

# 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

April 13, 2023

Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, CA

**Scott Humphrey** (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:05.

**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; **Capt. Jordan Baldueza** (A), United States Coast Guard; **Patrick Forrester** (A), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Jim Haussener** (A), CMANC; **Troy Hosmer** (M), Port of Oakland; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **Jessica Vargas** (A), US Army Corps of Engineers; **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 March 9, 2023, meeting was made and seconded. The minutes were approved without dissent.

### Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience.

### Coast Guard Report- Capt. Jordan Baldueza

- An atmospheric river storm event occurred on March 21<sup>st</sup> with heavy rain and high winds. Maritime partners including the Bar Pilots and tug operators are thanked for ensuring the safety of the Marine Transportation System. Nine ships reported dragging anchor during the storm and marine debris impacted shipping channels.
- USCG MSIB 05-23 was issued providing fire safety guidance for small passenger vessels.
- USCG MSIB 01-23 was issued regarding the reporting of sexual misconduct on U.S. vessels. It is required that sexual misconduct be reported to the USCG.
- LT Harris read from the March- 2023 Prevention/Response Report (attached).

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## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY22 dredging projects have been closed out. The FY23 dredge plan has been published and planning is ongoing. Debris removal for March was below average. Surveys are posted and a channel condition report is included.

## **Clearinghouse Report- Marcus Freeling (report attached)**

### **OSPR Report- Mike Zamora**

- OSPR is now regulating renewable fuel in addition to oil and oil products. Vessels transporting renewable fuel must comply with California's tank vessel escort regulations. OSPR is developing guidance which will be made available. HSC feedback is welcome.
- Applications have been received from prospective HSC members. Appointments will be made, and new members will be sworn in. A new membership vacancy announcement was distributed (attached). Applications are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)
- Capt. Paul Ruff asked for more information on escort requirements for vessels transporting renewable fuel. Mike Zamora advised that AB 148 has been signed into law requiring renewable fuels to be regulated with oil. Amir Sharifi, OSPR, advised that escorts are now required for vessels transporting renewable fuels. A document is being developed for distribution to industry that will detail the new regulations and provide a definition for renewable fuels. The information will also be presented at HSC meetings and input is welcome. Vessels that are carrying renewable fuel products are to comply with the regulations currently in place for crude oil and petroleum products. The regulations apply to renewable fuels including biodiesel, fatty acid methyl ester, renewable diesel, renewable gasoline, sustainable aviation fuel, and denatured ethanol. Feedstock is not regulated.

### **NOAA Report- No Report**

- The 2023 Vessel Speed Reduction (VSR) program has been announced and information forwarded to the HSC (attached). Ships are requested to slow down offshore to reduce the risk of whale strikes.

## **State Lands Commission Report- Robert Booker (report attached)**

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## **Report on the Bay Ferry VI Maritime Security Exercise- Philip White, Exercise Director**

- Philip White, Exercise Director, gave a presentation to the committee on the Bay Ferry VI maritime security exercise to be held September 18<sup>th</sup>-21<sup>st</sup> (slides attached). Planning for the exercise is underway. The exercise will include scenarios testing preventative Rad/Nuc detection, shore-based active shooter response, ferry underway active shooter response, and IED mass casualty response. The Bay Ferry VI exercise is funded by a PSGP grant. The Bay Area is considered the fifth most at-risk region in the nation for terrorism and the maritime environment is particularly susceptible. Ferry boats have less security than other modes of mass transit and their routes are predictable increasing vulnerability. In 2021 a heavily armed man was arrested on a ferry in Washington State. Shore-based attack scenarios will be conducted at five locations around the bay. In the event of a ferry terminal attack, responders must be prepared to rescue people who jump into the water to escape. The ferry underway attack scenario will take place off Treasure Island. The main participants in the exercise are ports, ferry companies, law enforcement, and first responders. VMAP activation will be tested with VTS and Marine Exchange participation. Lead-up training will be provided prior to the exercise and other resources are available.
- Scott Humphrey advised that terrorism is a significant threat and open communication between responders is critical.

### **Work Group Reports-**

**Tug Work Group-** Nothing to report.

**Navigation Work Group-** Capt. Paul Ruff: Large ships transporting windmill parts are planning to come to Stockton in 2024. The proposed ships have a large deck load which severely reduces visibility and would require multiple pilots to transit into port. There are significant safety concerns with the planned transits, and the deck load may need to be reduced. The Bar Pilots are against allowing these ships to transit unless safety concerns can be mitigated. The transits require USCG Letters of Deviation. The proposed ships are converted bulkers and safer alternatives are available. VSR starts on May 1<sup>st</sup> for whale protection and is a voluntary program. Information is included in the Local Notice to Mariners. Kathi George advised that VSR compliance has been mixed and asked about plans to include San Francisco Bay. Capt. Ruff advised that the plan to expand VSR into the bay encountered problems and is currently on hold. Scott Humphrey proposed that an HSC Work Group be established to address VSR issues.

**Ferry Operations Work Group-** Nothing to report.

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**Dredge Issues Work Group-** Jim Haussener: A Work Group meeting is scheduled directly after today's HSC meeting. The 2024 budget process and dredging recommendations will be discussed (agenda attached).

**PORTS Work Group-** Troy Hosmer: Nothing to report.

**Prevention through People Work Group-** Jim Haussener: A BAMO meeting was held last week. Abandoned vessel surveys were conducted by marina operators. Funding for abandoned vessel removal is a primary concern.

## **PORTS Report- Marcus Freeling**

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are offline pending service. The buoy equipment is being refurbished and prepared for redeployment. Contractors will be hired to repair and upgrade the stations. Shore power has been lost to the Pier 17 visibility sensor due to storm damage and the station is offline. Repair work to restore power will be coordinated. Weather station windbird nosecones are being replaced and 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>
- The Marine Exchange owns and maintains most SF PORTS stations. The data collected is verified and disseminated by NOAA. SF PORTS maintenance is funded by a grant from OSPR.

## **Public Comment-**

- Marina Secchitano, Inland Boatman's Union ILWU, advised of severe concerns regarding Leo Marine which has taken over bunkering from Foss Maritime. Leo Marine has fought unionization and refused to negotiate. Issues such as IBU standard deficiencies, inflation, healthcare, and safety need to be addressed.
- Kathi George advised that four gray whales have been reported in the bay and mariners should be aware. A dead gray whale was found in Bolinas on March 25<sup>th</sup> and the cause of death was a vessel strike. Gary Reed, USCG VTS Director, advised that whale sightings should be reported to VTS so mariners in the vicinity can be alerted.
- Cody Aichele-Rothman advised that the Harbor Safety Plan update is underway and Work Group reports are needed.

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- Cody Aichele-Rothman advised that BDCD's Seaport Planning Advisory Committee (SPAC) is updating the Seaport Plan. Capt. Korwatch, Marine Exchange, was on the committee prior to her retirement and Scott Humphrey is invited to join as her replacement.

## **Old Business- None**

## **New Business-**

- Scott Humphrey advised that an HSC Work Group focusing on sea-level rise is being considered. Issues associated with sea-level rise present an active emergency and should be addressed. Jim Haussener advised that mitigation is expensive and suggested the HSC partner with other groups in the region working on sea-level rise issues including Bay Adapt. Cody Aichele-Rothman concurred.
- Scott Humphrey announced that the Marine Exchange Mayday Party will be held on the evening of May 11<sup>th</sup> at Scott's Seafood Bar & Grill in Oakland.

## **Next Meeting-**

1000-1200, May 11, 2023  
Port of San Francisco, Pier 1, Bayside Conference Room  
The Embarcadero, San Francisco, CA

## **Adjournment-**

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:33.

