

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill Prevention and Response Act of 1990

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

Thursday, June 9, 2022

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: **Cody Aichele-Rothman** (A) Bay Conservation and Development Commission; **LTC Kevin Arnett** (M), US Army Corps of Engineers; **Capt. Jordan Balduenza** (A), United States Coast Guard; **John Berge** (M), Pacific Merchant Shipping Association; **Capt. David Corbett** (A), San Francisco Bar Pilots; **David Fisch** (M), Port of Redwood City; **Kathi George** (A), The Marine Mammal Center; **Dominic Moreno** (M), Port of San Francisco; **Julian Rose** (M), Marathon Petroleum; **Justin Taschek** (A), Port of Oakland;; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 12, 2022, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. The HSC is meeting remotely this month due to Covid-19 resurgence. In-person meetings will resume when conditions improve.

Coast Guard Report- Capt. Jordan Balduenza

- Sector San Francisco published a MSIB on May 23rd titled Lifesaving and Firefighting Systems Equipment Servicing Requirements. Mariners must ensure availability of emergency equipment.
- Removal of the grounded vessel America Challenger is ongoing under Unified Command and the vessel is being monitored. Rigging is being installed.
- The COTP order issued for the Valero Terminal after the recent Port of Benicia fire has been lifted. The Valero dock is now open, but the east dock remains closed.

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- Fourteen marine event permit applications have been received for Fourth of July fireworks shows. A Notice of Enforcement will be published.
- LT William Harris read from the May- 2022 Prevention/Response Report (attached).
- Richard James, Coastodian.org, asked for an update on the fishing vessel Sea Star grounding. Capt. Baldueza advised that the investigation is still ongoing, and information will be provided when complete. A public meeting with fishermen will be scheduled.

Army Corps of Engineers Report- LTC Kevin Arnett

- The FY22 dredging program is underway. Emergency dredging of Bulls Head Channel has been initiated.
- Jessica Vargas read from the US Army Corps of Engineers, San Francisco District Report (attached). Dredge contract bids are open. The government hopper dredge Essayons arrived last week and is conducting Main Ship Channel dredging. The Essayons will then move on to Richmond Outer Harbor or first divert to Bulls Head Channel for emergency dredging. Debris removal for May was well below average. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Caliguire

- Applications for vacant HSC membership positions are welcome and expiring HSC members are encouraged to reapply. An application has been received for a new Chevron representative. Contact: michael.caliguire@wildlife.ca.gov
- Capt. Ted Mar, OSPR, advised that headquarters is still working remotely but field units are active.

NOAA Report- None

State Lands Commission Report- Robert Booker (report attached)

Report on Center for Sea Rise Solutions (CSRS)- Janelle Kellman, CSRS and Mayor of Sausalito

- Janelle Kellman, Center for Sea Rise Solutions (CSRS), gave a presentation to the committee (slides attached). CSRS partners with ports and other stakeholder organizations internationally to further dialog and foster innovation on sea level rise issues. In partnership with the Sustainable Ocean Alliance, an ocean hackathon will be held on December 3-4 in Sausalito.

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Studies show that sea level is increasing more rapidly than previously thought and sunny day flooding is becoming more common. Sea level will continue to rise even if carbon emissions are reduced, and mitigation is necessary. The city of Sausalito has experienced increased flooding and many ports are also at risk. Some large cities have developed plans to protect against sea level rise, but little action has been taken. CSRS is involved with developing a shared roadmap for equitable coastal solutions. Priorities include developing partnerships, holding workshops, and starting pilot programs in several cities. Maritime community participation is welcome.

Contact: janelle@searisesolutions.org

- Fred Meitz, World Ocean Council, advised that recent Sausalito flooding has had major impacts resulting in communities being isolated.
- Capt. Korwatch asked if the USACE Bay Model can be used to visualize sea level rise. LTC Arnett advised that sea level rise modeling is not currently done at the Bay Model, but USACE is involved with assessing the issue and partners with local agencies.
- Ben Eichenberg, Baykeeper, advised of ShoreView, a partnership with Google which provides sea level rise modeling of the bay. Link: <https://baykeeper.org/shoreview/index>. Sites with toxic contamination are particularly vulnerable. Groundwater rise is another concern being studied at UC Berkeley. Baykeeper works with local governments on General Plan updates incorporating sea level rise planning.
- Janelle Kellman advised that the Port of San Francisco is working on a living seawall pilot project. Domico Moreno provided details on the project which seeks to mitigate flood risk and support port operations. For more information: <https://sfport.com/wrp/living-seawall>
- Engineering With Nature is a USACE campaign to use natural features to deliver environmental and other added value in addition to traditional objectives. Link: <https://ewn.erdcdren.mil/>
- Cody Aichele-Rothman advised of Bay Adapt, a regional strategy for sea level rise. Link: <https://www.bayadapt.org/>

Work Group Reports-

Plan Update Work Group: Cody Aichele-Rothman: The 2022 San Francisco Harbor Safety Plan Update has been compiled. The Harbor Safety Plan Update Transmittal Memo and the 2021/2022 SF HSC Executive Summary were electronically distributed (attached). No substantive changes have been made to the plan. A motion was made and seconded to approve the 2022 HSP Update. The motion passed without dissent.

Tug Work Group- Nothing to report.

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Navigation Work Group- Capt. David Corbett: Nothing to report. Kathi George asked about VSR best practice updates. Capt. Korwatch advised that VRS updates are still being worked on, but language concerns have stalled progress.

Ferry Operations Work Group- Nothing to report.

