

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

March 14, 2024

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

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 10:00.

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; **Ben Eichenberg** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Paul Hendriks** (A), Baydelta Maritime; **Capt. Taylor Lam** (M), United States Coast Guard; **Tammie Lasiter** (A), SSA Terminals; **Joe Monroe** (A), Port of San Francisco; **Richard Ogg** (M), F/V Karen Jeanne; **Capt. Erin Pierson** (M), Crowley; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **John Schneider** (M), Marathon Petroleum; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **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 February 8, 2024, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Recently visited Panama to meet with maritime stakeholders including shipping agencies, terminal operators, and the Panama Canal Authority. The National Harbor Safety Committee Conference is next week.

Coast Guard Report- Capt. Taylor Lam

- Attended a recent meeting with Cal-OES and toured the State Operations Center. Scott Humphrey was also in attendance.
- An Executive Order was issued on February 21st mandating cybersecurity incident reporting. Maritime facilities and vessels are required to report cyber-attacks to the USCG, FBI, and CISA. Public feedback is welcome. USCG NVIC 02-24 details the new regulations. It is reported that

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there are cybersecurity risks related to ship-to-shore cranes produced in China. These cranes are common at container terminals.

- New Merchant Marine Credentials are being phased in which include enhanced security features. Electronic credentials are being considered.
- Recognition was given to LCDR Alex Miller for her service. LCDR Miller will be leaving USCG Sector San Francisco and joining DHS.
- LT William Harris read from the February- 2024 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY23 dredging is still ongoing at Richmond inner Harbor and Redwood City Harbor. FY24 dredge contract bid planning is underway. Debris removal tonnage was below average in February and included six abandoned vessels. Work continues on the Oakland Harbor Turning Basins Widening Study and the Regional Dredge Material Management Plan. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

- Scott Humphrey advised that the Marine Exchange is the regional clearinghouse for OSPR's Tank Vessel Escort Program. All escorted vessel transits in the bay are monitored for compliance with the program.

OSPR Report- Mike Zamora

- Approval is pending for an alternate HSC member from the Port of Benicia. New members must complete the oath of office. Scott Humphrey advised that a US Navy representative be invited to join the committee.
- An HSC membership vacancy announcement was previously distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Brian Garcia

- Read from the NOAA HSC Report for March 2024 (attached). All raster charts are scheduled for cancelation by the end of 2024. The NOAA San Francisco Tide Station is experiencing silting issues causing inaccurate measurements during low tides. The NWS reports that the development of a spring weather pattern is forecast.

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- Jim Haussener asked if moving the NOAA tide gauge to a different location is being considered. Brian Garcia advised that relocating the gauge could be difficult and sediment movement is common in the vicinity. Thermal expansion from warming water can impact tide height leading to inaccurate predictions.

State Lands Commission Report- Robert Booker (no report)

PORTS Report- Marcus Freeling

- Service and redeployment of the Southampton Shoal LB6, Oakland Inner Harbor LB4, and Oakland Outer Harbor LB3 buoy-mounted current meters was performed in late February. The current meters are back online and operating well. Battery issues were fixed, and the current meters should last six months until the next service. The Amorco shore-mounted current meter was also serviced and is running normally. Data issues with PORTS visibility sensors are being addressed. The Bay Bridge air gap sensor experienced an outage last weekend and will be serviced. 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>
- Scott Humphrey advised that meetings are taking place with the Bar Pilots regarding potential expansion of SF PORTS upriver to Stockton and Sacramento. The delta region is severely lacking in tide and current meters to aid navigation.

Report on the Oakland Portal- Port of Oakland

- Pia Franzese and Romario James, Port of Oakland, gave a presentation to the committee on the new Oakland Portal website (slides attached). The portal includes trucking data from the grant funded Freight Intelligent Transport System (FITS) in use at the port. Fiberoptic cables, smart cameras, changeable message signs, and RFID equipment were installed at the port. An Emergency Operations Center was also built. Using all of the new data available, including shipping data from a partnership with the Marine Exchange, the portal is able to calculate truck wait times upon their arrival to the port. This resource is intended to increase trucking efficiency. Romario James gave a demonstration of the Oakland Portal. Trucks entering the port trigger the system and are provided wait time information. Vessel information from the Marine Exchange is also available with tracking capability. Expansion of the portal is planned. Oakland Portal website: <https://oaklandportal.portofoakland.com>.

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- Scott Humphrey advised that trucking turn time data could be beneficial to maritime port stakeholders for vessel schedule planning and to increase efficiency. Justin Taschek advised that the port is excited about the portal and app which is available to download. Historical data is also available. Ben Eichenberg advised that reduced truck idle time would help reduce emissions. Romario James advised that truck idling times can be reduced with the ability to reroute trucks to different gates when congestion occurs.

Report on IMO Data Standards – Ernest Batty, IMIS Global Limited

- Ernest Batty, IMIS Global Limited, gave a presentation to the committee on International Maritime Organization (IMO) data standards (slides attached). S-100 IMO standards apply to hydrographic and maritime environment overlays. The standards are international and ensure consistency between maritime organizations worldwide. S-200 and S-400 standards apply to Aids to Navigation (ATONs), VTS and Marine Exchange organizations, and vessel port calls. For port calls, critical timestamps are collected at certain points along a vessel's transit including arrival, first line, last line, and departure, among others. IMIS developed the Marine Exchange's MIMS vessel tracking and information system to adhere to these standards which facilitate data sharing. Automation of data collection can be incorporated.
- Scott Humphrey advised that the MIMS system incorporates limited automation, but most data is entered manually by Marine Exchange operations staff. Additional automation based on AIS data is possible.
- Jim Haussener asked about the sharing of vessel route information with recreational boaters. Scott Humphrey advised that the capability exists for vessels to transmit their route via AIS. Marine Mammal and VSR information can also be transmitted via AIS. The Marine Exchange is in the process of developing AIS transmission capability.

Work Group Reports-

Tug Work Group- Capt. Erin Pierson: A Work Group meeting was held in addition to a meeting with Capt. Ruff regarding ship assist maneuvers. A ship assist best practices document is being developed. Jim Haussener asked about tug issues with new CARB particulate regulations. Robert Estrada advised of concerns with CARB regulations leading to potential tug power reduction and increased fire risk. Scott Humphrey advised the Work Group to consider the issue in more detail.

Navigation Work Group- Capt. Paul Ruff: Met with the Tug Work Group regarding tug-ship assist issues. Maintaining speed is critical. Vessel transits were delayed during recent storm activity due to water levels being higher than predicted.

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Ferry Operations Work Group- Capt. Tony Heeter: The Ferry Ops Work Group, working with the Navigation Work Group, will meet to consider updates to HSC Dead Ship Tow guidelines. Robert Barley, Golden Gate Bridge Highway and Transportation District, sent a letter to the HSC requesting updates allowing the use of Class D tugs for passenger vessel towing. The full HSC will vote on any updates the Work Group submits. The Work Group is also updating ferry routing protocols and an additional downbound lane is proposed.

Dredge Issues Work Group- Jim Haussener (A), CMANC: A Dredge Work Group report is attached. The federal USACE 2024 appropriations bill was signed, and the 2025 Budget Request was released. Funding is available for smaller dredging projects including Petaluma River. Mare Island Straight and Santa Fe Channel dredging are priorities. The Water Board is holding a comment period regarding an EA/EIR for USACE maintenance dredging and placement. Congressman Garamendi is planning to introduce a bill to fund eradication of abandoned vessels. Upgrading the CATZOC rating of more regional channels would benefit navigation.

PORTS Work Group- Justin Taschek: A PORTS Work Group meeting was held on February 16th to consider potential upriver expansion of SF PORTS. The SF Bar Pilots support adding several new tide gauges and current meters along the Stockton and Sacramento Channels. Funding options, including grants, will be explored and additional meetings will be held.