Respectfully submitted: San Francisco Marine Exchange

## SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2023)

### MARINE CASUALTIES

**Vessel Fire (02MAR2023):** A U.S. flagged inspected towing vessel reported a fire in the starboard exhaust stack while underway near Oakland. The vessel extinguished the fire with the assistance of the fire department and returned to its berth. The cause of the fire was reported to be a lube oil leak that ignited due to the heat of the starboard turbo charger. The fire was limited to the starboard exhaust manifold. The vessel made necessary repairs. Class and Coast Guard attended vessel and witnessed satisfactory operation of the engine. Case closed.

**Loss of Propulsion (09MAR2023):** A U.S. flagged small passenger vessel reported a loss of propulsion while underway. The crew regained power within a few minutes and returned to berth. A technician was called out to the vessel to verify all wiring. A successful sea trial was conducted. Case closed.

**Passenger Injury (25MAR2023):** A U.S. flagged small passenger vessel reported a passenger injury while transiting back to Santa Cruz, CA. The crew was in the process of rolling down the starboard jib sea sheet. Wind caused the jib to fly out and hit a passenger in the face which broken their nose. The passenger received immediate first aid while onboard and was transported to EMS when the vessel moored. Case pends.

**Allision (30MAR2023):** A U.S. flagged small passenger vessel was getting underway when they allided with the pier causing damage to the starboard side hull just above the waterline. The vessel then transited to Sausalito, CA for an emergency haul out. Vessel is currently undergoing repairs to the affected areas. Case pends.

**Collision (31MAR2023):** A U.S. flagged tug and tank barge were underway near Richmond, CA when they collided. The tug was maneuvering around to connect with the barge and collided with the port side of the barge resulting in damage to the hull and frames. No cargo was onboard during the incident, and the tug denied any damage to its own vessel. The vessels moored up in Richmond to await class damage assessment and repair proposals. Case pends.

### NAVIGATIONAL SAFETY

**Letter of Deviation, Inoperable S-Band Radar (07MAR2023):** A foreign flagged containership was issued an inbound LOD for an inoperable S-Band radar. Repairs were conducted and the equipment is working properly. Case closed.

**Letter of Deviation, Inoperable Anchor (10MAR2023):** A foreign flagged cruise ship was issued an inbound LOD for an inoperable port anchor. Case pends.

**Letter of Deviation, Inoperable S-Band Radar (22MAR2023):** A foreign flagged tankship was issued an inbound/outbound LOD for an inoperable S-Band radar. The vessel did not make necessary repairs and the outbound LOD remains active. Case pends.

### SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Federal Pollution Case (12MAR2023):** IMD received notification of a fishing vessel that had run aground on the beach in Moss Landing, CA. IMD attempted to contact the Responsible Party multiple times throughout the night. With no response from the owner and the potential of the vessel breaking apart and discharging oil, IMD opened the OSLTF and hired DM Diving to remove the pollution. DM Diving removed 15 gallons of petroleum products. Case Closed.

**Federal Pollution Case (23MAR2023):** IMD received notification of a sailboat and houseboat sunk and the sailboat actively sheening on the rocks at the Jack London Aquatic Center. IMD duty was unable to determine the Responsible Party and hired US Ecology to boom off the vessel. No pollution was found on board and no responsible party was identified. Case Closed.

**Letter of Warning (19MAR23):** IMD received a report of a vessel sheening at the Sacramento Marina. IMD investigated and found evidence of the bilge pump activating and discharging oily water into the Sacramento Marina. IMD had boom and absorbent pads applied around the vessel and issued a NOFI and LOW to the Responsible Party. Case Closed.

**Letter of Warning (21MAR23):** IMD received a report of a vessel that had broken free of its mooring and was being broken apart against the pier at McNeers Beach. IMD determined the sheen came from residual oil on board that was no longer a threat. IMD issued a NOFI and LOW against the Responsible Party. Case Closed.

**Letter of Warning (31MAR23):** IMD received a report of a vessel sinking in the Oakland Estuary. IMD responded and observed a small sheen around the vessel. Boom was deployed and no sheen was observed again the following day and beginning of next week and no more sheen was observed. IMD issued a NOFI and LOW to the responsible party.

### VESSEL SAFETY CONDITIONS

Operational Control (01MAR2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to carriage of passengers) for failure to complete a drydock examination within the required time frame. Case pends.

Operational Control (01MAR2023): A U.S. flagged small passenger vessel was inspected in Half Moon Bay, CA and was issued an operational control (code 60, prior to movement) for an inoperable fixed-firefighting system. The system was re-wired, and Coast Guard verified correct operation. Case closed.

Operational Control (02MAR2023): A U.S. flagged inspected towing vessel was underway in Oakland when they experienced a fire. An operational control (code 60, prior to movement) was issued to the vessel requiring repairs be made to the satisfaction of the Coast Guard. The vessel conducted repairs and replaced damaged equipment. Class and Coast Guard witnessed successful sea trials and the operational control was cleared. Case closed.

Operational Control (06MAR2023): A foreign flagged bulk cargo carrier was inspected in Stockton, CA and was issued an operational control (code 17, prior to departure) for an unapproved temporary patch made to a storm water valve. The vessel made satisfactory repairs and class witnessed. Case closed.

Operational Control (07MAR2023): A U.S. flagged small passenger vessel was inspected in San Francisco, CA and was issued an operational control (Code 701, prior to the carriage of passengers) due to fuel and exhaust leaks. Case pends.

Operational Control (09MAR2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failure to complete a drydock examination within the required time frame. Case pends.

Operational Control (09MAR2023): A U.S. flagged small passenger vessel reported a temporary loss of propulsion and was issued an operational control (code 701, prior to the carriage of passengers). A technician verified all parts were working correctly and provided a report to the Coast Guard. A successful sea trial was performed, and the operational control was cleared. Case closed.

Operational Control (10MAR2023): A foreign flagged freight vessel was inbound to the San Francisco Bay and was issued a Captain of the Port (COTP) Order for a gyrocompass malfunction. The vessel was required to remain at Anchorage 9 and make effective repairs prior to departure. Repairs were made to the gyrocompass. Class submitted a report to the Coast Guard and the COTP Order was closed. Case closed.

Operational Control (13MAR2023): A U.S. flagged hydrogen fuel cell powered passenger vessel was inbound to San Francisco, CA and was issued a Captain of the Port (COTP) Order requiring several safety concerns to be satisfied prior to conducting hydrogen bunkering operations. Case pends.

Operational Control (13MAR2023): A foreign flagged chemical tankship was issued a Captain of the Port (COTP) Order requiring an offshore security inspection by a U.S. Coast Guard boarding team prior to entry into the San Francisco Bay. The vessel fulfilled the requirements of this COTP Order. Case closed.

Operational Control (15MAR2023): a U.S. flagged small passenger vessel reported damage to their propeller while underway and was issued an operational control (code 701, prior to the carriage of passengers). The vessel was inspected by Coast Guard marine inspector and was instructed to conduct NDT dye penetrant test of the propeller shaft. The test was successful, and the propeller repaired. Coast Guard witnessed corrected deficiencies and the operational code was cleared. Case closed.

Operational Control (17MAR2023): A U.S. flagged small passenger vessel reported a reduction in RPMs and felt vibrations in the engine while underway. The engine was shut down and the crew felt slippage in the gear box. The vessel returned to berth and was issued an operational control (code 701, prior to carriage of passengers). Vessel to make effective repairs to satisfaction of a Coast Guard marine inspector. Case pends.

Operational Control (23MAR2023): A company was issued a Captain of the Port (COTP) Order due to several vessels being anchored outside of designated anchorage areas and impeding safe passage of vessel traffic. Case pends.

