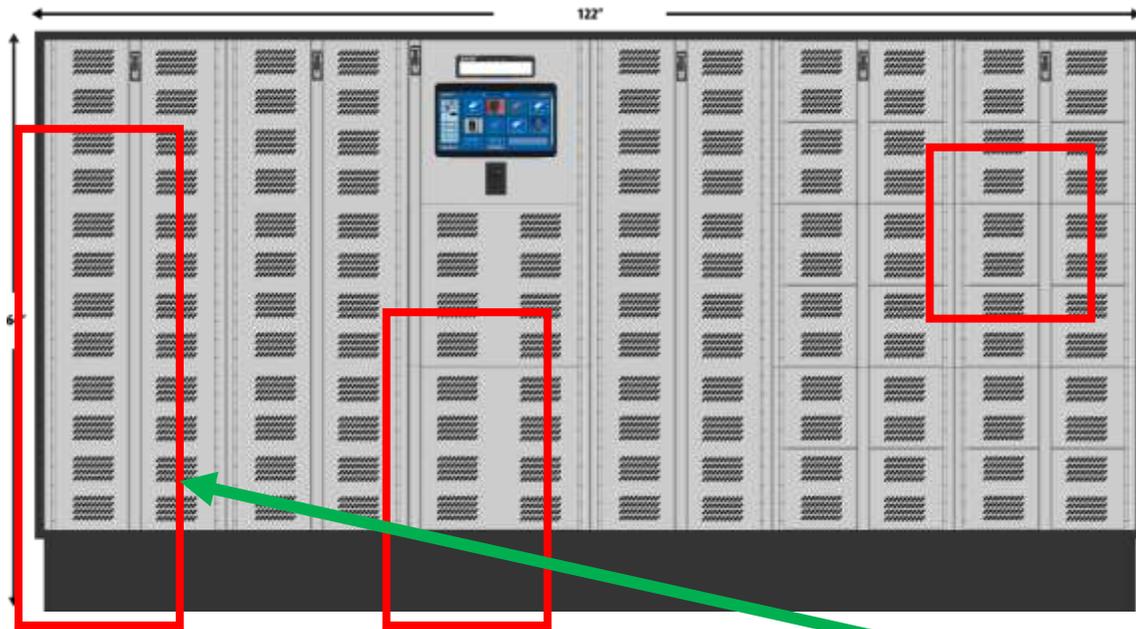
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=



AssetTracer solution



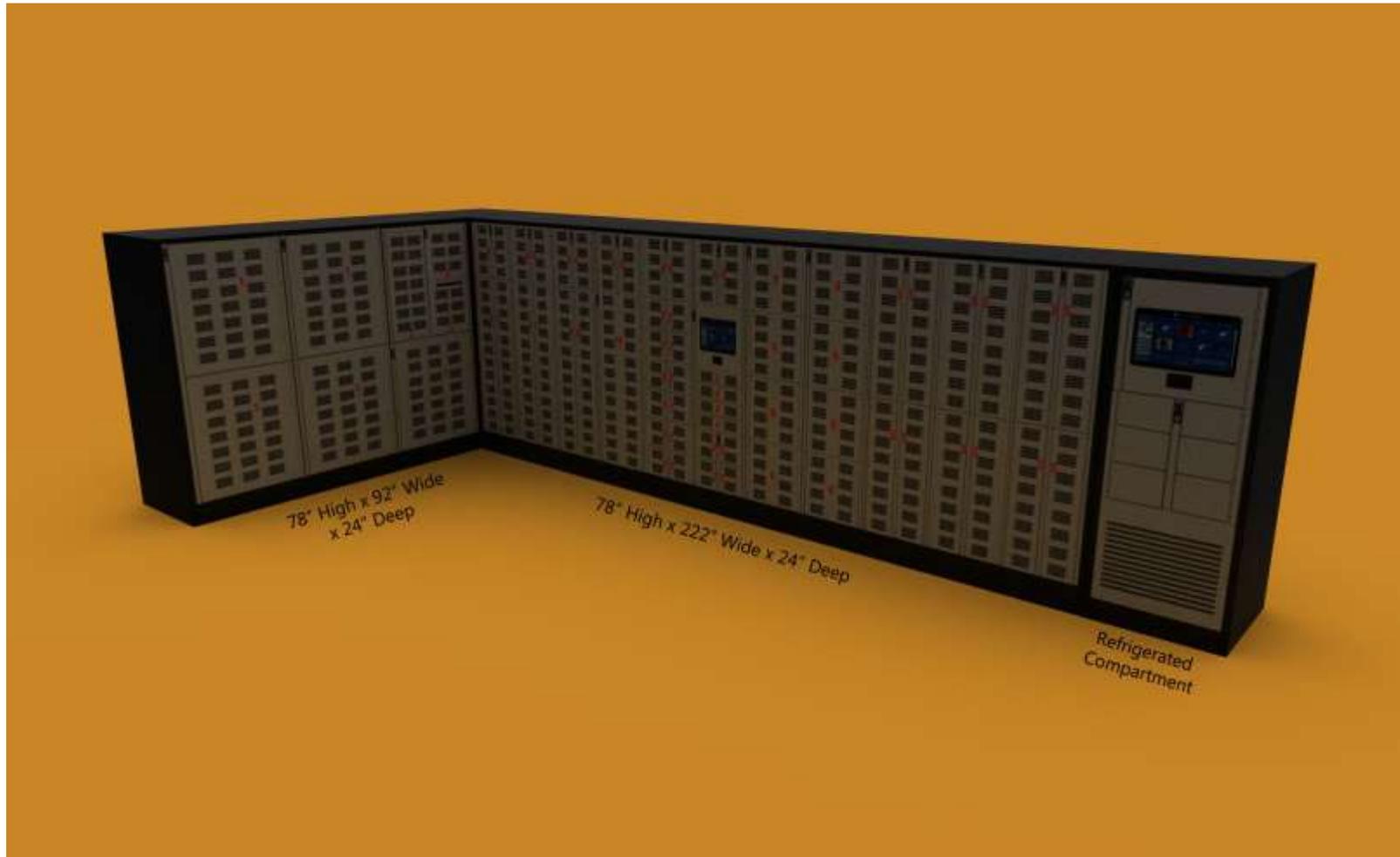
- 22 tasers with RFID
- NO POWER
- 6 long guns
- RFID for each items