Dredge Issues Work Group- Julian Rose: Marathon has sent a letter to the USCG requesting emergency dredging of Pinole Shoal Channel (attached). Deferred dredging of Pinole Shoal Channel is an ongoing concern and recent shoaling has been detected. David Corbett advised that the shoaling is a navigation issue which will continue to progress until the channel is dredged. Reduced depth restricts transit windows impacting shipping upriver and the Bar Pilots support emergency dredging. Capt. Baldueza advised that the USCG has received the letter and is engaged with the Army Corps. It has been determined that the shoaling detected in Pinole Shoal Channel is not a hazard to navigation at this time. Shoaling will continue to be monitored and a Notice to Mariners was issued. Shoaling of Bulls Head Channel was deemed a hazard to navigation and USACE will conduct emergency dredging there. CDR Hale Allegretti, USCG, advised that an appeals process is available. Capt. Korwatch advised that the HSC will monitor the situation and consider voting to support Marathon's emergency dredging request at a later meeting. Jim Haussener, CMANC, advised that state water quality regulations are a factor in limiting hopper dredging and a better solution is needed. Ben Eichenberg advised that routine use of emergency dredging is seen as a way to avoid environmental regulations. Capt. Korwatch advised holding additional Work Group meetings on the issue.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Nothing to report.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to shore station equipment issues. Repairs are ongoing and new equipment will be installed. A data transmission problem with the Amorco visibility sensor was fixed and the station is back online. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>
- Capt. Korwatch advised that OSPR funding for PORTS maintenance has been secured for the 2022/2023 fiscal year.

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Public Comment-

- Rom Matthews, USCG, announced that the Port Operations Recovery Team is holding a meeting on June 27th. Contact: romulus.p.matthews2@uscg.mil
- Justin Taschek advised that planning for the Oakland Turning Basins Widening Project is moving forward. A CEQA study has been initiated. For more information: <https://www.oaklandseaport.com/oakland-harbor-turning-basins-widening-navigation-study/>
- Bill Crabbs, Phillips 66, advised of support for Marathon's emergency dredging request for Pinole Shoal Channel. The channel is substandard.
- Jim Haussener advised of the Water Resources Development Act which provides federal funding for regional dredging and seawall projects. Information on nominating projects for FY23 appropriations: <https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/WRRDA-7001-Proposals/>
- Capt. Korwatch advised that the Marine Exchange operates a library of historical maritime books which are available for check out.
- Capt. Korwatch announced that the next Northern California Area Maritime Security Committee (AMSC) meeting has been postponed until July 19th at the Port of Oakland.
- Cody Aichele-Rothman announced that BCDC held a public meeting on June 2nd regarding the proposed Oakland Howard Terminal stadium project. Public comment is now closed, and final recommendations will be released. A meeting will be held on June 30th to vote on the Bay Plan Amendment.

Old Business- None

New Business- None

Next Meeting-

1000-1200, July 14, 2022
Remote Meeting via Zoom

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:38.

Respectfully submitted: Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2022)**MARINE CASUALTIES**

Crewmember Injury (02MAY2022): A U.S. small passenger vessel reported a deckhand injury while mooring to Larkspur Ferry Terminal. A crewmember injured his leg when it was pinned between the vessel and a floating deck during a mooring evolution. The crewmember was treated for minor injuries at the hospital and released without further incident. Case closed.

Loss of Propulsion (04MAY2022): A U.S. flagged small passenger vessel experienced a main engine failure while transiting near Anchorage 9. The vessel experienced a low fuel alarm, and when the engine was put in neutral it lost operation of the port engine. The vessel offloaded passengers at Jack London Square and then proceeded using the starboard engine to Alameda for repairs. Fuel strainer for supply lines were dry, build up in fuel lines attributed to sediment in fuel tanks that broke free after switching to newer fuel. Fuel lines and filter were replaced. Coast Guard witnessed satisfactory operation of the system. Case closed.

Loss of Propulsion (06MAY2022): A U.S. flagged small passenger vessel experienced a main engine failure while transiting in San Francisco Bay. The vessel reported a loss of propulsion in their starboard engine due to low fuel pressure alarm. The vessel returned to Harbor Bay and offloaded all passengers, then transited to Alameda to diagnose and repair the issue. The cause was determined to be build up in fuel lines attributed to sediment in fuel tanks that broke free after switching to newer fuel. Fuel lines and filter were replaced. Coast Guard witnessed satisfactory operation of the system. Case closed.

Equipment Failure (12MAY2022): A U.S. flagged small passenger vessel reported a loss of steering while transiting to the Sausalito Ferry Terminal with passengers onboard. The vessel reported excessive smoke due to an overheated generator. The generator and main engines were secured and the vessel lost primary steerage. Secondary steerage remained operational and the vessel transited safely to Sausalito Ferry Terminal where it disembarked all passengers. The vessel then travelled to Richmond, CA to conduct repairs. A failed gasket on the generator caused coolant to leak onto the engine head creating a large amount of smoke. The captain secured main engines and generator as a precautionary measure. Coast Guard attended vessel but is awaiting full technician report for repairs. Case pends.

Grounding (18MAY2022): A U.S. flagged small passenger vessel experienced a slight grounding while mooring at Tiburon Ferry Terminal. The vessel was mooring bow first, port side-to, with a spring line already secured to the pier. The vessel began to spring on the mooring line and advanced further down the pier towards the shoal than intended. The bow of the vessel then allided with a rock below the water line. The vessel did not become stuck on the rock and was able to safely finish mooring, and discharge all passengers on board. The crew commenced a survey of the vessel; they reported no visible damage to the exterior of the vessel's bow and they confirmed no water intrusion to void spaces or tanks. The vessel reported no damage or reduction of seaworthiness. Case closed.

Loss of Propulsion (20MAY2022): A U.S. flagged school ship experienced a loss of propulsion while outbound in the San Francisco Bay near Angel Island. The vessel immediately dropped anchor and was later escorted to Anchorage 7 by a tug. The port main diesel engine shut down due to loss of control air pressure. Under the increased load, the starboard main diesel engine shut down due to its jacket water heat exchanger temperature regulating valve manual closure. The vessel conducted repairs while at anchorage and Coast Guard witnessed satisfactory operation of the system. Case closed.