Operational Control (27MAR2023): A U.S. flagged freight vessel was inbound to San Francisco and issued a Captain of the Port (COTP) Order requiring the vessel to adhere to specific safety regulations prior to entry into San Francisco Bay. Case Pends.

Operational Control (30MAR2023): A U.S. flagged tug collided with a barge while maneuvering to connect to it and was issued an operational control (code 701, prior to cargo operations). The vessel is currently moored in Richmond, CA conducting repairs to the hull. Case pends.

Operational Control (30MAR2023): A U.S. flagged small passenger vessel reported an allision with the pier while getting underway and was issued an operational control (code 60, prior to movement). The vessel is currently undergoing repairs. Case pends.

Operational Control (31MAR2023): A U.S. flagged barge was underway and issued an operational control (code 701, prior to the carriage of cargo) for damage sustained from a connected tug. Vessel to make repairs to the satisfaction of class and Coast Guard prior to continuing cargo operations. Case pends.

Operational Control (31MAR2023): A U.S. flagged small passenger vessel was issued an operational control (code 701, prior to the carriage of passengers) for failure to complete a drydock examination within the required time frame. Case pends.

<b>PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS</b>			
<b>March 2023</b>			
<b>PORT SAFETY CATEGORIES*</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
<b>Total Number of Port State Control Detentions:</b>	<b>0</b>	<b>0</b>	<b>0.08</b>
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	<b>4</b>	<b>0</b>	<b>3.17</b>
Navigation Safety (1), Port Safety & Security (3), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	<b>5</b>	<b>4</b>	<b>6.53</b>
Allision (1), Collision (1), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (1), Personnel (1), Other (0), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	<b>2</b>	<b>1</b>	<b>2.28</b>
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	<b>0</b>	<b>0</b>	<b>0.19</b>
<b>Significant Waterway events/Navigation related Cases:</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Total Port Safety (PS) Cases opened</b>	<b>11</b>	<b>5</b>	<b>12.25</b>
<b>MARINE POLLUTION RESPONSE</b>			
<b>Pollution Discharge Sources (Vessels)</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
U.S. Commercial Vessels	1	0	0.42
Foreign Freight Vessels	0	1	0.11
Public Vessels	0	0	0.72
Commercial Fishing Vessels	0	1	0.67
Recreational Vessels	6	7	6.56
<b>Pollution Discharge Sources (Facilities)</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
Regulated Waterfront Facilities	0	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	10	1	3.03
Mystery Spills - Unknown Sources	9	6	5.50
<b>Number of Pollution Incidents (By Spill Size)</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
Spills < 10 gallons	9	11	9.64
Spills 10 - 100 gallons	3	0	1.36
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	13	5	5.53
<b>Total Pollution Incidents</b>	<b>26</b>	<b>16</b>	<b>16.86</b>
<b>Oil Discharge/Hazardous Materials Release Volumes by Spill Size</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
Estimated spill amount from U.S. Commercial Vessels	10.00	0.00	2.61
Estimated spill amount from Foreign Freight Vessels	0.00	8.00	0.31
Estimated spill amount from Public Vessels	0.00	0.00	6.78
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	13.89
Estimated spill amount from Recreational Vessels	6.00	11.00	86.44
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	22.62
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	280.00	1.00	37.86
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>296.00</b>	<b>21.00</b>	<b>170.53</b>
<b>Penalty Actions</b>	<b>Mar-2023</b>	<b>Mar-2022</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.58
Letters of Warning	3	8	5.25
<b>Total Penalty Actions</b>	<b>3</b>	<b>8</b>	<b>5.92</b>
* 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  
April 13, 2023**

**1. CORPS O&M DREDGING PROGRAM**

The following report covers both the FY 2022 and FY 2023 dredging programs for San Francisco Bay. **The FY 2022 program has wrapped up with the completion of the Oakland Harbor maintenance dredging project at the end of March. The FY 2022 O&M Dredging Plan will no longer be included with this report.**

Planning for the FY23 dredging program is currently underway based on funding provided in the FY 2023 Consolidated Appropriations Act, Public Law 117-328, signed into law on December 29, 2022. **The FY23 project schedules are included at the end of this report.** Adjustments may be made to these schedules as circumstances warrant.

**FY 2022 DREDGING (COMPLETED)**

- 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 commenced on July 15. On October 16, the contractor demobilized to dredge another project. The contractor returned to work on December 29 and completed work on January 18. Material dredged after November 30 has been placed at a beneficial reuse site.
- b. **San Joaquin River (Port of Stockton)** – A dredging contract was awarded to Ross Island Sand & Gravel on June 10. Notice to Proceed was issued on June 16. Dredging commenced on September 15 and completed on December 15 following an environmental work window extension.
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract was awarded to The Dutra Group on June 21. Notice to Proceed was issued on June 28. However, the contractor submitted a proposal to change from cutterhead/pipeline dredging to a clamshell operation with beneficial reuse. Consultation with resource agencies completed in October, dredging commenced on October 21 and completed on October 31.
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract was awarded to Camenzind Dutra JV on June 24. Notice to Proceed was issued on June 30. Dredging commenced on August 9 and was completed on September 18.
- e. **San Rafael Creek** – A dredging contract was awarded to Camenzind Dutra JV on July 7. Notice to Proceed was issued on July 13. Dredging commenced on September 22 and was completed on February 28.
- f. **Oakland Harbor** – A dredging contract was awarded to Manson Construction on July 14, Notice to Proceed issued on July 19. Dredging commenced on July 15. On September 8, the contractor demobilized to dredge another project. 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. **The**

**contractor returned to Oakland Harbor following completion of the Richmond Inner Harbor dredging and completed work on March 20.**

- g. Napa River** – A dredging contract was awarded to Pacific Dredge on July 22 with Notice to Proceed issued on August 1. Dredging commenced on September 26 and completed on November 23.
- 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 completed work on June 14 and was diverted to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging operations in that location.
- i. Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel and emergency dredging at Bulls Head, the Essayons moved on to Richmond Outer Harbor and started dredging there on June 16 and finished on July 1.
- 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.

#### **FY 2023 DREDGING**

- a. Richmond Inner Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for early June and dredging estimated to start late July.
- b. Oakland Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to end of July.
- c. San Joaquin River (Port of Stockton)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start late August.
- d. Sacramento River Deep Water Ship Channel** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start early September.
- e. Redwood City Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September. This project is switching to an annual cycle following conclusions reached after conducting an advance maintenance study.
- f. Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning for this unique dredging event is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September. The Maritime Administration has requested Corps support in dredging areas at their small boat slips.

- g. Suisun Bay Channel (and New York Slough)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.
- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the Main Ship Channel from the end of May until early June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- i. San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- j. Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is deferred to FY24 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

**2. EMERGENCY (URGENT & COMPELLING) DREDGING:** There are currently no emergency dredging events happening in the Bay Area. The last event took place in early June 2022, when Bulls Head Reach of Suisun Bay Channel required emergency dredging.

**3. DEBRIS REMOVAL** – Debris removal for March was 43 tons. Dillard: 41 tons, including 4 abandoned vessels; Raccoon: 2 tons. Average debris removal for March from 2013 to 2022 is 89 tons (Range: 34-198).

**BASEYARD DEBRIS COLLECTION TOTALS:**

<b>MONTH</b>	<b>RACCOON</b>	<b>DILLARD</b>	<b>MISC</b>	<b>TOTAL</b>
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB	19	48	0	67
MAR	2	41	0	43
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
<b>309</b>

#### 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. NED Exemption Request response letter was received on September 14, 2022. The letter stated that the request to cost share the beneficial use (BU) was approved, however cost sharing electric dredging was not approved. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment.