Prevention through People Work Group- Scott Grindy: BAMO met on March 7th and the next meeting is on June 6th. Appreciation was given to USACE for marine debris removal following recent storms.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: The Work Group will meet after today's HSC meeting. Recommendations for marine mammal protection are being reviewed and will be brought to the full committee for consideration. A gray whale was recently sighted in the bay. Kathi George will be participating in the National Harbor Safety Conference next week.

Public Comment-

- Charles Gerard, Port of Richmond, advised that plans are being made to move the Red Oak Victory ship to the south side of the port.
- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is underway. Work Group annual reports are needed. Voting on the HSP update will be held at the June HSC meeting.
- Justin Taschek advised that the Port of Oakland has received grant funding to modernize the port and upgrade berths. Some berths will be temporarily closed during retrofit. An emissions

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scrubbing barge is now available for docked ships not hooked up to shore power. A Blue Angels airshow is being held this weekend at Travis Airforce Base.

Old Business- None

New Business-

- Joe Monroe advised of the Port of San Francisco Waterfront Resiliency Program focused on coastal flood defense. The program involves monitoring shorelines with buoy-based equipment. Stakeholder input is welcome.
- Scott Grindy advised that the lack of recreational fuel docks in the region is a concern. Fuel dock access is an important safety issue for smaller vessels including fireboats. The lack of fuel docks is also a challenge for regional emergency planning.
- Scott Humphrey advised of a recent meeting with Cal-OES. Cybersecurity is a priority, and the HSC is considering forming a cybersecurity subcommittee.

Next Meeting-

1000-1200, April 11, 2024
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:56.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

| SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2024) |
|--|
| MARINE CASUALTIES |
| Loss of Cargo (08FEB2024): A U.S. flag container vessel experienced loss of cargo while transiting into the Sector San Francisco COTP Zone. The vessel lost 23 containers while transiting from San Pedro, CA to Oakland, CA. Damage to the vessel was limited to port side handle rails and lashing bridges. Class and Coast Guard attended the vessel and witnessed satisfactory repairs to the vessel. Case closed. |
| Equipment Failure (13FEB2024): A U.S. flag small passenger vessel experienced an equipment failure during a Coast Guard annual inspection for the vessel's COI. The vessel's main engines were able to restart following a simulated discharge of the vessel's pre-engineered extinguishing system without utilizing the override function. Case pends. |
| Loss of Propulsion (24FEB2024): A U.S. flagged inspected towing vessel experienced a loss of propulsion while transiting towards Richmond, CA. The vessel's port main engine shutdown due to a faulty cable wire to the emergency push button emergency stop. The vessel replaced the defective wiring, and the port main engine was inspected and tested in the presence of a Class surveyor. Case closed. |
| Reduction of Propulsion (25FEB2024): A U.S. flagged small passenger vessel experienced a reduction of propulsion while transiting. The vessel's starboard engine driven steering pump is faulty and will be replaced during the vessel's drydocking period. Case pends. |
| Loss of Propulsion (25FEB2024): A foreign flagged container vessel experienced a loss of propulsion while transiting into Oakland, CA. The vessel's main engine experienced a loss of propulsion due to an eroded drain plug causing fuel pressure to drop. Class surveyor attended the vessel and verified repaired drain plug. Case closed. |
| VESSEL SAFETY CONDITIONS |
| Operational Control (01FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo a required drydock inspection. Case pends. |
| Operational Control (01FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to damaged fire dampers in port and starboard engine rooms not closing fully. Vessel repaired the fire dampers and Coast Guard verified that the fire dampers were in satisfactory condition. Case closed. |
| Operational Control (01FEB2024): A U.S. flagged tank vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel reporting a discharge of oil from the starboard aft HFO tank. Vessel identified faulty piping and Class witnessed the satisfactory repairs. Case closed. |
| Operational Control (06FEB2024): A U.S. flagged towing vessel was issued an operational control (Code 701, prior to carriage of passengers) for not conducting an annual inspection in the allotted time frame. Case pends. |
| Operational Control (06FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for not conducting a COI inspection in the allotted time frame. Coast Guard attended the vessel and conducted the COI inspection. Case closed. |
| Operational Control (08FEB2024): A U.S. flagged container vessel was issued an operational control (Code 17, prior to departure) due to multiple containers falling overboard while the vessel was in transit. Coast Guard witnessed all necessary corrections for the vessel's deficiencies and the operational control was lifted. Case closed. |
| Operational Control (08FEB2024): A U.S. flagged towing vessel was issued an operational control (Code 17, prior to departure) due to excessive corrosion on the vessel's steering gear. Case pends. |
| Operational Control (09FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to failing to undergo a required drydock inspection. Case pends. |
| Operational Control (13FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty engine room pre-engineered firefighting system. Case pends. |
| Operational Control (20FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty port side engine driven steering pump. Case pends. |
| Operational Control (24FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty AIS system. Coast Guard witnessed proper AIS broadcast and the operational control was cleared. Case closed. |
| Operational Control(24FEB2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to experiencing a loss of propulsion of the vessel's port main engine. Class witnessed corrected problem and the operational control was lifted. Case closed. |
| Operational Control(27FEB2024): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to vessel having excessive oil build up in the vessel's bilge. Buildup occurred due to a cracked fuel tank and having multiple faulty dogging devices for the vessel's watertight doors. Case pends. |
| Operational Control (28FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to departure) due to having faulty bilge high level alarms, faulty bilge piping, and inoperable pre-engineered firefighting system. Case pends. |
| Operational Control (28FEB2024): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having a faulty starboard exhaust fire damper. Case pends. |

| NAVIGATIONAL SAFETY | |
|---|--|
| NSTR | |
| SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES | |
| <p>Letter of Warning (01FEB2024): IMD received a notification that a U.S. Commercial Vessel discharged approx. 01 gal of Diesel into the Carquinez Strait during transfer operations. Captain of the vessel stated the incident was caused by equipment failure and isolated the source once a sheen was found. The facility deployed boom and removed pollution. IMD issued a Notice of Federal Interest and a Letter of Warning to the operator. Case CLOSED.</p> | |
| <p>Federal Case (06FEB2024): IMD received a report of a vessel that ran aground in Richardson Bay and was discharging diesel, creating a sheen. IMD along with OSPR went onboard and sounded the tanks, it was estimated that 200 gallons were onboard. The RP was issued a NOFI and Admin Order requiring boom to be placed and product to be removed. The steps were not completed by the owner and IMD issued a NOFA and federalized the case. IMD hired Republic Services and placed boom around the vessel and removed 200 gallons of oily water mixture. Case CLOSED.</p> | |
| <p>Federal Case (06FEB2024): IMD Received a report of a sunken vessel in Taylor Slough at Calienta Marina actively discharging diesel fuel and creating a sheen. The owner was issued an admin order and NOFI but was unresponsive. IMD issued a NOFA and federalized the case and hired Parker Diving and Salvage to refloat and remove the fuel. Parker removed roughly 165 gallons of pure product from the vessel. Case CLOSED.</p> | |
| <p>Federal Case (10FEB2024): IMD received a report of a vessel aground on Bodega Dunes Beach with approx. 1500 gal of diesel onboard. IMD issued a NOFI and Admin Order to the owner requiring a pollution assessment and removal to be completed. IMD responded and witnessed the owner attempt to refloat the vessel twice unsuccessfully, the vessel was damaged and started discharging an unknown amount of diesel following the second attempt. IMD issued a NOFA and hired Parker Diving and Salvage to bring the vessel up onto the beach to allow the vessel to be safely accessed. The pull was unsuccessful due to unforeseen damage to the vessel and the weight of the sand. Operations were then shifted to NOAA for marine debris removal. A total of an estimated 200 gallons of oily water mixture was removed from the vessel. The vessel owner's insurance will cover all operations including the salvage. Case CLOSED.</p> | |
| <p>Letter of Warning (17Feb2024): IMD received notification of a sinking tug that discharged approx. 10 gal of oil into the San Francisco Bay. IMD contacted the reporting party and was notified that a salvage company was the responsible party. IMD was notified that the salvage company deployed boom, used absorbent pads to remove pollution, and refloated the vessel. IMD issued a Notice of Federal Interest and a Letter of Warning to the responsible party. Case CLOSED.</p> | |

| PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS | | | |
|--|-----------------|-----------------|------------------|
| February 2024 | | | |
| PORT SAFETY CATEGORIES* | Feb-2024 | Feb-2023 | **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 | 3 | 3.36 |
| Navigation Safety (1), Port Safety & Security (1), ANOA (0) | | | |
| Marine Casualties (reportable CG 2692) within SF Bay: | 8 | 5 | 6.19 |
| Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0) | | | |
| Steering (0), Propulsion (6), Personnel (0), Other (2), Power (0) | | | |
| Total Number of (routine) Navigation Safety issues/Letters of Deviation: | 0 | 3 | 2.08 |
| Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0) | | | |
| ARPA (0), Speed Log (0), R.C. (0), Other (0) | | | |
| Reported or Verified "Rule 9" or other Navigational Rule Violations: | 0 | 0 | 0.08 |
| Significant Waterway events/Navigation related Cases: | 0 | 0 | 0.00 |
| Total Port Safety (PS) Cases opened | 10 | 11 | 11.81 |
| MARINE POLLUTION RESPONSE | | | |
| Pollution Discharge Sources (Vessels) | Feb-2024 | Feb-2023 | **3yr Avg |
| U.S. Commercial Vessels | 4 | 0 | 0.56 |
| Foreign Freight Vessels | 1 | 0 | 0.17 |
| Public Vessels | 0 | 0 | 0.92 |
| Commercial Fishing Vessels | 1 | 1 | 0.72 |
| Recreational Vessels | 12 | 4 | 7.08 |
| Pollution Discharge Sources (Facilities) | Feb-2024 | Feb-2023 | **3yr Avg |
| Regulated Waterfront Facilities | 0 | 1 | 0.25 |
| Regulated Waterfront Facilities - Fuel Transfer | 0 | 0 | 0.06 |
| Other Land Sources | 8 | 2 | 4.00 |
| Mystery Spills - Unknown Sources | 6 | 3 | 5.61 |
| Number of Pollution Incidents (By Spill Size) | Feb-2024 | Feb-2023 | **3yr Avg |
| Spills < 10 gallons | 10 | 6 | 9.67 |
| Spills 10 - 100 gallons | 3 | 3 | 1.86 |
| Spills 100 - 1000 gallons | 2 | 1 | 0.28 |
| Spills > 1000 gallons | 0 | 0 | 0.00 |
| Spills - Unknown Size | 17 | 3 | 7.08 |
| Total Pollution Incidents | 32 | 13 | 18.89 |
| Oil Discharge/Hazardous Materials Release Volumes by Spill Size | Feb-2024 | Feb-2023 | **3yr Avg |
| Estimated spill amount from U.S. Commercial Vessels | 10.50 | 0.00 | 6.13 |
| Estimated spill amount from Foreign Freight Vessels | 0.00 | 0.00 | 0.28 |
| Estimated spill amount from Public Vessels | 0.00 | 0.00 | 3.98 |
| Estimated spill amount from Commercial Fishing Vessels | 0.00 | 10.00 | 10.82 |
| Estimated spill amount from Recreational Vessels | unk | 131.00 | 49.56 |
| Estimated spill amount from Regulated Waterfront Facilities | 0.00 | 0.25 | 1.73 |
| Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer | 0.00 | 0.00 | 0.06 |
| Estimated spill amount from Other Land Sources | unk | 15.00 | 54.23 |
| Estimated spill amount from Unknown Sources (Mystery Sheens) | unk | unk | 0.00 |
| Total Oil Discharge and/or Hazardous Materials Release (Gallons) | 10.50 | 156.25 | 126.77 |
| Penalty Actions | Feb-2024 | Feb-2023 | **3yr Avg |
| Civil Penalty Cases | 0 | 0 | 0.00 |
| Notice of Violations | 0 | 0 | 0.31 |
| Letters of Warning | 6 | 3 | 4.75 |
| Total Penalty Actions | 6 | 3 | 5.06 |
| * NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative. | | | |
| ** NOTE: Values represent an average month over a 36 month period for the specified category of information. | | | |

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 14, 2024**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting, dredging has continued at Richmond Inner Harbor. Estimated completion is now late-March. Dredging resumed at Redwood City Harbor on March 3 and is expected to continue into April.

Planning and design work continues for the FY24 dredging program and is still based on amounts listed in the FY24 President's Budget. A tentative schedule, subject to final FY24 appropriations actions and Work Plan funding, is attached to this report.

FY 2023 DREDGING PROGRAM

- a. **Richmond Inner Harbor** – Bid Opening was held on May 26 with contract award to The Dutra Group on June 8. Dredging started on July 7 but was paused while the contractor mobilized to the Sacramento Deep Water Ship Channel and then the Suisun Bay Channel project. **Dredging resumed in early December and is expected to complete late-March.**
- b. **Redwood City Harbor** – Second bid opening was held on October 16 with contract award to HME Construction on October 27. Dredging started on December 6; however, the contractor demobilized at the end of December to work a project in the Los Angeles District. **Dredging resumed on March 3 and is expected to continue through April.**

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – **Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for late-April and dredging estimated to start early June.**
- b. **San Joaquin River (Port of Stockton)** – **Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.**
- c. **Sacramento River Deep Water Ship Channel** – **Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for late May and dredging estimated to mid-July.**
- d. **Suisun Bay Channel (and New York Slough)** – **Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start late July.**
- e. **Petaluma River** – **Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start mid-September.**

- f. **Redwood City Harbor – Planning and design for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October.**
- g. **Richmond Inner Harbor – Planning for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for mid-October and dredging estimated to start early December.**

FY 2024 GOVERNMENT HOPPER DREDGING PROGRAM

- a. **San Francisco Main Ship Channel – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel from the end of May until mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.**
- b. **Richmond Outer Harbor – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-June and complete maintenance dredging there until early July. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.**
- c. **San Pablo Bay (Pinole Shoal) – Dredging is deferred to FY25 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.

3. DEBRIS REMOVAL – Debris removal for February was 58 tons. Dillard: 31 tons, including 3 abandoned boats; Raccoon: 27 tons, including 3 abandoned vessels. Average debris removal for February from 2014 to 2023 is 90 tons (Range: 34 – 198).

BASEYARD DEBRIS COLLECTION TOTALS:

| MONTH | RACCOON | DILLARD | MISC | TOTAL |
|--------------|----------------|----------------|-------------|--------------|
| 2024 | TONS | TONS | TONS | TONS |
| JAN | 17.5 | 45 | 0 | 62.5 |
| FEB | 27 | 31 | 0 | 58 |
| MAR | | | | |
| APR | | | | |
| MAY | | | | |
| JUN | | | | |
| JUL | | | | |
| AUG | | | | |
| SEP | | | | |
| OCT | | | | |
| NOV | | | | |
| DEC | | | | |

| |
|--------------|
| YR TOTAL |
| 120.5 |

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. A Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3 of the Feasibility Study. A complete list of updates from the initial Draft IFR/EA is in the executive summary of the 2nd Draft IFR/EA. The Study is scheduled to be completed in Jan 2024 and the Chief's Report is scheduled to be completed end of May 2024.

The 2023 Revised Draft IFR/EA can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

5. OTHER WORK

Regional Dredge Material Management Plan: A targeted District Quality Control (DQC) review of the draft array of alternatives has begun, but minor revisions due to updated cost information are delaying full start and completion of the targeted review. The draft recommended plan will receive final reviews (DQC and ATR) in spring 2024. NEPA/CEQA prep has been contracted and Agency coordination will follow, with a target to be ready for the FY25+ dredging program. Public outreach including tribal consultation are in progress. Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some results will not be available until after the FY25 target completion for the RDMMP, but the data can be applied to future DMMP revisions.