Person Overboard (21MAY2022): A U.S. flagged small passenger vessel reported a passenger fell overboard while underway in the vicinity of the San Francisco Ferry Building. The passenger was quickly recovered and no further assistance was necessary. The vessel then returned to berth. Case closed.

Engine Failure (24MAY2022): A U.S. flagged small passenger vessel experienced a brief loss of propulsion while mooring up in Oyster Point Marina. The captain reported that the engine briefly turned off but restarted immediately. The vessel then embarked passengers and transited to Alameda. Afterwards, the vessel was taken out of service to diagnose the problem. The port side fuel filter was found to be clogged due to sediment in the fuel tank. As previously planned, the vessel began repairs, first creating an opening in the fuel tanks and then cleaning them out. Coast Guard witnessed satisfactory operation of the system. Case closed.

Allision (25MAY2022): A U.S. flagged small passenger vessel reported an allision with the pier at the Oakland Ferry Terminal while mooring, causing a 1/4 inch hole and slight damage to the starboard bow. The combination of the ebb tide and high winds led to the vessel allision. Passengers were safely disembarked and no injuries were reported. The vessel was taken out of service and transited to Alameda to conduct repairs. Technicians repaired the damaged area and no structural damage was reported. Coast Guard witnessed satisfactory repairs of the starboard bow. Case closed.

Loss of Propulsion (30MAY2022): A U.S. flagged small passenger vessel experienced a loss of propulsion while underway with passengers in the vicinity of Crissy Field. The vessel immediately anchored and requested a tow from a commercial vendor. The vessel returned to San Francisco Pier 39 and all passengers disembarked with no injuries. A mechanical failure caused the engine to shut down and the Coast Guard is currently awaiting a servicing report for causative factors. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (02MAY2022): A foreign flagged bulk carrier was inspected in Redwood City and issued an operational control (Code 17, prior to departure) due to pin hole leaks in cooling water piping for main propulsion engine and generator. The vessel conducted repairs, class and Coast Guard witnessed repairs and the operational control was cleared. Case closed.

Operational Control (05MAY2022): A U.S. flagged small passenger vessel was inspected in Emeryville Marina and issued an operational control (Code 701, prior to the carriage of passengers) due to pinhole leaks in the fire main system. Vessel conducted repairs to the fire main piping. Coast Guard witnessed repairs made to the fire-fighting system and the operational control was cleared. Case closed.

Operational Control (05MAY2022): A U.S. flagged small passenger vessel was inspected in Lake Tahoe, CA and issued an operational control (Code 701, prior to carriage of passengers) due to the "Fireboy" system not starting in over-ride mode. The vessel replaced the engine control module and Coast Guard witnessed corrected deficiency. Case closed.

Operational Control (12MAY2022): A foreign flagged tankship was inspected in Martinez, CA and issued an operational control (Code 17, prior to departure) due to hydraulic leak of the mooring winch and associated piping. Class and Coast Guard witnessed repairs and the operational control was cleared. Case closed.

Operational Control (12MAY2022): A U.S. flagged small passenger vessel reported a generator malfunction while transiting to Sausalito Ferry Terminal and issued an operational control (Code 701, prior to carriage of passengers). Coast Guard and Class witnessed repairs made to the generator and the operational control was cleared. Case closed.

Operational Control (18MAY2022): A U.S. flagged sailing vessel was inspected in Alameda, CA and issued an operational control (Code 701, prior to the carriage of passengers) due to significant rot damage on the foremast. Vessel in the process of completing repairs and Coast Guard will inspect when complete. Case pends.

Operational Control (24MAY2022): A U.S. flagged small passenger vessel reported a loss of propulsion on the port engine while mooring in Oyster Point Marina and issued an operational control (Code 701, prior to the carriage of passengers). The vessel conducted previously planned repairs by creating an opening in the fuel tanks and then cleaning out excess sediment. Coast Guard witnessed repairs made to the fuel filters and fuel tanks. Case closed.

Operational Control (20MAY2022): A U.S. flagged school ship reported a loss of propulsion while outbound in the San Francisco Bay and issued an operational control (Code 17, prior to departure). The vessel lost main engines due to loss of control air and high jacket water temperatures. Coast Guard witnessed repairs made to both engines and the operational control was cleared. Case closed.

Operational Control (24MAY2022): A U.S. flagged small passenger vessel reported a loss of propulsion on the port engine while mooring in Oyster Point Marina and issued an operational control (Code 701, prior to the carriage of passengers). The vessel conducted previously planned repairs by creating an opening in the fuel tanks and then cleaning out excess sediment. Coast Guard witnessed repairs made to the fuel filters and fuel tanks. Case closed.

Operational Control (25MAY2022): A U.S. flagged small passenger vessel reported and allision with the pier while mooring up in the Oakland Ferry Terminal, leading to a hole and damage to the starboard bow. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). A technician cut out the damaged area and welded new pieces in place. Coast Guard witnessed satisfactory repairs made and the operational control was cleared. Case closed.

Operational Control (26MAY2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) requiring new machinery installments to be approved by the OCMI and a new stability test prior to service. Case pends.

Operational Control (28MAY2022): A U.S. flagged uninspected vessel was boarded in South Lake Tahoe and issued a Captain of the Port (COTP) Order for operating as a small passenger vessel without a valid COI or credentialed master onboard. The vessel was prohibited from operating in any capacity other than for personal use by the owner. Case pends.

Operational Control (30MAY2022): A U.S. flagged small passenger vessel experienced engine failure while underway in the San Francisco Bay and issued an operational control (Code 701, prior to the carriage of passengers). The vessel was towed back to Pier 39 and safely disembarked passengers. The vessel was then towed to Richmond, CA to conduct repairs. Case pends.