#### 5. OTHER WORK

**Regional Dredge Material Management Plan:** Following virtual charrettes with the public and stakeholders in July 2020, SFEI was contracted to perform a data gap analysis and develop scopes to address the gaps with advice from an Interagency Working Group (IWG). Sediment Transport Modeling (ERDC) and the Regional Analysis have begun. SFEI was awarded the Regional Analysis on December 5, 2022. Sediment Transport Modeling has begun; monitoring equipment and HPC computing fund repositioning is in progress. A new Benefits and Decision Support scope is being developed with ERDC. 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 November 1 and 2, 2022.

**Berkeley Marina (Entrance Channel):** Condition survey of February 28, 2023.

**Islais Creek Channel:** Condition survey of September 23, 2022.

**Larkspur Ferry Channel:** Condition survey of February 24, 2023.

**Mare Island Strait:** Condition survey of September 16, 2022.

**Marinship Channel (Richardson Bay):** Condition survey of November 7, 2022.

**Napa River:** Condition survey of February 23-24, 2023.

**Northship Channel:** Condition survey of September 27 and November 4, 2022.

**Oakland Inner Harbor:** Condition survey of January 27, 2023.  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** Condition survey of January 27 and February 8, 2023.  
**Petaluma River (Across-the-Flats):** Condition survey of November 2-4, 2022.  
**Petaluma River (Main Channel):** Condition survey of November 2-4, 2022.  
**Petaluma River (Extended Channel):** Condition survey of November 2-4, 2022.  
**Pinole Shoal Channel:** Condition survey of March 7-10, 2023  
**Redwood City Harbor:** Condition survey of October 5, 2022.  
**Richmond Inner Harbor:** Condition survey of March 13-15, 2023.  
**Richmond Inner Harbor (Santa Fe Channel):** Condition survey of November 28, 2022.  
**Richmond Outer Harbor (Longwharf):** Condition survey of February 22, 2023.  
**Richmond Outer Harbor (Southampton Shoal):** Condition survey of February 22, 2023.  
**Sacramento River Deep Water Ship Channel:** Condition survey of December 28, 2022 - January 1, 2023.  
**San Bruno Shoal:** Condition survey of February 28, 2023.  
**San Francisco Main Ship Channel:** Condition survey of December 6-8, 2022.  
**San Leandro Marina (and Channel):** Condition survey of March 30 and April 1, 2015.  
**San Rafael (Across-the-Flats):** Condition survey of June 24 and July 11, 2022.  
**San Rafael (Creek):** Post dredge surveys of October 7, November 18, and November 22, 2022; and February 4-7, 2023.  
**Stockton Ship Channel:** Condition survey of December 13-17, 2022.  
**Suisun Bay Channel:** Condition survey of January 17-18, 2023.  
**Suisun Bay Channel (Bullshead Reach):** Condition survey of January 17-18, 2023.  
**Suisun Bay Channel (New York Slough):** Condition survey of January 17-18, 2023.  
**Suisun Slough:** Condition survey of November 30 and December 1, 2022.

#### Disposal Site Condition Surveys:

**SF-08 (Main Ship Channel Disposal Site):** Condition survey of May 24, 2022.  
**SF-09 (Carquinez):** Condition survey of January 12, 2023.  
**SF-10 (San Pablo Bay):** Condition survey of January 12, 2023.  
**SF-11 (Alcatraz Island):** Condition survey of February 23, 2023.  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of October 27, 2022.  
**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 [FY22](#).

#### Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **10 APR 2023**. 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 2023 O&M DREDGING PLAN\*

Project	Current Bid Open	Current Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2023									FY2024						
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																		
Richmond Inner Harbor	19-May	2-Jun														350 Kcy	Clam Shell	BU
Oakland Harbor	29-May	12-Jun														700 Kcy	Contract Clam Shell	BU
San Joaquin River (Port of Stockton)	26-Jun	12-Jul														175 Kcy	Cutterhead or Clamshell	Various Upland
Sacramento River (30 Foot Project)	6-Jul	21-Jul														150 Kcy	Cutterhead or Clamshell	Various Upland
Redwood City Harbor	14-Jul	28-Jul														300 Kcy 100 Kcy	Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	14-Jul	28-Jul														90 Kcy	Clam Shell	Upland
Suisun Bay Channel	10-Aug	24-Aug														60 Kcy 65 Kcy	Clam Shell	SF-16 BU
<b>WEST COAST HOPPER CONTRACT</b>																		
Humboldt Bar & Entrance Channels	3-Apr	13-Apr						WCH								300 Kcy	WCHC (Portland)	HOODS
<b>GOVERNMENT HOPPER</b>																		
Humboldt Interior Channels	N/A	N/A			YAQ											150 Kcy	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A			ESS											600 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A						ESS								350 Kcy	Govt Hopper	OBDS SF-8
Pinole Shoal	N/A	N/A						ESS								250 Kcy	Govt Hopper	SF-10 SF-11
				Solicitation		WCH	West Coast Hopper Contract		Environmental Window		Mobilization		Physical Dredging					
				Bid Opening		YAQ	Gov't Dredge Yaquina											
				Contract Award		ESS	Gov't Dredge Essayons											
				Hopper Dredging														

\* Program execution is based on the FY23 President's Budget, FY23 Workplan, and carryover funds.

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 SUISUN SLOUGH CHANNEL 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	12-06-2022	2000	4.96	55	51.4	54.2	54.6	53.6
Redwood City Harbor Redwood City Harbor	10-05-2022	300 943	3.94	30	24.7	27.4	26.2	23.9
Richmond Inner Harbor Entrance Channel	03-13-2023	809 1021	0.96	38	35.8	36.6	36.6	36.4
Richmond Inner Harbor Approach Channel	03-13-2023	809 1201	3.09	38	33.6	34.9	35.8	34.4
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	02-22-2023	600 1291	3.25	45	40.6	45.5	44.5	42.9
Richmond Outer Harbor Longwharf Turning Basin	02-14-2023	2188 5598	0.88	45	32.4	No Data	No Data	No Data
San Rafael ATF Across the Flats	02-07-2023	100	2.25	8	6.6	7.5	8.0	8.0
San Rafael River Inner Canal Channel	02-07-2023	60 160	1.55	6	6.1	6.1	6.3	6.0
Petaluma River Main Channel	11-02-2022	100 361	4.06	8	3.7	4.3	0.5	3.0
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 Causeway to Asylum Slough	02-24-2023	75 245	3.19	15	2.7	9.0	8.7	7.4
Napa River Asylum Slough to Napa City	02-24-2023	102 183	9.92	10	1.9	4.5	3.5	1.6
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	01-27-2023	544 1997	4.62	50	46.5	48.0	49.3	48.0

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 SUISUN SLOUGH CHANNEL 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)				
Oakland Harbor Oakland Outer Channel	02-08-2023	296 1761						
Humboldt Bay Bar and Entrance Channel	03-23-2023	500 2113	2.52	50	49.2	49.4	49.4	49.3
Humboldt Bay Eureka Channel	03-23-2023	400 416	1.69	26	2.3	3.9	12.1	7.0
Humboldt Bay Fields Landing Channel	03-23-2023	300 770	2.35	26	12.7	26.9	25.4	20.8
Humboldt Bay North Bay Channel	03-23-2023	400 657	3.04	38	31.1	34.8	30.2	15.0
Humboldt Bay Samoa Channel	01-11-2023	400 1000	1.83	38	32.6	35.4	34.2	17.4
Pinole Shoal Channel Pinole Shoal Channel	10-20-2022	600 1644	10.40	35	29.5	34.6	36.1	32.5
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	01-17-2023	300	2.84	35	36.0	35.8	35.3	35.2
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	01-17-2023	300	11.10	35	33.7	34.4	34.1	30.8
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	12-13-2022	400 411	4.42	35	34.4	35.0	35.5	34.5
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8	5.9	5.9	5.9	6.1