Information on the RDMMP and latest outreach meetings and notes can be found on our website here:

<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 30 and December 8, 2023.
Berkeley Marina (Entrance Channel): Condition survey of February 28, 2023.
Islais Creek Channel: Condition survey of July 21, 2023.
Larkspur Ferry Channel: Condition survey of December 12, 2023.
Mare Island Strait: Condition survey of November 8-9, 2023.
Marinship Channel (Richardson Bay): Condition survey of November 7, 2022.
Napa River: Condition survey of January 30-31, 2024.
Northship Channel: Condition survey of September 25 - October 18, 2023.
Oakland Inner Harbor: Condition survey of February 7-8, 2024.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of February 8, 2024.
Petaluma River (Across-the-Flats): Condition survey of December 20-21, 2023.
Petaluma River (Main Channel): Condition survey of December 20-21, 2023.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of January 5-30, 2024.
Redwood City Harbor: Condition and progress surveys of September 26, December 1, and December 30, 2023.
Richmond Inner Harbor: Condition survey of November 3, 2023.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of November 6, 2023.
Richmond Outer Harbor (Southampton Shoal): Condition survey of November 6, 2023.
Sacramento River Deep Water Ship Channel: Condition survey of January 5-9, 2024.
San Bruno Shoal: Condition survey of September 28, 2023.
San Francisco Main Ship Channel: Condition survey of February 13-27, 2024.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of August 17, 2023.
San Rafael (Creek): Condition survey of August 17, 2023.
Stockton Ship Channel: Condition survey of December 15-19, 2023.
Suisun Bay Channel: Condition survey of February 6-8, 2024.
Suisun Bay Channel (Bullshead Reach): Condition survey of February 6-8, 2024.
Suisun Bay Channel (New York Slough): Condition survey of February 7, 2024.
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 26, 2023.
SF-09 (Carquinez): Condition survey of January 30, 2024.
SF-10 (San Pablo Bay): Condition survey of January 19, 2024.
SF-11 (Alcatraz Island): Condition survey of February 24, 2024.
SF-16 (Suisun Bay Disposal Site): Condition survey of February 9, 2024.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 26, 2023.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY23.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **8 MAR 2024**. 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 2024 O&M DREDGING PLAN

| Project | Target Solicitation | Target Bid Open | Target Award | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | Estimated CY | Dredge Type | Placement Site | | | | | | | |
|--|---------------------|-----------------|--------------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|-----|--------------|-----------------|----------------|--------|-------------------------|----------------|-------------------------|--------------|------------|----|
| | | | | FY2024 | | | | | | | | | | | | FY2025 | | | | | | | | | | | |
| CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oakland Harbor | 12-Mar | 11-Apr | 25-Apr | | | | | | | | | | | | | | | | | | 700kcy | Clam Shell | BU | | | | |
| San Joaquin River (Port of Stockton) | 2-Apr | 2-May | 16-May | | | | | | | | | | | | | | | | | | 175kcy | Cutterhead or Clamshell | Various Upland | | | | |
| Sacramento River (30 Foot Project) | 9-Apr | 9-May | 23-May | | | | | | | | | | | | | | | | | | 150kcy | Cutterhead or Clamshell | Various Upland | | | | |
| MOTCO Debris Relocation | 22-Apr | 22-May | 6-Jun | | | | | | | | | | | | | | | | | | # tons | Excavator | N/A | | | | |
| Suisun Bay Channel | 29-Apr | 29-May | 12-Jun | | | | | | | | | | | | | | | | | | 125kcy | Clam Shell | SF-16 | | | | |
| Moss Landing Harbor (Tier III) | 22-May | 21-Jun | 9-Jul | | | | | | | | | | | | | | | | | | | 85kcy | Cutterhead | SF-12 Elkhorn SI | | | |
| Petaluma River (Tier III) | 21-Jun | 21-Jul | 9-Aug | | | | | | | | | | | | | | | | | | | | 200kcy | Cutterhead or Clamshell | Upland SF-10 | | |
| Crescent City Harbor (Tier III) | 10-Jul | 9-Aug | 23-Aug | | | | | | | | | | | | | | | | | | | | | 75kcy | Clam Shell | HOODS | |
| Redwood City Harbor | 24-Jul | 23-Aug | 6-Sep | | | | | | | | | | | | | | | | | | | | | | 400kcy | Clam Shell | BU |
| Richmond Inner Harbor (Tier III) | 3-Sep | 3-Oct | 17-Oct | | | | | | | | | | | | | | | | | | | | | 350kcy | Clam Shell | BU | |
| WEST COAST HOPPER CONTRACT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Humboldt Bar & Entrance Channels | 30-Jan | 29-Feb | 8-Mar | | | | | | | | | | | | | | | 300kcy | WCHC (Portland) | HOODS | | | | | | | |
| GOVERNMENT HOPPER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Humboldt Interior Channels | N/A | N/A | N/A | | | | | | YAQ | | | | | | | | | 150kcy | Govt Hopper | HOODS | | | | | | | |
| Humboldt Bar & Entrance Channels | N/A | N/A | N/A | | | | | | ESS | | | | | | | | | 900kcy | Govt Hopper | HOODS | | | | | | | |
| SF Main Ship Channel | N/A | N/A | N/A | | | | | | | ESS | | | | | | | | 350kcy | Govt Hopper | OBDS SF-8 | | | | | | | |
| Richmond Outer Harbor (Tier III) | N/A | N/A | N/A | | | | | | | ESS | | | | | | | | 250kcy | Govt Hopper | SF-10 SF-11 | | | | | | | |
| Pinole Shoal | N/A | N/A | N/A | | | | D | E | F | E | R | R | E | D | | | | 250kcy | Govt Hopper | SF-10 SF-11 | | | | | | | |

Solicitation
 Bid Opening
 Contract Award
 Work Stoppage

WCH West Coast Hopper Contract

YAQ Gov't Dredge Yaquina

ESS Gov't Dredge Essayons

Env Window

Mobilization

Physical Dredging

Hopper Dredging

**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 | 02-13-2024 | 2000 | 4.96 | 55 | 50.0 | 55.0 | 55.1 | 53.7 |
| Redwood City Harbor Redwood City Harbor | 02-21-2024 | 300 943 | 3.94 | 30 | 18.3 | 25.0 | 23.9 | 20.9 |
| Richmond Inner Harbor Entrance Channel | 06-15-2023 | 809 1021 | 0.96 | 38 | 35.9 | 36.5 | 36.4 | 36.2 |
| Richmond Inner Harbor Approach Channel | 11-03-2023 | 809 1201 | 3.09 | 38 | 34.3 | 34.4 | 35.2 | 33.6 |
| 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 | 02-29-2024 | 600 1291 | 3.25 | 45 | 41.4 | 44.0 | 44.8 | 42.9 |
| Richmond Outer Harbor Longwharf Turning Basin | 02-28-2024 | 2188 5598 | 0.88 | 45 | 29.1 | No Data | No Data | No Data |
| San Rafael ATF Across the Flats | 08-17-2023 | 100 | 2.25 | 8 | 6.0 | 6.1 | 6.6 | 5.5 |
| San Rafael River Inner Canal Channel | 08-17-2023 | 60 160 | 1.55 | 6 | 4.4 | 4.9 | 4.7 | 5.0 |
| Petaluma River Main Channel | 08-24-2023 | 100 361 | 4.06 | 8 | 3.4 | 1.4 | 1.2 | 3.7 |
| 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 | 01-30-2024 | 75 245 | 3.19 | 15 | 0.6 | 9.0 | 9.0 | 6.9 |
| Napa River Asylum Slough to Napa City | 01-30-2024 | 102 183 | 9.92 | 10 | 1.9 | 5.4 | 5.3 | 0.9 |
| 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 | 02-07-2024 | 544 1997 | 4.62 | 50 | 47.8 | 48.7 | 49.1 | 47.8 |