Operational Control (31MAY2022): A U.S. flagged small passenger vessel was inspected in Richmond, CA and issued an operational control (Code 60, prior to movement) due to no bilge alarm installed in the engine room or machinery space. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (16MAY2022): A foreign flagged containership was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case pends.

Letter of Deviation (LOD), Inoperable X-Band Radar (23MAY2022): A foreign flagged containership was issued an inbound LOD for a reported inoperable X-Band radar with scheduled repairs to be made in Oakland. The vessel was required to have additional lookouts during transit and make appropriate repairs before departure. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-band radar (26MAY2022): A foreign flagged bulk carrier was issued an inbound LOD for inoperable S-band radar. Vessel was required to transit with limitations until repairs were conducted. Case pends.

Letter of Deviation (LOD), Inoperable Rudder Angel Indicator (27MAY2022): A foreign flagged containership was issued an inbound LOD for inoperable Rudder Angel Indicator. The vessel was required to repair equipment and provide a copy of the technician report prior to departure. Case pends.

Letter of Deviation (LOD), Inoperable Rudder Angel Indicator (28MAY2022): A foreign flagged containership was issued an outbound LOD for inoperable Rudder Angel Indicator. The vessel received a Letter of Dispensation from their flag temporarily exempting them from this requirement. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (LOW), (25MAY2022): IMD received notification that a regulated waterfront facility discharged approx. 7 gal of diesel into the San Pablo Bay in the vicinity of Rodeo, CA. The facility enacted their facility response plan and launched vessels to deploy boom. The discharge was determined to be due to corrosion on a pipe and only resulted in a slight drip of product, minimizing the amount discharged. The facility has subsequently emptied the pipeline, flushed it with water, and is currently replacing the section of pipe. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (LOW), (27MAY2022): IMD received notification that a recreational vessel sank at its slip and discharged approx. 5 gal of diesel into the Oakland Estuary. IMD arrived on scene and assisted the harbormaster in deploying sorbent boom. The owner contacted insurance and hired local contractors to remove the petroleum products, plug the hole, and refloat the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

Letter of Warning (LOW), (28MAY2022): IMD received notification that a recreational vessel sank in Pillar Point Harbor and discharged approx. 1 gal of residual oil into the harbor. IMD previously federalized this vessel and removed all recoverable oil and hazardous materials. IMD monitored the vessel and determined that the sheen was caused by a small quantity of residual product and quickly dissipated, harbormaster deployed sorbent boom as a precaution. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2022			
PORT SAFETY CATEGORIES*	May-2022	May-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	1	3.31
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	9	7.22
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	1	2.25
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (2)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	10	11	13.33
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2022	May-2021	**3yr Avg
U.S. Commercial Vessels	0	2	0.64
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.64
Commercial Fishing Vessels	0	1	0.72
Recreational Vessels	3	3	6.11
Pollution Discharge Sources (Facilities)	May-2022	May-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	1	1	2.31
Mystery Spills - Unknown Sources	2	3	4.72
Number of Pollution Incidents (By Spill Size)	May-2022	May-2021	**3yr Avg
Spills < 10 gallons	6	7	9.75
Spills 10 - 100 gallons	0	0	1.11
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	3	4.33
Total Pollution Incidents	8	10	15.56
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2022	May-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	2.00	3.22
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.50
Estimated spill amount from Public Vessels	1.00	0.00	7.00
Estimated spill amount from Commercial Fishing Vessels	0.00	5.00	29.67
Estimated spill amount from Recreational Vessels	7.00	3.00	87.15
Estimated spill amount from Regulated Waterfront Facilities	7.00	0.00	21.44
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	1.00	1.00	29.72
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	16.00	11.00	178.76
Penalty Actions	May-2022	May-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.75
Letters of Warning	3	6	5.44
Total Penalty Actions	3	7	6.31
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**Harbor Safety Committee
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**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 9, 2022**

1. CORPS O&M DREDGING PROGRAM

Planning for the FY22 dredging program is currently underway based on FY22 President's Budget amounts. The FY22 project schedules are included in this report. The FY22 Consolidated Appropriations Act was signed into law on March 15th providing funds to the Corps to execute this year's dredging program. No changes to the schedules were needed.

FY 2022 DREDGING

- a. **Richmond Inner Harbor** – Bid opening for the dredging contract solicitation was held on May 13. The contract was awarded to Pacific Dredge on May 27. Dredging is estimated to start mid-July.
- b. **San Joaquin River (Port of Stockton)** – Bid opening for the dredging contract solicitation was held on May 31. Contract award is tentatively scheduled for mid-June and dredging estimated to start towards the end of July.
- c. **Sacramento River Deep Water Ship Channel** – Bid opening for the dredging contract solicitation was held on June 6. Contract award is tentatively scheduled for late June and dredging estimated to start early August.
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract solicitation was posted on May 13 with bid opening scheduled for June 13. Contract award is tentatively scheduled for late June and dredging estimated to start mid-August. On June 6, the U.S. Coast Guard notified the Corps of a hazardous shoal on the approach to the Union Pacific Railroad Bridge crossing in Bulls Head Reach of Suisun Bay Channel. The Corps has initiated emergency dredging procedures and will divert the Essayons to remove the hazard while it's here in the Bay Area this month.
- e. **San Rafael Creek** – A dredging contract solicitation was posted on May 20 with bid opening scheduled for June 21. Contract award is tentatively scheduled for early July and dredging estimated to start mid-August. Dredging will be performed in both the Inner Canal and Across-the-Flats reaches of the project. The project was last dredged in 2011.
- f. **Oakland Harbor** – A dredging contract solicitation was posted on May 27 with bid opening scheduled for June 27. Contract award is tentatively scheduled for mid-July and dredging estimated to start late August. Half of the dredged material is planned for in-bay disposal while the other half will be beneficially reused at a site of the contractor's choosing.
- g. **Napa River** – Planning for maintenance dredging of the Napa River is currently underway with a contract award tentatively scheduled for late July and dredging estimated to start early September. Dredging will be performed in the upper reaches only. The project was previously dredged in 2016.

- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and began dredging at the Main Ship Channel on June 2. The Essayons will work the MSC for about 15 days and then either head directly to Richmond Outer Harbor or divert to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging. Schedule is still being finalized.
- i. Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel, the Essayons will move directly to Richmond Outer Harbor in mid-June and complete maintenance dredging there or first divert to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging. It would then head over to Richmond and complete that work. Schedule is still being finalized.
- j. San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.
- k. Redwood City Harbor** – This project is currently on a 2-year cycle and dredging last occurred in FY21. An assessment was recently done comparing advance maintenance to annual dredging. The result of the analysis supports switching to annual dredging beginning in FY23.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: A hazardous shoal has been identified at Bulls Head Reach of Suisun Bay Channel. Emergency dredging procedures have been activated.

3. DEBRIS REMOVAL –Debris removal for May was 7 tons. Dillard: 7 tons, including 1 abandoned vessel; Raccoon: 0 tons (out of service). Average debris removal for May from 2012 to 2021 is 96 tons (Range: 7-114.5).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2022	TONS	TONS	TONS	TONS
JAN	0	374	0	374
FEB	0	37	3	40
MAR	0	23	0	23
APR	0	21	0	21
MAY	0	7	0	7
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
465

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 scope of the tentatively selected plan includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. A NED waiver to continue with a Comprehensive Benefits Plan (CBP), which includes electric dredging, was submitted to the Assistant Secretary of the Army (ASA) by USACE Headquarters. The Final decision by the ASA to continue with the CBP is pending after their assessment of the public review comments.

The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. The Agency Decision Milestone (ADM) is scheduled for May 12th. The 3x3x3 feasibility study is on track and on budget. However, 3X3X3 compliance will need to be reassessed after public comments are received.

5. OTHER WORK

Regional Dredge Material Management Plan: Following public and stakeholders' outreach for the PMP, the project is now in phase 1 gap analysis to address the key issues as identified by the stakeholders from the virtual charrettes held in July 2020. SFEI has been contracted to perform this phase and is coordinating with the Interagency Working Group (IWG) to provide expert advice and review of work products associated with the RDMMP Gaps Analysis, including prioritizing the knowledge gaps identified by the project team and reviewing the scopes of work produced to address those knowledge gaps. 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/>

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 October 14, 2021.
- Berkeley Marina (Entrance Channel):** Condition survey of April 22, 2021.
- Islais Creek Channel:** Condition survey of August 26, 2021.
- Larkspur Ferry Channel:** Condition survey of April 8, 2020.
- Mare Island Strait:** Condition survey of September 29, 2021.
- Marinship Channel (Richardson Bay):** Condition survey of June 23, 2020 and April 20, 2021.
- Napa River:** Condition survey of February 2-10, 2022.
- Northship Channel:** Condition survey of September 20, 21, & 28, 2021.
- Oakland Inner Harbor:** Condition survey of May 11, 2022.
- Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.
- Oakland Outer Harbor:** Condition survey of May 12, 2022.
- Petaluma River (Across-the-Flats):** Condition survey of 16 November 2021 – 29 March 2022.
- Petaluma River (Main Channel):** Condition survey of 16 November 2021 – 29 March 2022.
- Petaluma River (Extended Channel):** Condition survey of 16 November 2021 – 29 March 2022.
- Pinole Shoal Channel:** Condition survey of April 27, May 4, and May 10, 2022.
- Redwood City Harbor:** Condition survey of March 15-16, 2022.
- Richmond Inner Harbor:** Condition survey of March 30, 2022.
- Richmond Inner Harbor (Santa Fe Channel):** Condition survey of December 20, 2016.
- Richmond Outer Harbor (Longwharf):** Condition survey February 15, 2022.

Richmond Outer Harbor (Southampton Shoal): Condition survey of January 26, 2022.
Sacramento River Deep Water Ship Channel: Condition Survey of April 20-28, 2022.
San Bruno Shoal: Condition survey of February 26, 2021.
San Francisco Main Ship Channel: Condition survey of March 8 and April 19, 2022.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of April 12-13, 2022.
San Rafael (Creek): Condition survey of April 12-13, 2022.
Stockton Ship Channel: Condition survey of April 1-4, 2022.
Suisun Bay Channel: Condition survey of May 15-17, 2022.
Suisun Bay Channel (Bullshead Reach): Condition survey of May 15-17, 2022.
Suisun Bay Channel (New York Slough): Condition survey of April 1-4, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of March 17, 2022.
SF-10 (San Pablo Bay): Condition survey of March 17, 2022.
SF-11 (Alcatraz Island): Condition survey of May 3, 2022.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 20, 2021.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 24, 2022.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **7 JUN 2022**. 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.

FY 2022 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2022												FY2023		Estimated CY	Dredge Type	Placement Site
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB				
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Richmond Inner Harbor	13-May (A)	27-May (A)			■	◆	◆	■	▨	■					410kcy	Contract Clam Shell	SF-DODS		
San Joaquin River (Port of Stockton)	31-May (A)	14-Jun (S)			■	◆	◆	■	▨	■					180kcy	Contract Pipeline	Various Upland		
Sacramento River (30 Foot Project)	6-Jun (A)	20-Jun (S)			■	◆	◆	■	▨	■					150kcy	Contract Pipeline	Various Upland		
Suisun Bay Channel	13-Jun (S)	28-Jun (S)			■	◆	◆	■	▨	■					120kcy	Contract Clam Shell	Upland		
San Rafael Creek	21-Jun (S)	6-Jul (S)			■	◆	◆	■	▨	■					235kcy 25kcy	Contract Clam Shell	SF-10 SF-DODS		
Oakland Harbor	28-Jun (S)	12-Jul (S)			■	◆	◆	■	▨	■					375kcy 375kcy	Contract Clam Shell	SF-11 Upland		
Napa River	11-Jul (S)	25-Jul (S)				■	◆	◆	■	▨	■				55kcy	Contract Clam Shell	Coombs		
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)	■	◆	◆	■	WCH								1100kcy	WCHC (Portland)	HOODS		
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	N/A								■	YAQ (TBD)				150kcy	Govt Hopper	HOODS		
SF Main Ship Channel	N/A	N/A					■	ESS							350kcy	Govt Hopper	OBDS/SF-8		
Richmond Outer Harbor	N/A	N/A					■	ESS							250kcy	Govt Hopper	SF-11/SF-10		
			■	◆	◆	■	WCH West Coast Hopper Contract	■	Environmental Window										
			◆	◆		YAQ Gov't Dredge Yaquina	■	Mobilization											
			◆			ESS Gov't Dredge Essayons	▨	Physical Dredging											
			■			Hopper Dredging													