These are blanks lockers – need for the config.

Hanesbrands – 124 Doors



Oakland PD – Evidence



El Paso 2 – 26 Doors



Marion County – 52 Doors

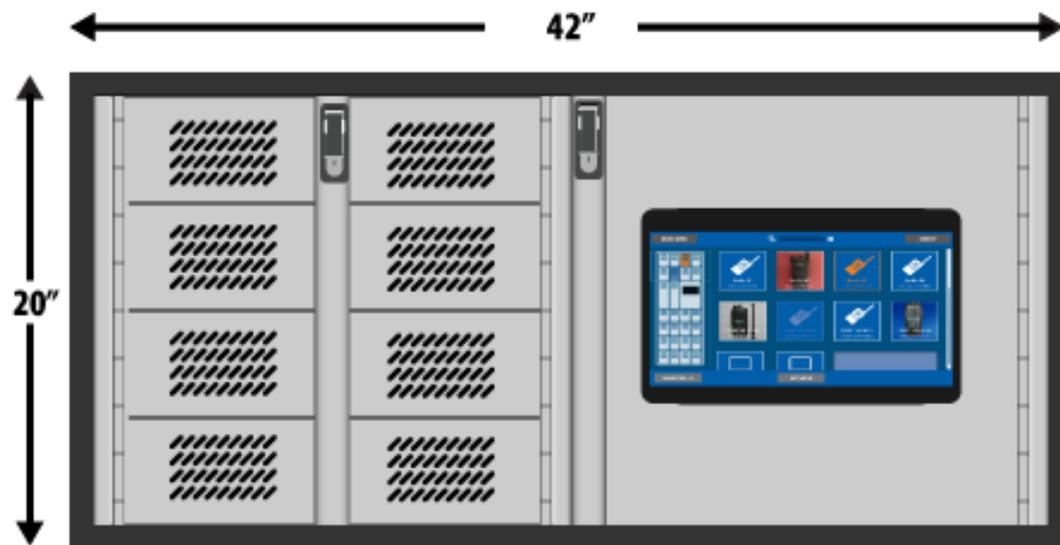


Resorts World – 100 Doors



Hand Gun management

For prisoner transport to hospitals, court cases, transfers

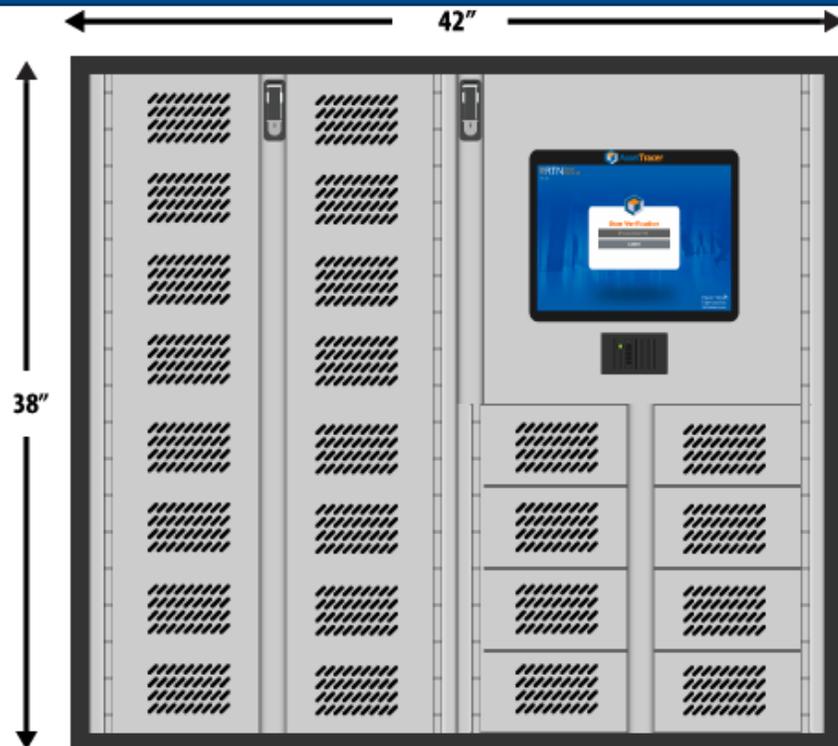


Highlights

- Corrections hand guns management
- Hand gun auditing
- Emailed report where, who, and when
- Phone ID of each person that take gun
- PIN or access card entry

Hand Gun management

For prisoner transport to hospitals, court cases, transfers



Highlights

- Corrections hand guns and long gun management
- Hand gun/long guns auditing
- Emailed report where, who, and when
- Phone ID of each person that take gun
- PIN or access card entry

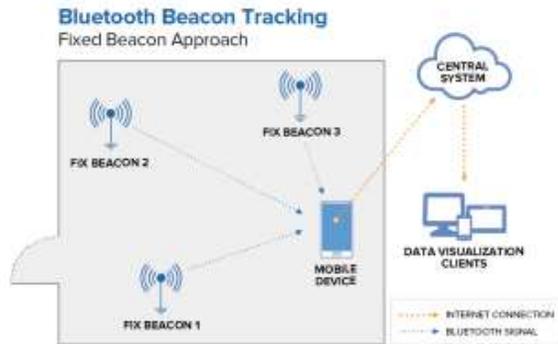
Three lines of business: All-in-one

Mission:

Develop Custom Solutions for Securing Keys, Assets & People.

> **3 product lines**





Tracking People and Assets

Quickly locate lost Assets, People or Keys

Real-time information

Real-time alerts



Key Exit Alarm systems

Integration with existing key management software

Know who when and where valuable assets or people have left the building



Emergency Mustering

Locates staff and registered contractors/visitors in real-time

Who is in the building/who is out of the building

Roll call of assembled and missing staff

We welcome the opportunity to further review your projects asset and people security requirements. We can offer:

One on One consultation

Product “LIVE Demos”

Design and Specification – Onsite

Technical specification review with our Client Services

Onsite and remote installation options.

Custom software and hardware design

Tamara and I would like to “Thank You” for the opportunity to present the RTN product solution portfolio. Please contact us to further to assist in the design a system!

Tamara Coffey

Business Development - Government

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Business Development Manager

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Real Time Networks

Securing Keys, Assets & People

1-800-331-2882

www.realtimenetworks.com

Appendix 1: Services

- System customization:
 - Software Implementation
 - Custom Reporting
 - Asset Management and Tracking
 - System Integration
- System installation and training
- Technical support
- 2-year warranty