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 LEANDRO 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	02-28-2023	500	5.66	30	28.7	30.5	31.6	29.9
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-23-2022	500 1424	1.71	40	30.8	37.8	37.7	23.8
Alameda Naval Air Alameda Naval Air	11-01-2022	1000 4178	2.90	37	11.6	12.2	18.6	16.3
Mare Island Strait Mare Island Strait	09-16-2022	400 606	3.37	30	27.4	29.1	31.9	32.4
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
Berkeley Marina Berkeley Marina	02-28-2023	100 142	1.36	15	3.5	3.6	4.1	4.1
Bodega Bay Bodega Bay	09-29-2022	100 400	3.46	12	3.1	9.5	9.7	7.1
Moss Landing Moss Landing	01-24-2023	120 405	0.98	15	8.6	7.4	7.6	8.5
Noyo River Entrance Channel	08-04-2022	97 150	0.67	10	6.7	10.1	10.9	7.6
Noyo River Channel	08-04-2022	97 150	0.67	10	5.4	10.5	10.8	3.9
Crescent City Entrance Channel	01-29-2023	200 320	0.42	20	17.0	17.6	16.2	15.1
Crescent City Inner Harbor Basin Channel	01-29-2023	200 300	0.39	15	14.6	14.7	14.7	13.0
Crescent City Marina Access Channel	01-29-2023	228 170	0.22	15	11.4	12.2	11.7	9.9
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

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 LEANDRO 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 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



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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](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

April 13, 2023

- ☞ In March the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The clearinghouse has not contacted OSPR so far in 2023 regarding possible escort violations. The clearinghouse did not contact OSPR in 2022 or 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 March there were 90 tank vessel arrivals; 12 ATBs, 5 Chemical Tankers, 16 Chemical/Oil Tankers, 24 Crude Oil Tankers, 20 Product Tankers, and 13 Tugs with Barges.
- ☞ In March there were 220 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For March 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>		
Tanker arrivals to San Francisco Bay	65		63		
ATB arrivals	12		13		
Barge arrivals to San Francisco Bay	13		9		
Total Tanker and Barge Arrivals	90		85		
Tank ship movements & escorted barge movements	351		274		
Tank ship movements	213	60.68%	159	58.03%	
Escorted tank ship movements	171	48.72%	130	47.45%	
Unescorted tank ship movements	42	11.97%	29	10.58%	
Tank barge movements	138	39.32%	115	41.97%	
Escorted tank barge movements	13	3.70%	14	5.11%	
Unescorted tank barge movements	125	35.61%	101	36.86%	

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	180		342		0		119		641	
Unescorted movements	73	40.56%	161	47.08%	0	0.00%	48	40.34%	282	43.99%
Tank ships	51	28.33%	119	34.80%	0	0.00%	44	36.97%	214	33.39%
Tank barges	22	12.22%	42	12.28%	0	0.00%	4	3.36%	68	10.61%
Escorted movements	107	59.44%	181	52.92%	0	0.00%	71	59.66%	359	56.01%
Tank ships	102	56.67%	168	49.12%	0	0.00%	65	54.62%	335	52.26%
Tank barges	5	2.78%	13	3.80%	0	0.00%	6	5.04%	24	3.74%

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 2023

## San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	178		706	
ATB arrivals	36		177	
Barge arrivals to San Francisco Bay	32		129	
Total Tanker and Barge Arrivals	246		1,012	
Tank ship movements & escorted barge movements	903		3,363	
Tank ship movements	514	56.92%	1,999	59.44%
Escorted tank ship movements	425	47.07%	1,596	47.46%
Unescorted tank ship movements	89	9.86%	403	11.98%
Tank barge movements	389	43.08%	1,364	40.56%
Escorted tank barge movements	42	4.65%	171	5.08%
Unescorted tank barge movements	347	38.43%	1,193	35.47%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	479		882		0		318		1,679	
Unescorted movements	193	40.29%	419	47.51%	0	0.00%	150	47.17%	762	45.38%
Tank ships	151	31.52%	332	37.64%	0	0.00%	136	42.77%	619	36.87%
Tank barges	42	8.77%	87	9.86%	0	0.00%	14	4.40%	143	8.52%
Escorted movements	286	59.71%	463	52.49%	0	0.00%	168	52.83%	917	54.62%
Tank ships	264	55.11%	421	47.73%	0	0.00%	153	48.11%	838	49.91%
Tank barges	22	4.59%	42	4.76%	0	0.00%	15	4.72%	79	4.71%

Notes:

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



STATE OF CALIFORNIA  
THE NATURAL RESOURCES AGENCY

March 29, 2023

ANNOUNCEMENT FOR:

**Harbor Safety Committee of the San Francisco Bay Region Membership**

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies in the following seats:

SF HSC Vice Chair  
Barge Operators (Primary)  
Barge Operators (Alternate)  
Commercial Fishing (Primary)  
Commercial Fishing (Alternate)  
Dry Cargo Vessel Operators II (Primary)  
Dry Cargo Vessel Operators II (Alternate)  
Labor Organizations (Alternate)  
Port Authorities – Redwood City (Alternate)  
Tanker Ship Operator (Alternate)

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

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

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

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov), or by telephone at (916) 215-3749.

*Conserving California's Wildlife Since 1870*



To: All Mariners

April 10, 2023

The National Oceanic and Atmospheric Administration (NOAA), with support from the United States Coast Guard (USCG) and Environmental Protection Agency (EPA) is issuing a voluntary 10-knot Vessel Speed Reduction (VSR) request that goes into effect May 1 off of San Francisco, Monterey, and southern California; please see the attached charts. Large ships traveling at 10 knots or less give whales more time to move to avoid a strike, reduce the lethality of a strike should one occur, generate less harmful ocean noise and fewer air emissions. Thus, the goals of these voluntary VSR zones are to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales, reduce ocean noise, and protect public health along the California coast. These whale species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

**The voluntary VSR requests will be in effect May 1 to December 15, 2023 for all VSR zones off California, as shown in the attached charts.** Note the expansion of the northern VSR zone throughout Monterey Bay National Marine Sanctuary, and the southern California VSR zone expansion to include recent International Maritime Organization modifications to the Santa Barbara Channel Traffic Separation Scheme (TSS) and Area To Be Avoided (ATBA). NOAA, USCG, and EPA request that all vessels 300 gross tons (GT) or larger reduce speeds to 10 knots when transiting within the designated VSR zones and prioritize use of the western traffic lane of the San Francisco TSS when traveling in the San Francisco Offshore TSS. Vessels may deviate from the speed and routing recommendations whenever necessary to maintain safe maneuvering.

We request your cooperation with the voluntary VSR requests to protect the health of coastal communities and whales that annually migrate to and through these zones to feed. All transits by vessels 300 GT or larger are analyzed by NOAA via Automatic Information System (AIS) data provided by USCG to assess the cooperation of your company along with industry as a whole.

NOAA, USCG, and EPA are committed to the long-term protection of nationally significant marine resources and public health by enhancing marine safety and environmental awareness in the maritime community. If you have questions, please contact Sean Hastings, 805-705-1790, [sean.hastings@noaa.gov](mailto:sean.hastings@noaa.gov).

NOAA, USCG, and EPA commend your commitment to protecting endangered and threatened whales and protecting public health by cooperation with the 10 knot VSR requests and working towards a goal of 100% cooperation in 2023.