* Program execution is based on the FY22 President's Budget.

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 SAN FRANCISCO BAY 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)				
Napa River Mare Island Strait Causeway to Asylum Slough	03-12-2021	75 245						
Napa River Asylum Slough to Napa City	03-12-2021	102 183						
Oakland Harbor Brooklyn Basin	01-15-2021	147 1501						
Oakland Harbor Brooklyn Basin	01-15-2021	250 1010						
Oakland Harbor Oakland Inner Harbor	05-11-2022	544 1997						
Oakland Harbor Oakland Outer Channel	05-12-2022	296 1761						
Petaluma River Main Channel	03-29-2022	100 361						
Petaluma River ATF Across the Flats	12-15-2020	200 206						
Pinole Shoal Channel Pinole Shoal Channel	04-27-2022	600 1644						
Redwood City Harbor Redwood City Harbor	03-15-2022	300 943						
Richmond Inner Harbor Entrance Channel	03-30-2022	809 1021						
Richmond Inner Harbor Approach Channel	03-30-2022	809 1201						
Richmond Inner Harbor Santa Fe Channel	02-26-2019	195 509						
Richmond Outer Harbor Richmond Outer Harbor	01-26-2022	600 1291						
Richmond Outer Harbor Longwharf Turning Basin	06-06-2022	2188 5598				No Data	No Data	No Data

**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 SAN FRANCISCO BAY 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)				
San Francisco Mainship San Francisco Mainship	04-19-2022	2000	4.96	55	50.5	54.9	55.0	54.0
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8
San Rafael ATF Across the Flats	04-12-2022	100	2.25	8	2.8	3.9	3.3	2.6
San Rafael River Inner Canal Channel	04-12-2022	60 160	1.55	6	1.4	1.6	1.0	0.8
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	05-17-2022	300	2.84	35	35.0	33.9	32.3	32.3
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	05-17-2022	300	11.10	35	33.7	33.7	33.5	29.4
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	05-17-2022	400	0.90	35	34.3	No Data	No Data	No Data
Suisun Bay Channel New York Slough	04-01-2022	400 411	4.42	35	33.5	33.7	35.2	34.9

**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 SAN FRANCISCO BAY - 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)				
San Bruno Shoal San Bruno Shoal	10-28-2021	500	5.66	30	28.7	30.2	31.1	29.5
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	08-27-2021	500 1424	1.71	40	30.7	37.5	37.5	23.9
Alameda Naval Air Alameda Naval Air	10-14-2021	1000 4178	2.90	37	11.5	12.5	19.0	17.2
Mare Island Strait Mare Island Strait	09-29-2021	400 606	3.37	30	27.3	29.1	31.8	32.1
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-20-2021	3576 4769	5.97	45	23.1	38.2	37.8	35.2
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	09-24-2021	100 400	3.46	12	3.4	10.0	10.5	7.9
Moss Landing Moss Landing	03-31-2021	120 405	0.98	6	13.2	12.3	11.1	10.9



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

June 9, 2022

- ✎ In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2022 regarding possible escort violations. The clearinghouse did not contact OSPR in 2021 regarding 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 May there were 86 tank vessel arrivals; 13 ATBs, 2 Chemical Tankers, 8 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 28 Product Tankers, and 11 Tugs with Barges.
- ✎ In May there were 224 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	62		67	
ATB arrivals	13		14	
Barge arrivals to San Francisco Bay	11		11	
Total Tanker and Barge Arrivals	86		92	
Tank ship movements & escorted barge movements	285		298	
Tank ship movements	182	63.86%	158	53.02%
Escorted tank ship movements	151	52.98%	129	43.29%
Unescorted tank ship movements	31	10.88%	29	9.73%
Tank barge movements	103	36.14%	140	46.98%
Escorted tank barge movements	18	6.32%	20	6.71%
Unescorted tank barge movements	85	29.82%	120	40.27%

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		278		0		133		588	
Unescorted movements	53	29.94%	114	41.01%	0	0.00%	51	38.35%	218	37.07%
Tank ships	39	22.03%	85	30.58%	0	0.00%	41	30.83%	165	28.06%
Tank barges	14	7.91%	29	10.43%	0	0.00%	10	7.52%	53	9.01%
Escorted movements	124	70.06%	164	58.99%	0	0.00%	82	61.65%	370	62.93%
Tank ships	116	65.54%	148	53.24%	0	0.00%	72	54.14%	336	57.14%
Tank barges	8	4.52%	16	5.76%	0	0.00%	10	7.52%	34	5.78%

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 2022

San Francisco Bay Region Totals

	<u>2022</u>		<u>2021</u>	
Tanker arrivals to San Francisco Bay	299		694	
ATB arrivals	68		193	
Barge arrivals to San Francisco Bay	47		148	
Total Tanker and Barge Arrivals	414		1,035	
Tank ship movements & escorted barge movements	1,364		3,431	
Tank ship movements	781	57.26%	1,959	57.10%
Escorted tank ship movements	632	46.33%	1,513	44.10%
Unescorted tank ship movements	149	10.92%	446	13.00%
Tank barge movements	583	42.74%	1,472	42.90%
Escorted tank barge movements	75	5.50%	246	7.17%
Unescorted tank barge movements	508	37.24%	1,226	35.73%