Online Customer Portal

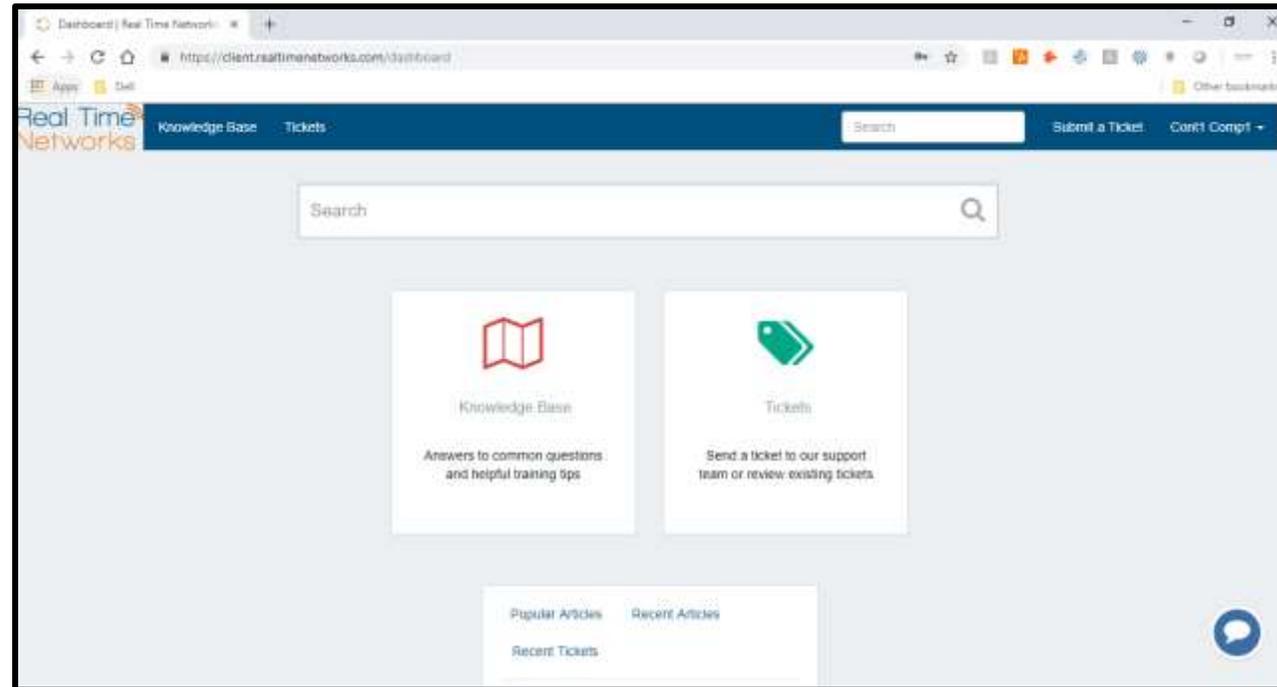
- Support Chat
- Open & View support tickets
- Knowledge base
- Training videos

Appendix 2: Reporting - Accountability

Most Reliable Key Management System on the Market

- Maintain real-time electronic records of asset movement—person holding asset, dates and times out and in
- Improve access oversight: web-based management software allows monitoring from anywhere
- Networked system: centralizes and distributes management of assets throughout the world
- Illuminated and locking key positions
- User-defined security parameters
- Email and audible alerts
- Tamper-resistant
- Battery back-up and emergency access
- RFID Key Tags Guaranteed for Life
- Maintenance FREE – No Cleaning
- No Contact Required
- Reusable key rings

Customer Portal



- Open new support tickets and view the status of open tickets
- Chat with Customer Support and Technicians
- Download user manuals and technical requirements
- Search through our knowledge base, including articles and how-to videos

To: Harbor Safety Committee of the San Francisco Bay Region
Date: 25 June 2021
Subject: Annual Update of Harbor Safety Plan
From: Cody Aichele-Rothman

The State's Harbor Safety Committees are required to periodically update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the revised Safety Plans.

The Committee will vote at the next Harbor Safety Committee meeting whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2020.

In addition to appendices updated by SFMX, appendices were revised by their responsible agencies and will be included in the plan approved by the Administrator.

In an effort to increase the plan's functionality, SFMX will make available substantive changes, such as Best Maritime Practices, as they are approved by the Committee. Work Group activity reports will continue to be added to the plan on an annual schedule.

Executive Summary 2020-2021

The Harbor Safety Committee continued its collaborative process to engage the maritime community in supporting navigation safety in the Bay, including reviewing the locations of the Bay's Critical Maneuvering Areas to confirm their continued applicability.