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 | 02-08-2024 | 296 1761 | | 50 | 47.6 | 48.6 | 48.4 | 48.1 |
| Humboldt Bay Bar and Entrance Channel | 01-12-2024 | 500 2113 | 2.60 | 48 | 29.7 | 36.6 | 37.2 | 30.1 |
| Humboldt Bay Eureka Channel | 01-12-2024 | 400 416 | 1.69 | 26 | 2.2 | 3.7 | 11.6 | 7.5 |
| Humboldt Bay Fields Landing Channel | 01-12-2024 | 300 770 | 2.35 | 26 | 12.4 | 26.7 | 25.5 | 20.7 |
| Humboldt Bay North Bay Channel | 01-12-2024 | 400 657 | 3.04 | 38 | 31.3 | 37.1 | 35.4 | 17.2 |
| Humboldt Bay Samoa Channel | 01-12-2024 | 400 1000 | 1.83 | 38 | 32.8 | 35.1 | 34.4 | 17.5 |
| Pinole Shoal Channel Pinole Shoal Channel | 01-05-2024 | 600 1644 | 10.40 | 35 | 27.0 | 35.7 | 35.4 | 32.1 |
| Suisun Bay Channel Suisun Bay (0+00 to 150+00) | 02-06-2024 | 300 | 2.84 | 35 | 32.9 | 34.6 | 33.5 | 31.0 |
| Suisun Bay Channel Suisun Bay (150+00 to 733+45) | 10-11-2023 | 300 | 11.10 | 35 | 34.1 | 35.0 | 35.0 | 35.0 |
| 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) | 02-07-2024 | 400 411 | 4.42 | 35 | 32.3 | 34.5 | 33.9 | 34.6 |
| 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 | 09-28-2023 | 500 | 5.66 | 30 | 28.9 | 31.0 | 31.3 | 30.1 |
| 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 | 07-21-2023 | 500 1424 | 1.71 | 40 | 30.9 | 36.8 | 37.1 | 23.9 |
| Alameda Naval Air Alameda Naval Air | 12-08-2023 | 1000 4178 | 2.90 | 37 | 10.4 | 11.1 | 17.2 | 16.2 |
| Mare Island Strait Mare Island Strait | 11-08-2023 | 400 606 | 3.37 | 30 | 27.8 | 29.8 | 32.6 | 32.8 |
| Larkspur Channel Larkspur Channel | 02-24-2023 | 231 542 | 2.37 | 13 | 11.9 | 12.5 | 12.7 | 12.0 |
| Northship Channel Northship Channel | 09-25-2023 | 3576 4769 | 5.97 | 45 | 23.5 | 37.3 | 36.7 | 34.8 |
| Berkeley Marina Berkeley Marina | 12-22-2023 | 100 142 | 1.36 | 15 | 3.2 | 3.4 | 3.8 | 3.8 |
| Bodega Bay Bodega Bay | 10-20-2023 | 100 400 | 3.46 | 12 | 3.2 | 9.4 | 9.3 | 5.4 |
| Moss Landing Moss Landing | 01-03-2024 | 120 405 | 0.98 | 15 | 6.4 | 5.7 | 6.1 | 8.8 |
| 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 |



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

March 14, 2024

- ✎ In February the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In February 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 2024 regarding possible escort violations. The clearinghouse did not contact OSPR in 2023, 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 times 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 February there were 92 tank vessel arrivals: 14 ATBs, 7 Chemical Tankers, 16 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 11 Tugs with Barges.
- ✎ In February there were 225 total vessel arrivals.

San Francisco Bay Clearinghouse Report For February 2024

San Francisco Bay Region Totals

| | <u>2024</u> | | <u>2023</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 67 | | 57 | |
| ATB arrivals | 14 | | 13 | |
| Barge arrivals to San Francisco Bay | 11 | | 9 | |
| Total Tanker and Barge Arrivals | 92 | | 79 | |
| Tank ship movements & escorted barge movements | 333 | | 267 | |
| Tank ship movements | 186 | 55.86% | 155 | 58.05% |
| Escorted tank ship movements | 149 | 44.74% | 132 | 49.44% |
| Unescorted tank ship movements | 37 | 11.11% | 23 | 8.61% |
| Tank barge movements | 147 | 44.14% | 112 | 41.95% |
| Escorted tank barge movements | 23 | 6.91% | 18 | 6.74% |
| Unescorted tank barge movements | 124 | 37.24% | 94 | 35.21% |

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 | 185 | | 321 | | 0 | | 143 | | 649 | |
| Unescorted movements | 81 | 43.78% | 152 | 47.35% | 0 | 0.00% | 70 | 48.95% | 303 | 46.69% |
| Tank ships | 67 | 36.22% | 115 | 35.83% | 0 | 0.00% | 57 | 39.86% | 239 | 36.83% |
| Tank barges | 14 | 7.57% | 37 | 11.53% | 0 | 0.00% | 13 | 9.09% | 64 | 9.86% |
| Escorted movements | 104 | 56.22% | 169 | 52.65% | 0 | 0.00% | 73 | 51.05% | 346 | 53.31% |
| Tank ships | 96 | 51.89% | 147 | 45.79% | 0 | 0.00% | 61 | 42.66% | 304 | 46.84% |
| Tank barges | 8 | 4.32% | 22 | 6.85% | 0 | 0.00% | 12 | 8.39% | 42 | 6.47% |

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 2024

San Francisco Bay Region Totals

| | <u>2024</u> | | <u>2023</u> | |
|--|-------------|--------|-------------|--------|
| Tanker arrivals to San Francisco Bay | 136 | | 830 | |
| ATB arrivals | 32 | | 172 | |
| Barge arrivals to San Francisco Bay | 25 | | 153 | |
| Total Tanker and Barge Arrivals | 193 | | 1,155 | |
| Tank ship movements & escorted barge movements | 680 | | 4,040 | |
| Tank ship movements | 383 | 56.32% | 2,327 | 57.60% |
| Escorted tank ship movements | 301 | 44.26% | 1,859 | 46.01% |
| Unescorted tank ship movements | 82 | 12.06% | 468 | 11.58% |
| Tank barge movements | 297 | 43.68% | 1,713 | 42.40% |
| Escorted tank barge movements | 42 | 6.18% | 228 | 5.64% |
| Unescorted tank barge movements | 255 | 37.50% | 1,485 | 36.76% |

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 | 386 | | 656 | | 0 | | 276 | | 1,318 | |
| Unescorted movements | 171 | 44.30% | 319 | 48.63% | 0 | 0.00% | 138 | 50.00% | 628 | 47.65% |
| Tank ships | 134 | 34.72% | 238 | 36.28% | 0 | 0.00% | 117 | 42.39% | 489 | 37.10% |
| Tank barges | 37 | 9.59% | 81 | 12.35% | 0 | 0.00% | 21 | 7.61% | 139 | 10.55% |
| Escorted movements | 215 | 55.70% | 337 | 51.37% | 0 | 0.00% | 138 | 50.00% | 690 | 52.35% |
| Tank ships | 203 | 52.59% | 297 | 45.27% | 0 | 0.00% | 117 | 42.39% | 617 | 46.81% |
| Tank barges | 12 | 3.11% | 40 | 6.10% | 0 | 0.00% | 21 | 7.61% | 73 | 5.54% |

Notes:

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

NOAA Report to the San Francisco Bay Harbor Safety Committee March 2024

Production of Raster Charts is Ending

Monthly reminder that NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December, 2024.