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	840		1,335		0		564		2,739	
Unescorted movements	353	42.02%	646	48.39%	0	0.00%	239	42.38%	1,238	45.20%
Tank ships	284	33.81%	499	37.38%	0	0.00%	217	38.48%	1,000	36.51%
Tank barges	69	8.21%	147	11.01%	0	0.00%	22	3.90%	238	8.69%
Escorted movements	487	57.98%	689	51.61%	0	0.00%	325	57.62%	1,501	54.80%
Tank ships	460	54.76%	622	46.59%	0	0.00%	295	52.30%	1,377	50.27%
Tank barges	27	3.21%	67	5.02%	0	0.00%	30	5.32%	124	4.53%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - MAY COMPARISON

<u>VESSEL TRANSFERS</u>			
	<u>Total Transfers</u>	<u>Total Vessels Monitored</u>	<u>Total Transfers Percentage</u>
MAY 1 - 31, 2021	176	52	29.55
MAY 1 - 31, 2022	180	26	14.44

<u>CRUDE OIL / PRODUCT TOTALS</u>					
	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Overall Product (D)</u>	<u>Overall Product (L)</u>	<u>GRAND TOTAL</u>
MAY 1 - 31, 2021	12,758,167	0	19,148,993	5,183,226	24,332,219
MAY 1 - 31, 2022	11,832,024	0	19,466,565	4,804,056	24,270,621

<u>OIL SPILL REPORTED</u>				
	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
MAY 1 - 31, 2021	0	0	0	0
MAY 1 - 31, 2022	0	0	0	0

<u>MARINE INVASIVE SPECIES INSPECTIONS</u>					
<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>	
20%	358	71	89	18	

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.

By: MRA

Sea Level Rise SWOT

Presented by:

Janelle Kellman

Center for Sea Rise Solutions

June 9, 2022



Sea Level Rise is a Fact. We can't stop it. But we can adapt.

1

**Rate Increasing
Rapidly; 10-12" by
2050**

2

**Sunny day
flooding 10x as
frequent**

3

**GHG Emissions
Matter**

**At home - Massive
flooding and
infrastructure impacts
throughout Sausalito
October 2021**



From New Orleans to Tuvalu to Venice



Impacts

How do Ports consider the impacts of sea level rise?





Resilient Boston Harbor

- The pace of sea-level rise in Boston is expected to triple, adding eight inches over 2000 levels by 2030,
- In 2018 - Resilient Boston Harbor, a plan that will protect 47 miles of harbor and **cost the city \$1.2 billion.**



**We are uniquely focused on developing
repeatable processes for local decision
makers (“LDM’s”)**

Action: The Center for Sea Rise Solutions

Goal: Shared Roadmap for Equitable Coastal Solutions

1. A national Coastal Resiliency Community of Practice (RC2 CoP).
2. 3 workshops across the country in 2022 in key coastal cities
3. Pilots in 5-10 cities around the Country where we can test and validate



Ports Partners and a Shared View of the Future

Your Thoughts?
How Can We Help You With Your Challenges?

Examples:

1. **East Coast:** Port of New York and New Jersey invests after Sandy

1. **West Coast:** Port of Los Angeles assesses vulnerability, flooding risk

Thank you.

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 9 June 2022

Subject: Annual Update of Harbor Safety Plan, 2022

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 2021.

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.

Have a great day!

Sincerely,

Cody Aichele-Rothman

BCDC Coastal Planner

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.



Marathon Martinez
150 Solano Way
Martinez, CA 94553

18 May 2022

LCDR Alex Miller
Chief, Waterways Management Division
USCG Sector San Francisco
Phone: (415) 399-7401

Subj: PINOLE SHOAL CHANNEL EMERGENCY DREDGING

Ref: (a) U.S. Army Corps of Engineers Condition Survey, May 10, 2022
(b) USCG Memorandum Emergency Dredging in Bulls Head Channel October 23, 2020
(c) USCG Memorandum Emergency Dredging in Bulls Head Channel July 2, 2020
(d) USCG Memorandum Bulls Head Channel Emergency Dredging November 29, 2016
(e) Image of Vessel Sizes in Pinole Shoal Channel
(f) Environmental Impact Report from the U.S. Army Corps of Engineer and the Regional Water Quality Control Board

Dear LCDR Miller,

As Members of the Harbor Safety Committee and stakeholders in the San Pablo Bay area Marathon would like to express our joint concern with the San Francisco Bar Pilots regarding the recent reduction of the controlling depth of Pinole Shoal to 34.0 feet.

The latest survey of Pinole Shoal Channel by the US Army Corps of Engineers (USACE), reference (a), indicates a growing hazard to navigation as defined by 33 CFR 64.31. Deep draft vessel traffic is forced to maneuver around the shoal in the channel to safely navigate. Weather conditions for the period prior to the next scheduled dredging contract point to a likely movement of the shoal deeper into the channel, further limiting the navigable width. The shoaling is requiring vessel operators to mitigate the hazard, creating a significant economic hardship, consistent with 33 CRF 335.7, "Definition: Emergency." If no action is taken on this issue now, dredging in Pinole Shoal is not scheduled to take place until the end of 2023.

Navigation Hazard

The authorized project depth for the channel is 35.0 feet. Reference (a) shows minimum depths inside the channel as shallow as **30.0 feet**, with Pilots assessing a minimum operational depth of 34.0 feet after discounting 40% of the channel which is not being maintained at project depth. This shoaling presents a hazard to tank vessels carrying petroleum products or other hazardous cargo which require a minimum under keel clearance of three feet.