Also during 2020-2021:

- The Harbor Safety Committee of the San Francisco Bay Region continued to hold its regular business meetings on an online platform due to COVID-19. The expanded attendance via Zoom has continued to hold steady.
- The Harbor Safety Committee submitted a comment letter to the City of Oakland on the Draft Environmental Impact Report for the proposed Oakland A's stadium project at Howard Terminal. The comment letter covered a number of concerns regarding the proposed stadium and associated development project which may potentially conflict with port operations and navigation safety issues.
- The Dredge Work Group formed a multiagency working group to establish a protocol for USACE to regularly provide to the HSC a Channel Condition Report.
- The Navigation Work Group, together with the Dredge Work Group, worked with the USACE to complete the Bulls Head Channel emergency dredging, and continues to work on the Pinole Shoal channel, which experiences a recurring loss of depth.
- The Ferry Work Group initiated an investigation through solicitation of commercial operators to determine if "ghost" AIS signals exist, an issue interfering with navigation equipment.
- The Prevention Through People Work Group continued the regional Boat Flare Program, which started at the San Francisco Marina and expanded to other counties through 2020. The program further supported boaters on safety, and as boating expands during Summer 2021, boat flare training and awareness will regain momentum and provide an option to use expired flares for practical experience training. The work group coordinated with the various Harbor Masters, USCG Auxiliaries, and various Yacht Clubs to regionally accomplish this activity.
- Bay Area Marina Operators, a subgroup of the Prevention Through People Work Group, provided a presentation on marina/harbor financing for harbor improvements, both via infrastructure and environmentally, with thanks to California Maritime Infrastructure Bank.

The Committee also received a number of presentations related to diverse topics including:

- Report on Berkeley Pier Bird Habitat Restoration Project, by Michael Anderson of OSPR. Compensatory damages received as a result of the 2007 Cosco Busan oil spill are being used for habitat restoration. The project includes the construction of bird roosting platforms on the old Berkeley Pier and will benefit brown pelicans, cormorants, gulls, and shoreline birds. Wind deflectors will also be installed to protect the birds, and a reduced speed buffer zone will be established. Once complete, the restoration is expected to last for 30 years.
- Report on a Port Efficiency Program, by Roland van Assche of PortXchange. To support a new port efficiency program developed at the Port of Rotterdam, PortXchange has

developed a web-based support tool for tracking vessels, providing notifications/warnings, and industry connections. Benefits include reduced turnaround and bunkering time. A six-month trial of the program is being conducted in Houston.

- Report on the Sea Change Hydrogen Fuel Cell Ferry, by Elias Van Sickle of Switch Maritime. Elias Van Sickle gave a presentation to the committee on an update to Sea Change, formerly called Water-Go-Round, a hydrogen fuel cell and lithium-ion battery ferry project. The Sea Change ferry is in the final stages of construction and is planned to be the first in a fleet of zero-emission passenger ferries.
- Report on Pioneer Canyon Deep Sea Footage by Jan Roletto of NOAA. A presentation to the committee on deep sea video footage taken in Pioneer Canyon off the California coast. The footage is from ROV surveys that took place October 2020, at depths of 800-1300 meters and includes numerous deep sea species of fish, octopi, sponges, squid, crabs, snails, and other invertebrates that were observed in habitat provided by coral often hundreds of years old, though not in great quantities. Additional dives and future research are planned.

See Appendix C, Annual Work Group reports, for activities conducted over the previous year.



Website Now Live!
**2021 BOEM Offshore Wind and Maritime Industry
Knowledge Exchange**

June 24; July 22, and August 19
12:30-3:00 PM ET

More Information

Visit the 2021 Offshore Wind and Maritime Industry Knowledge Exchange [webpage](#) for presentations, recordings, meeting summaries and to register for the next Knowledge Exchange! There you can learn more as subject matter experts discuss updates on offshore wind and maritime activities that occurred since BOEM's [2018 Offshore Wind and Maritime Industry Knowledge Exchange](#), share how past recommendations and approaches were incorporated in offshore wind and marine transportation co-existence, and continue discussing measures to minimize risk to safety and disruptions to maritime transportation operations while supporting the development of domestic renewable energy. To register for each 2.5-hour event, click the links below:

June 24 – Ports: Stressors, Conflicts, and Offshore Wind Needs

Presentations are now posted! Recordings and report upcoming!

July 22 – Agency and Industry Coordination: Search and Navigational Tools

Register [here!](#)

Highlights will include:

- Register Discussions on Lighting and Marking Guidelines and Labeling Schemes
- Panel on Search and Rescue
- Register Discussions on Navigational Tools, including vessel radar and charts

August 19 – Marine Spatial Planning for the Maritime Sector

Register [here!](#)

For more information, contact Arianna Baker.



Arianna Baker | Arianna.Baker@BOEM.gov