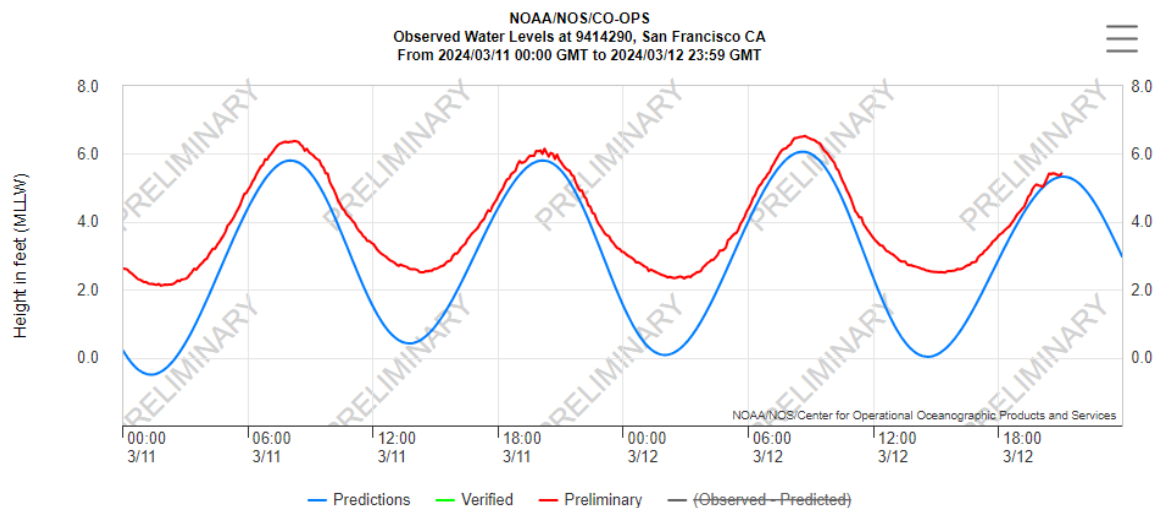
The remaining raster charts in and around San Francisco Bay are now in “LAST EDITION” status. These charts will be officially canceled on July 31, 2024.

For real time navigation, mariners should be using the NOAA Electronic Navigational Chart (ENC) in an appropriate navigation system.

Faulty Data at San Francisco Tide Gage

NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) is planning to add a disclaimer to the San Francisco National Water Level Observation Network (NWLON) station pages. There are some large silting issues at the station which are impacting data resulting in a dampened tidal signal. The disclaimer should be posted this week and will read: “Due to storm activity during the winter months, significant sediment deposits have been observed near the San Francisco water level station. This is impacting real-time water level observations, especially during low tide where observed water levels have generally been higher than astronomical tide predictions. The exact spatial extent of these sediment deposits and their influence on water levels away from the station is unclear. Please use caution when utilizing these water level data for marine navigation in this region.”

The tidal signal clearly shows that the low tides are “higher” than they probably should be and thus mariners relying on the actual tides may have less under keel clearance than they think.



CO-OPs is conducting additional analysis and will provide updates as new information is available.

National Weather Service

While we are not out of winter yet, the pattern does seem to be making a turn towards the showers and thunderstorms of spring. This means gusty winds, strong showers, and small hail. Big swell season is also winding down as we taper away from the NW swells and start to see more Southerly swells. Be ready for anything this spring.

END OF REPORT

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



**PORT OF
OAKLAND**

Seaport. Airport.
Everyone's Port.



Freight Intelligence Transit System

FITS

**Turn Times (RFID Readers,
Queue Detections Cameras)**

Weight-In-Motion

Changeable Message

Signs



FITS

Emergency Operation Center


Smart Traffic Signals


Smart Parking System

Data Hub







Oakland Portal

HOME ABOUT RESOURCES  REPORTS ALERTS ANNOUNCEMENTS



MARINE TERMINALS

| | | | |
|--|---|--|---|
|  <p>SSAMarine Digital Innovation Economic Turnkey</p> <p>01 Hr : 22 Mins Current Total Turn Time</p> |  <p>EVERPORT Oakland</p> <p>00:42 Mins Current Total Turn Time</p> |  <p>Matson</p> <p>00:46 Mins Current Total Turn Time</p> |  <p>TraPac</p> <p>01 Hr : 11 Mins Current Total Turn Time</p> |
|--|---|--|---|

TOOLS & SERVICES



<https://oaklandportal.portofoakland.com/#/>

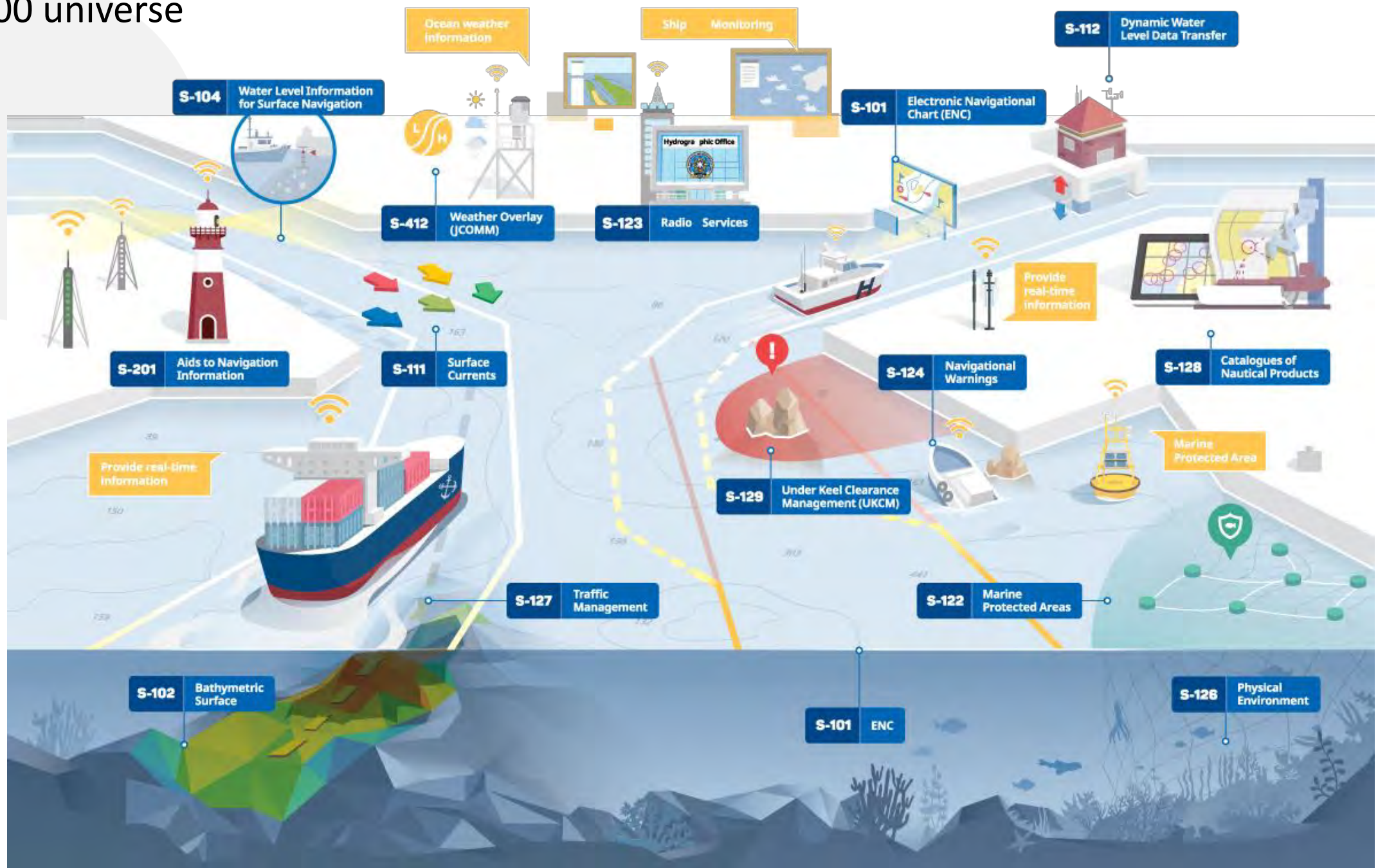


S-100 Overview

San Francisco Harbour Safety Committee

www.imisglobal.com

The S-100 universe



What are the S-100 standards?