U.S. Army Corps of Engineers publication EP 1130-2-520, Sec. 9, describes required notification to the U.S. Coast Guard of "Hazardous Shoals" defined as: "Less than project depth."

A U.S. Coast Guard memorandum regarding Pinole Shoal Channel from October 2020, reference (b), encouraged "USACE to authorize emergency dredging of the shoaling area as soon as practicable to restore the channel to the project depth of 35 feet."

Pinole Shoal Channel is a Regulated Navigation Area where it is critical for vessels to have the full width of the 600-foot-wide channel available to safely navigate. Shoaling in the channel has the

potential to cause adverse effects on handling characteristics of deep draft vessels, and there is currently shoaling above project depth.

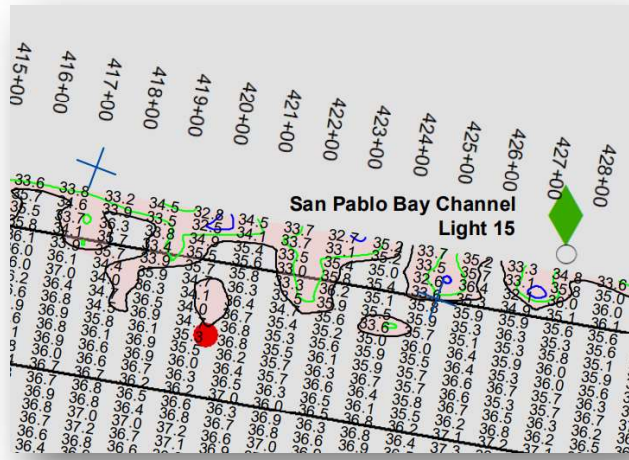


Image No. 1: Pinole Shoal Channel

Economic Hardship

Waterborne commerce stats from 2017 show a total of **31,983,000** short tons of cargo moved through Pinole Shoal Channel (listed as "San Pablo Bay"). Compared with the national numbers from the same period Pinole Shoal Channel would rank 23rd out of the top 150 ports in throughput - beating out Philadelphia, Charleston, Pittsburgh, and Wilmington.

There has been a total reduction of 1.0 foot from the project design of 35.0 feet to the current SFBP controlling depth of 34.0 feet. The loss of cargo carrying capacity for a Suezmax sized vessel (160k DWT), is approximately 4,300 metric tons per transit. A secondary economic impact resulting from the channel depth reduction is narrowing of vessel sailing windows which increases demurrage and idle time alongside, compounding recent economic hardship due to COVID-19 and international conflict.

Pinole Shoal Channel provides access to several marine terminals affected by the reduction, including BNC 3, BNC 4, MRZ 1, MRZ 2, MRZ 3, MRZ 5, MRZ 6, MRZ 8, PBG 3, ROD 3, ROD 4, and ROD 5. In 2017 there were 366 tank vessel movements across the channel. Pinole Shoal Channel also provides access to Mare Island Drydocks, where the USCGC Polar Star, draft 31.0 feet, underwent critical repairs - and access to Military Ocean Terminal Concord, which supports USNS ammunition carrying vessels with a 33.1-foot draft.

Bathymetry

The size of vessels transiting Pinole Shoal Channel has significantly increased over time, and their maneuverability has correspondingly decreased. During this same time, the size of the channel has remained the same, making it critical that the authorized channel dimensions be strictly maintained.

Pinole Shoal Channel was widened to 600 feet x 35 feet in 1917, when oilers such as the USS Maumee, with a 50-foot beam, enjoyed a 275-foot clearance on each side, and 15 feet of UKC. Today a typical Suezmax tanker with a 160-foot beam, and local pilots sacrificing 20% of the channel on either side due to continuous shoaling, only has approximately 100 feet of

clearance on each side, and less than 3 feet of UKC. See reference (e), Image of Vessel Sizes in Pinole Shoal Channel, attached.

Deferred Dredging / Increased Risk

Government Hopper dredging in Pinole Shoal Channel was deferred in 2018, 2020, and 2022.

In April of 2015 a joint Environmental Impact Report from the U.S. Army Corps of Engineer and the Regional Water Quality Control Board examined the possibility of deferred dredging in Pinole Shoal Channel and, in reference (e), section 3.1.4, stated:

“The agencies acknowledge that there would be an increased risk under this scenario.”

Reference (f) states: “With the reduced, or lack of, maintenance of certain channels, there would be an increased risk of a navigational hazard that would result in vessel groundings, allisions, or collisions, as well as an oil spill that could result from such incidents.”

Furthermore: “The lack of or reduced maintenance [...] could impact access to the ports these channels serve and could result in adverse economic impacts.”

Reference (f), Appendix (c), includes a U.S. Coast Guard response to the Environmental Impact Report written by Captain G.G. Stump dated January 20, 2015, which states:

“The deferral of maintenance of the navigation channels would pose an unacceptable risk to the safety of navigation. Several of the critical channels have a known history of shifting and silting in at specific locations, thereby reducing the effective depth of the entire channel. Without reliable, annual dredging of those locations, with the flexibility to also conduct periodic emergency maintenance at specific locations, the economic viability of up-river ports will be negatively impacted.”

Summary

U.S. Army Corp of Engineers Raise the Flag procedure (CECW-OD, Revised January 22, 2002) states:

“An emergency is a situation that would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen, and significant economic hardship if corrective action is not undertaken within a time period less than the normal contract procurement process.”

Due to the deferred dredging in 2022, the normal contract procurement process referenced above will not occur until late in 2023. Therefore, the navigation hazard and significant economic hardship caused by the current shoaling will remain, and possibly worsen, until corrective action is taken.

On this basis, we strongly encourage the emergency dredging of Pinole Shoal Channel as soon as practical to restore the channel to the project depth of 35 feet.

Sincerely,



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Marathon

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