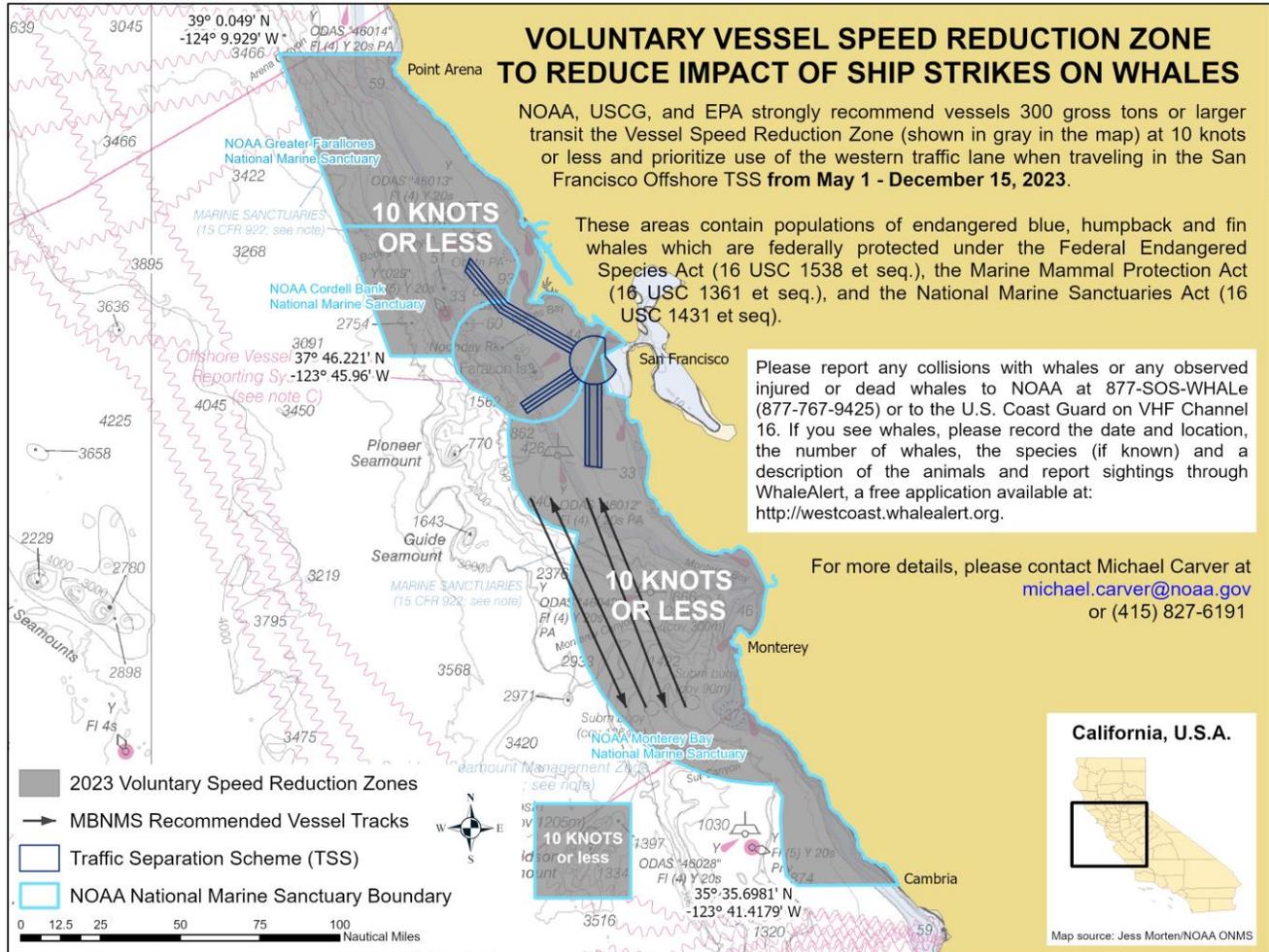
William J. Douros, Regional Director  
NOAA Office of National Marine Sanctuaries  
West Coast Region

Scott M. Rumsey, Acting Regional Administrator  
NOAA National Marine Fisheries Service  
West Coast Region

Andrew M. Sugimoto, Rear Admiral  
U.S. Coast Guard  
District Eleven

Kerry Drake, Acting Regional Administrator  
Environmental Protection Agency  
Region 9

## 2023 Voluntary Vessel Speed Reduction Zones – San Francisco and Monterey Bay Region

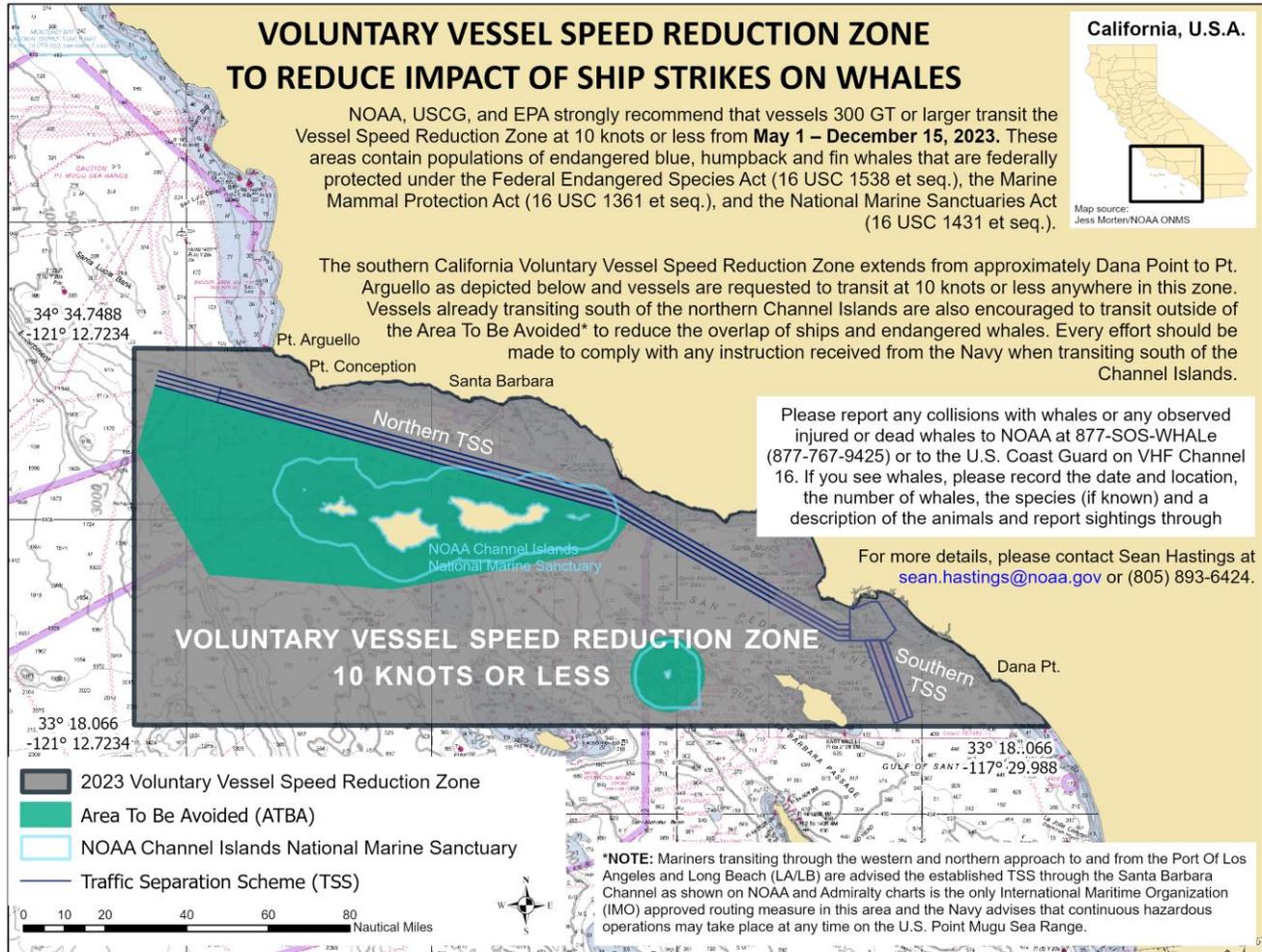


NOAA Chart 501

This map is not to be used for navigational purposes

27 MARCH 2023

## 2023 Voluntary Vessel Speed Reduction Zone – Southern California Region



NOAA Chart 18022

Chart not for navigational purposes.

