

Executive Summary 2021-2022

The Harbor Safety Committee of the San Francisco Bay Region continued its collaborative process to engage the maritime community in supporting navigation safety in the Bay.

Also during 2021-2022:

- For most of the year, the Harbor Safety Committee held its regular business meetings on an online platform due to the ongoing COVID-19 pandemic. The expanded attendance via Zoom has continued to hold steady. A hybrid format including online access is being used as in-person meetings resume.
- The Harbor Safety Committee received a response to the comment letter sent to the City of Oakland on the Draft Environmental Impact Report for the proposed Oakland A's stadium project at Howard Terminal. Several concerns raised in the letter were addressed and the Harbor Safety Committee will continue engagement as the project develops.
- The Dredge Issues Work Group held meetings on Pinole Shoal Channel shoaling concerns and possible need to request emergency dredging of the channel.
- The Ferry Operations Work Group expanded dialog with waterway users. Ferry service is expanding and ridership is increasing as COVID-19 restrictions ease.
- The Navigation Work Group engaged in ongoing efforts to update Vessel Speed Reduction best practices and expand the program into the bay to protect whales. An Anchorage 9 time limit was considered but it was decided that the issue was best dealt with on a case-by-case basis. The Navigation Work Group met with the Port of Oakland regarding the Oakland Turning Basins Widening Project. The PacMMS queuing process for container vessels to the Port of Oakland was launched in partnership between the San Francisco Marine Exchange, PMA, and PMSA. The process aims to minimize vessel waiting and anchoring times, increase safety, and reduce emissions.
- The Prevention through People Work Group continued to support maritime safety. The Bay Area Marine Operators subgroup met regularly on issues including boating safety, clean water, and abandoned vessel removal. Efforts are being made in partnership with USA Harbors to establish electronic tidal monitors in key locations on the west coast and in the SF Bay Area.
- The Tug Work Group met to discuss augmenting plans for utilizing tugboat companies and their assets to transport first responders across San Francisco Bay in the event of a major disaster. The Work Group will review and update the Emergency Offshore Towing Plan.
- PORTS stations were maintained regularly and annual service of PORTS Tide Stations was conducted by NOAA. PORTS current buoys were redeployed and shore station upgrades are in progress.

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

- Report on Real Time Networks Safety & Security Solutions by Tamara Coffey of Real Time Networks. Real Time Networks is a technology company focused on asset protection, safety, and security solutions.

- Report on the USCG Pacific Coast Port Access Route Study (PAC-PARS) by LTJG Nicholas Buch, of the USCG District 11. A long-term vessel route study is being initiated to determine any mitigation required due to increased vessel traffic and other maritime impacts including marine sanctuary expansion, energy development and aquaculture. The study will be conducted in three phases and is expected to take 2 - 5 years. A public comment period was held.
- Report on ProtectedSeas Data Collection, by Deirdre Brannigan of ProtectedSeas. ProtectedSeas, in partnership with NOAA, has developed a marine regulatory framework navigator and the Marine Monitor (M2) vessel tracking system. Marine areas often have complex and overlapping management issues. The M2 project is a land-based radar system used to determine active maritime usage of an area. The system is easily deployed with applications supporting Search and Rescue, MPA management, security, and research. The system has been used for whale ship strike risk management and fishing vessel tracking.
- Two reports on Sail Grand Prix 2022, by Melanie Roberts, of Sail GP. Sail GP was held in late March. The sailboat racing event included sailing practice, race rehearsal and the race itself over several days. An Exclusion Zone was established for the event and nine sailboats competed. Planning meetings were held with the USCG for permitting purposes. It was a successful and well attended event.

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