The S-100 Standard is a framework document that is intended for the development of digital products and services for hydrographic, maritime and GIS communities.

It comprises multiple parts that are based on the geospatial standards developed by the International Organization for Standardization, Technical Committee 211 (ISO/TC211).

S-100 chart standards

| | |
|-------|--|
| S-101 | Electronic Navigational Chart (ENC) |
| S-102 | Bathymetric Surface |
| S-104 | Water Level Information for Surface Navigation |
| S-111 | Surface currents |
| S-124 | Navigational Warnings |
| S-129 | Under Keel Clearance Management |
| S-122 | Marine Protected Areas |
| S-123 | Marine Radio Services |
| S-125 | Marine Aids to Navigation (AtoN) |
| S-126 | Marine Physical Environment |
| S-127 | Marine Traffic Management |
| S-131 | Marine Harbour Infrastructure |

Reference: <https://iho.int/en/s-100-based-product-specifications>

Reference: <https://marinenavigation.noaa.gov/s100.html>

NOAA Nav-cast

A webcast series featuring NOAA navigation service's topics, tools, & trends

S-100 for System Implementers

June 18, 2019 | 11 a.m. (EDT)

Julia Powell

*Deputy Division Chief, Coast Survey Development Lab
IHO S-100 Working Group Chair*

Neil Weston

Technical Director, Office of Coast Survey

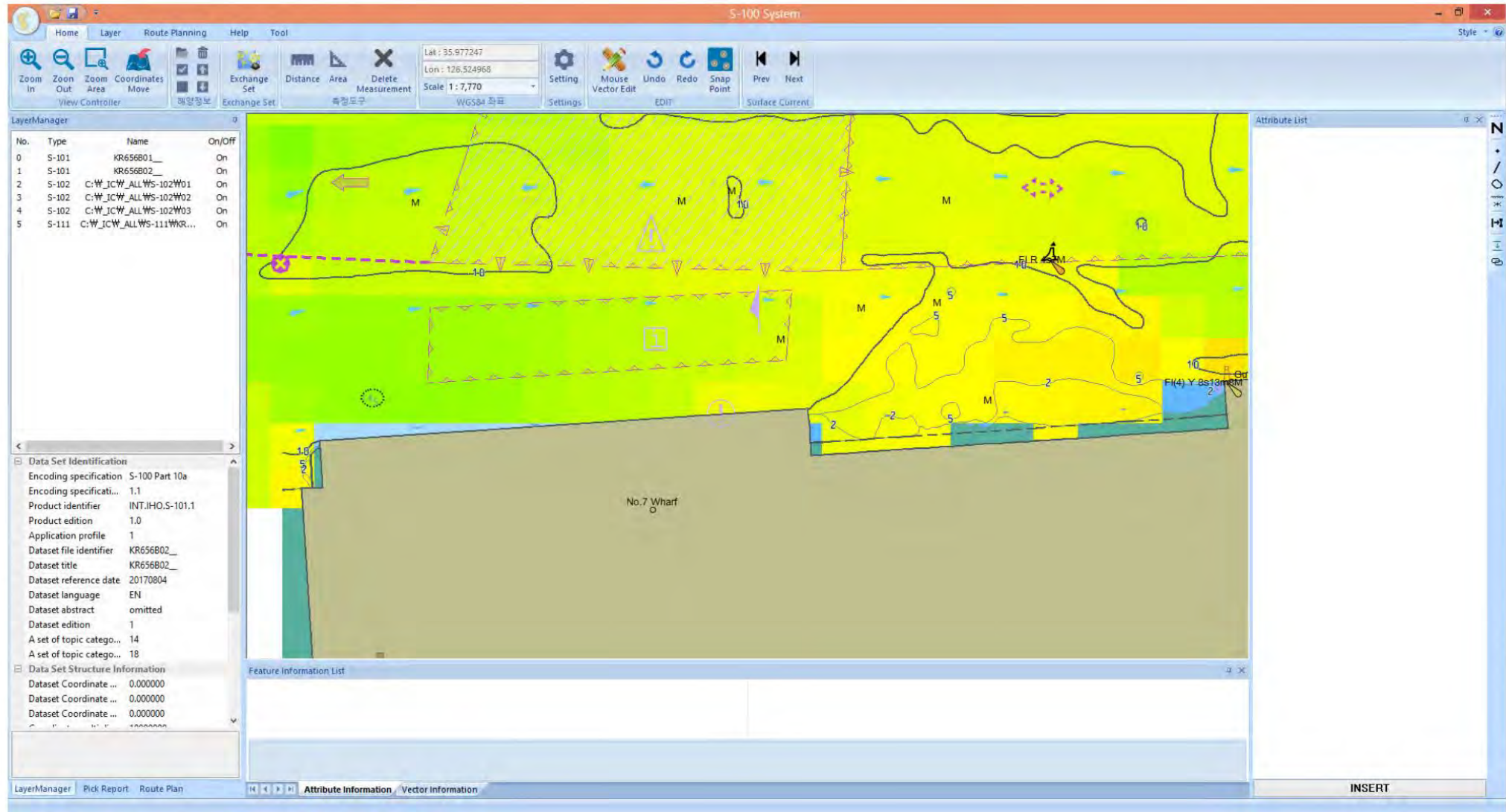


What does S-100 mean for the Maritime Community?

- Leads to a global **consistency** of products
- Specifies encoding formats based on product type
 - ISO 8211
 - S-101 ENCs
 - HDF5
 - S-102 Bathymetry
 - S-111 Surface Currents
 - S-104 Water Level Information
 - S-412 Gridded Weather Information
 - GML
 - S-412 Vector Weather Information
 - S-122 Marine Protected Areas
- Moves to machine readable catalog mechanism
 - XML Based Catalogues



We want this



S-200 and S-400 standards AtoN and Voyage management standards

| | |
|-------|--|
| S-201 | Aids to Navigation Information |
| S-210 | Inter-VTS Exchange Format (IVEF) |
| S-211 | Port Call Message Format (PortCDM – Port Call Optimisation) |
| S-230 | Application Specific Messages (IMO Circular SN.1 289 messages) |
| S-421 | Route Plan (RTZ message) |

Reference: <https://iho.int/en/jala-s-201-to-s-299>

Reference: <https://iho.int/en/iec-s-421-to-s-430>

The IALA view of the S-100 world view

⚓ Product specifications being developed by IALA

(Numbers S-201 to 299)