27 MARCH 2023



## CALIFORNIA STATE LANDS COMMISSION

### CSLC/NCFO REPORT for HARBOR SAFETY COMMITTEE - MARCH COMPARISON REPORT

#### VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
MARCH 1 - 31, 2022	176	17	9.66
MARCH 1 - 31, 2023	186	71	38.17

#### CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil ( D )</u>	<u>Crude Oil ( L )</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
MARCH 1 - 31, 2022	11,877,113	260,000	18,658,644	5,904,798	24,563,442
MARCH 1 - 31, 2023	12,031,598	0	17,341,573	5,512,416	22,853,989

#### OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
MARCH 1 - 31, 2022	0	0	0	
MARCH 1 - 31, 2023	0		0	

#### MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
21%	381	80	95	15

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



# Harbor Safety Committee Bay Ferry VI Briefing

Thursday, April 13, 2023



# BAY FERRY VI

## A Regional Active Threat (AT) Emergency Preparedness and Security Exercise

**Monday September 18 through Thursday September 21**



Day-1  
CBRNE



Day-2  
Shore-Based  
Active Shooter



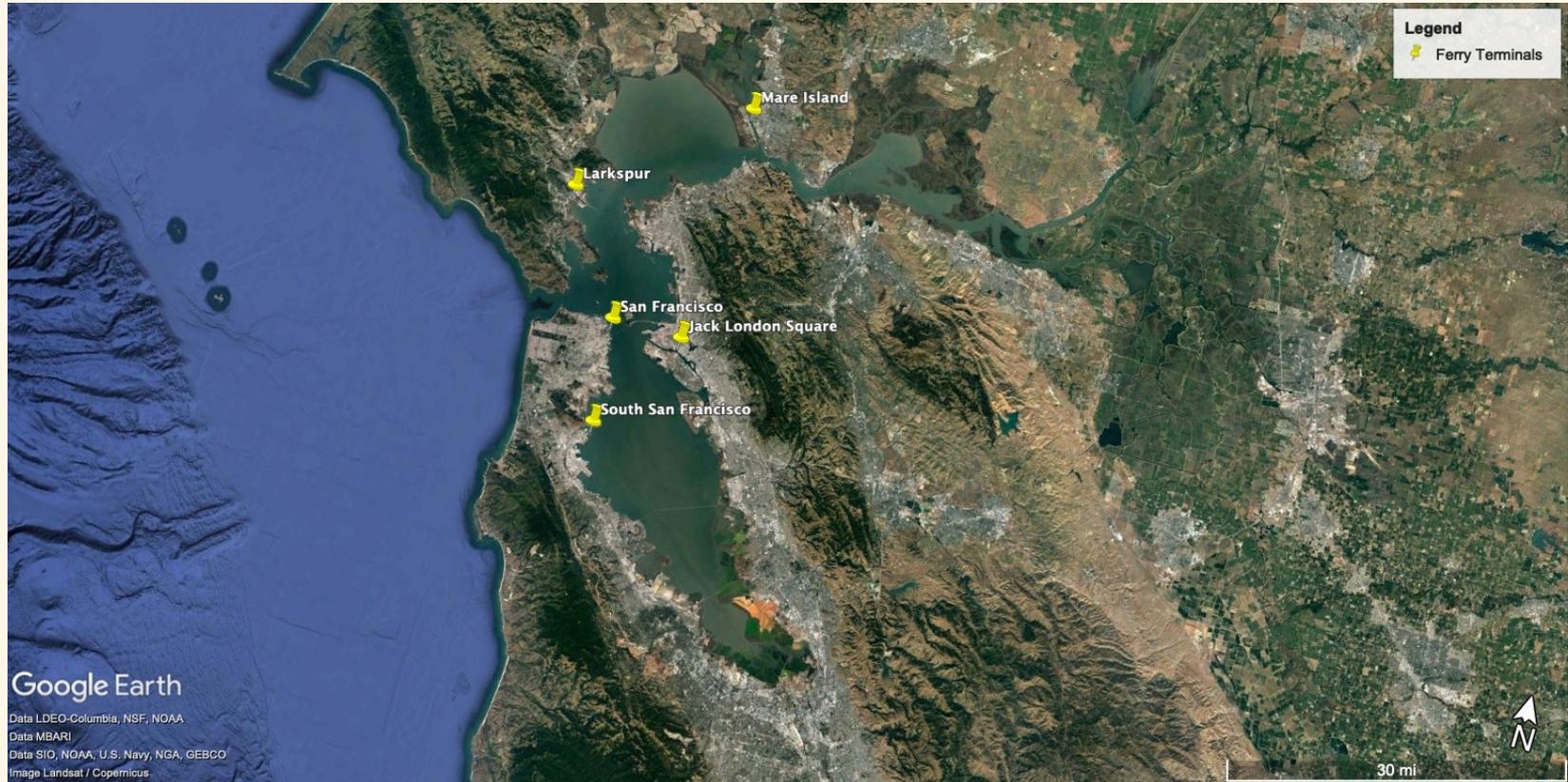
Day-3  
Ferry Underway  
Active Shooter



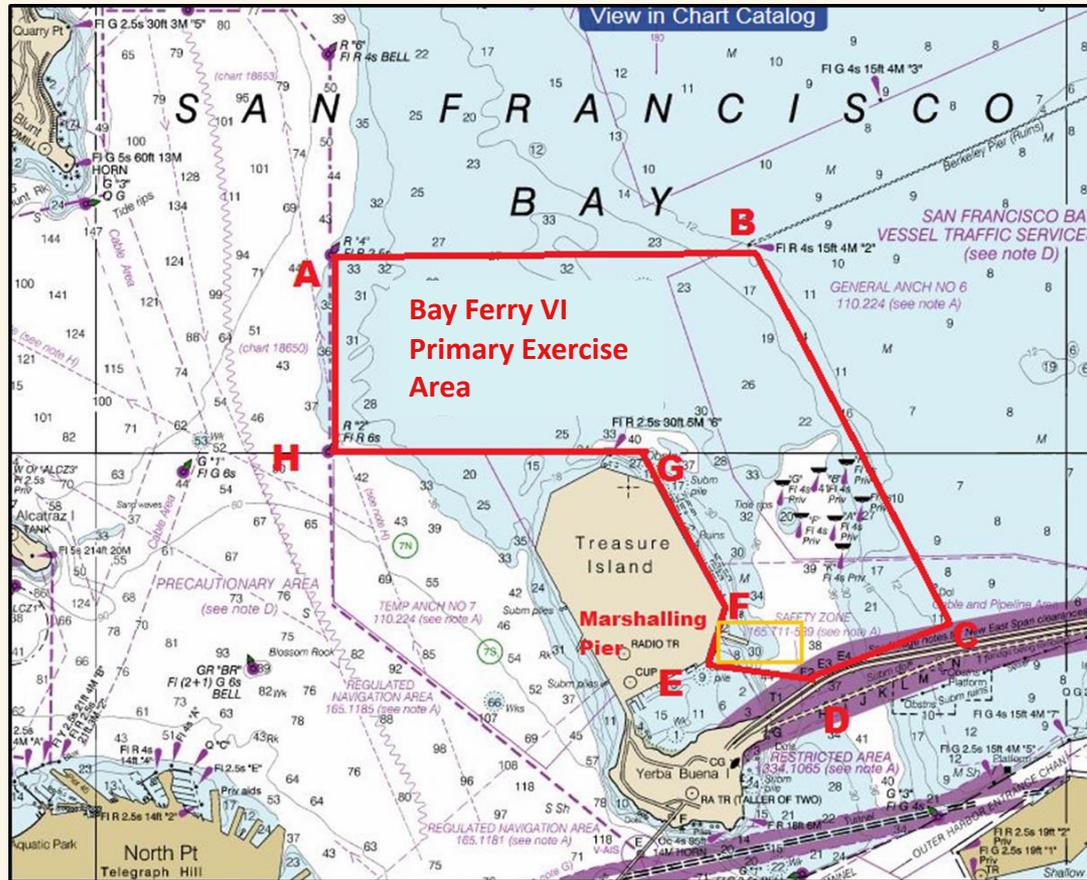
Day-4  
IED Detonation  
Mass Casualty/VMAP



# “SHORE-BASED” AT SCENARIO LOCATIONS



# “ON-WATER” AT SCENARIO LOCATION



# PORT SECURITY GRANT PROGRAM (PSGP) (RFP #2022-F-108)



# BAY AREA DHS TERRORIST ATTACK RISK RANKING



# ATTRACTIVENESS OF FERRIES AS A “SOFT” TARGET



*“February 21, 2018, Bombs Detonated on Ferry  
and Tourist Vessel in Mexico”*



# TYPES OF MARITIME AT ATTACKS



*"July 12, 1988, City of Poros-11 Dead"*

# MOTIVATION TO TARGET FERRIES



*“Super Ferry 14-World’s Deadliest Maritime AT  
Attack” February 27, 2004*

# VULNERABILITY OF FERRIES TO TERRORIST ATTACK





The AT San Francisco Bay Ferry and  
Large Passenger Vessel Operators  
Need to Prepare For...

# “THE LONE WOLF”

”



# *“HEAVILY ARMED MAN ARRESTED ON WASHINGTON STATE FERRY”*

Mukilteo,  
Washington- “On  
Wednesday May  
26, 2021, a trip  
across Puget Sound  
turned tense”



# MOST LIKELY AT ATTACK SCENARIOS



# WHAT TO EXPECT



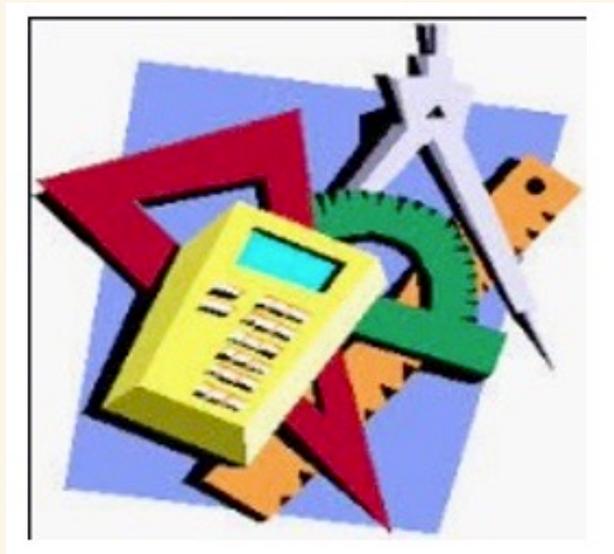
# MARITIME AT THREAT GUIDANCE (ACTIVE SHOOTER)



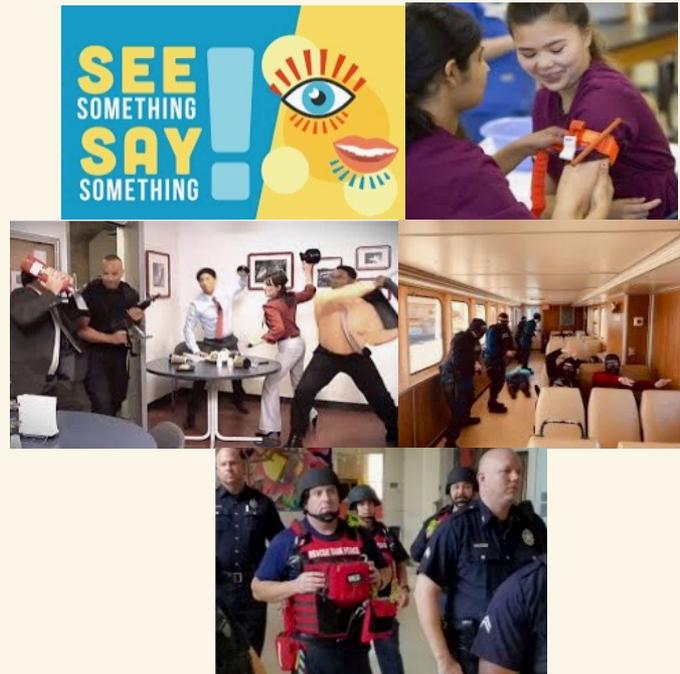


# Golden Gate Ferry's Response to this New and Emerging Threat

# Port Security/Active Threat Planning Toolkit



# Active Threat (AT) Training and Public Awareness Campaign



# Active Threat (AT) Training and Public Awareness Campaign

Provided at no cost:

- 3-day, Maritime Preventive Radiological/Nuclear Detection Course PER 350
- 1-day, Shore-Based AT Course
- 1-day, Ferry Underway AT Course
- 3-day, LE SRU Response to Ferry AT Incidents



# Specialized Active Threat (AT) Medical Equipment



Example of Wall Mounted Specialized AT Medical Equipment (Bleeding Control Kits)



Contents of Individual Bleeding Control Kits



# Thank You!

For more information on how you or your organization can participate,  
Please call Philip White at (707) 333-3577 mobile or  
[pdwthefirstresponsegroupllc@gmail.com](mailto:pdwthefirstresponsegroupllc@gmail.com)

Dredging Work Group Draft Agenda, April 13, 2023

Per the HSC Plan: Work Groups may be composed of any number of participants. Work Groups should operate by consensus of those present, including interested members of the public. Subcommittees and Work Groups may make recommendations to the full Committee, which will vote on the recommendations as detailed in Article VIII. Recommendations should be made in writing and provided to the Committee prior to any vote on the matter.

The HSC Plan has a requirement for vessels under way east of the Golden Gate Bridge to have no less than two feet of underkeel clearance.

Discussion on USACE FY2022 Dredging, some suggested topics as a starting point:

Sacramento Deep Water Ship Channel, a clamshell was used to perform the work.

San Joaquin River and Stockton Channel, while the channel depth is now the deepest -34' it has been in some time, it still is not at the authorized depth of -35' and possibly over depth allowance. A few years ago a contractor asked the Corps about using a clam shell for this project.

Oakland channel has been dredged by clam shell necessitating dredge and anchor movements to accommodate vessel traffic.

Others?

Discussion on the USACE FY2023 dredging program. This was included in the HSC Agenda packet last month and this month.

The President's budget request for FY2024 was released last month. Attached is a CMANC spreadsheet of projects.

Comments?

District staff is completing their requests for FY2025 items, the year starting October 1, 2024.

Comments?

Other items:

While it appears that all projects are getting funds, they are not getting dredged to authorized depths – is that an issue for us?

Are there other channels the Work Group should be commenting on such as Islais Creek?

A few years ago the Pinole Shoal Channel USACE survey was upgraded to a Category Zone of Confidence (CATZOC) A1, the highest. Is this something we should track and get expanded to other federal channels?

Others?

Future Meetings

As needed, Quarterly, semi-annual?