S-201

Aids to Navigation Information

S-210

Inter-VTS Exchange Format

S-230

Application Specific Messages

S-240

DGNSS Station Almanac

S-245

eLoran ASF Data

S-246

eLoran Station Almanac

S-247

Differential eLoran Reference Station Almanac

S-211

Port CDM

S-125



IHO S-100 series in production by 2026

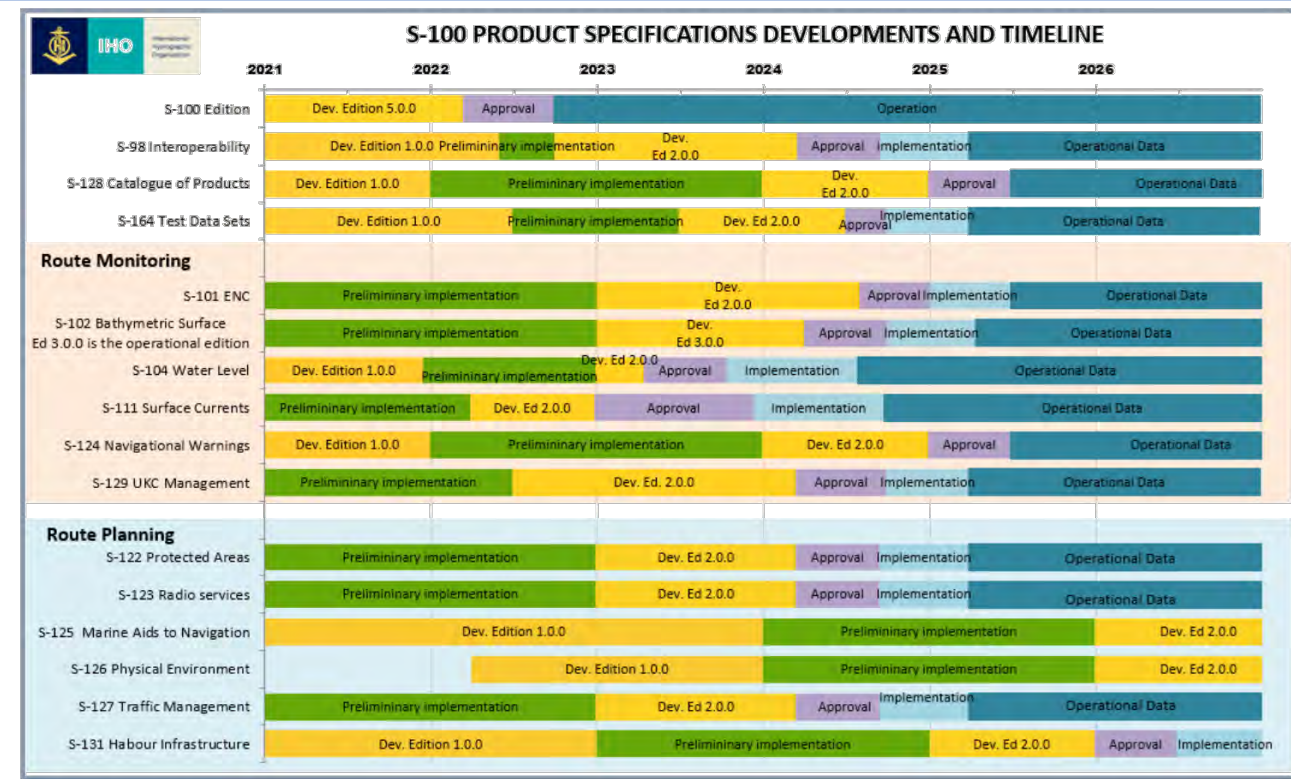
Step 1 – Route monitoring

| | |
|-------|--|
| S-101 | Electronic Navigational Chart (ENC) |
| S-102 | Bathymetric Surface |
| S-104 | Water Level Information for Surface Navigation |
| S-111 | Surface currents |
| S-124 | Navigational Warnings |
| S-129 | Under Keel Clearance Management |

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Critical Framework

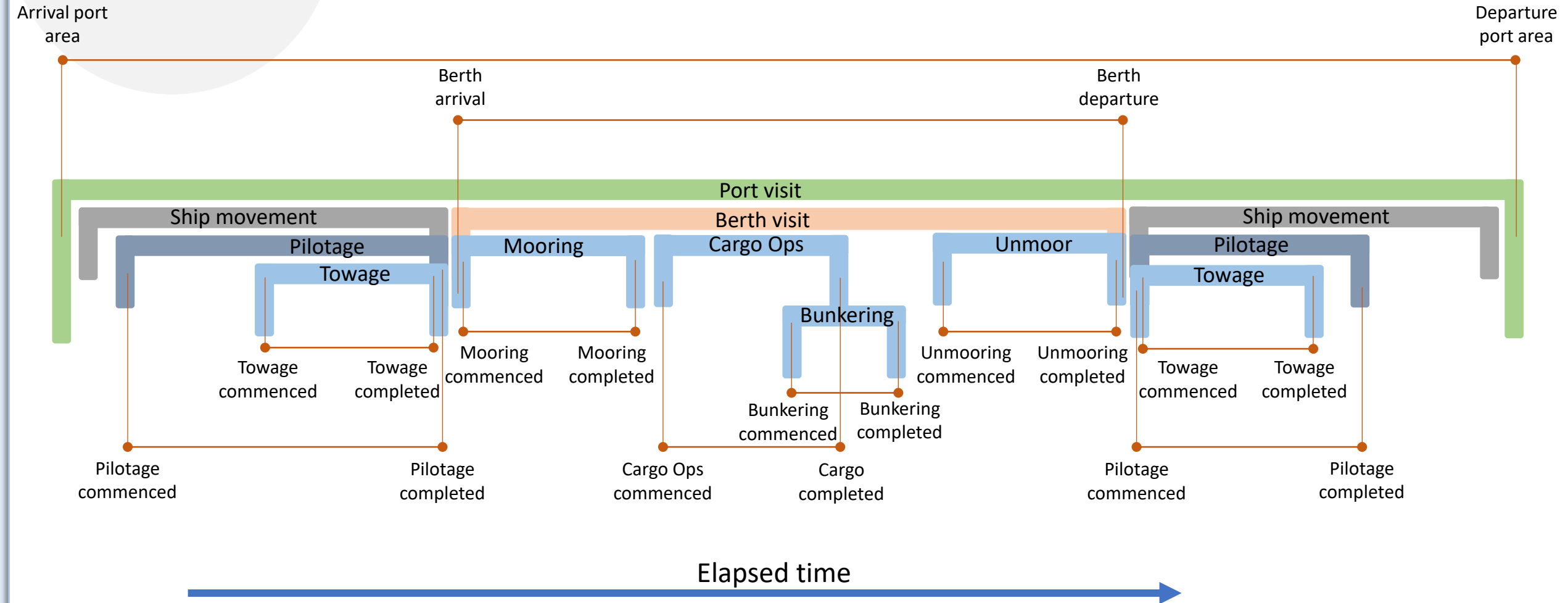
| | |
|-------|-----------------------------------|
| S-98 | Interoperability specification |
| S-100 | Universal Hydrographic Data Model |
| S-128 | Catalogue of Nautical Products |
| S-164 | Test Data Set for S-100 |



Step 2 – Route planning

| | |
|-------|----------------------------------|
| S-122 | Marine Protected Areas |
| S-123 | Marine Radio Services |
| S-125 | Marine Aids to Navigation (AtoN) |
| S-126 | Marine Physical Environment |
| S-127 | Marine Traffic Management |
| S-131 | Marine Harbour Infrastructure |

S-211 implementation in San Francisco



S-211 implementation in San Francisco

Critical Timestamps

ET Arrival_Vessel_TrafficArea
AT Arrival_Vessel_TrafficArea
ET Anchoring_Commenced
AT Anchoring_Commenced
ET Anchoring_Completed
AT Anchoring_Completed
AT Arrival_Pilot_Vessel
ET Pilotage_Commenced
AT Pilotage_Commenced
ET Pilotage_Completed
AT Pilotage_Completed
AT Departure_Pilot_Vessel
AT Arrival_Tug_Vessel
ET Towage_Commenced
AT Towage_Commenced
ET Towage_Completed
AT Towage_Completed

AT Departure_Tug_Vessel
ET MooringOp_Commenced
AT MooringOp_Commenced
ET MooringOp_Completed
AT MooringOp_Completed
ET Arrival_Vessel_Berth
AT Arrival_Vessel_Berth
ET CargoOp_Commenced
AT CargoOp_Commenced
ET CargoOp_Completed
AT CargoOp_Completed
ET UnmooringOp_Commenced
AT UnmooringOp_Commenced
ET UnmooringOp_Completed
AT UnmooringOp_Completed
ET Departure_Vessel_Berth
AT Departure_Vessel_Berth
ET Departure_Vessel_TrafficArea
AT Departure_Vessel_TrafficArea

AT = Actual Time, ET = Estimated Time (must be continually updated in due course by the actors that provide such timestamps)



S-100 Overview

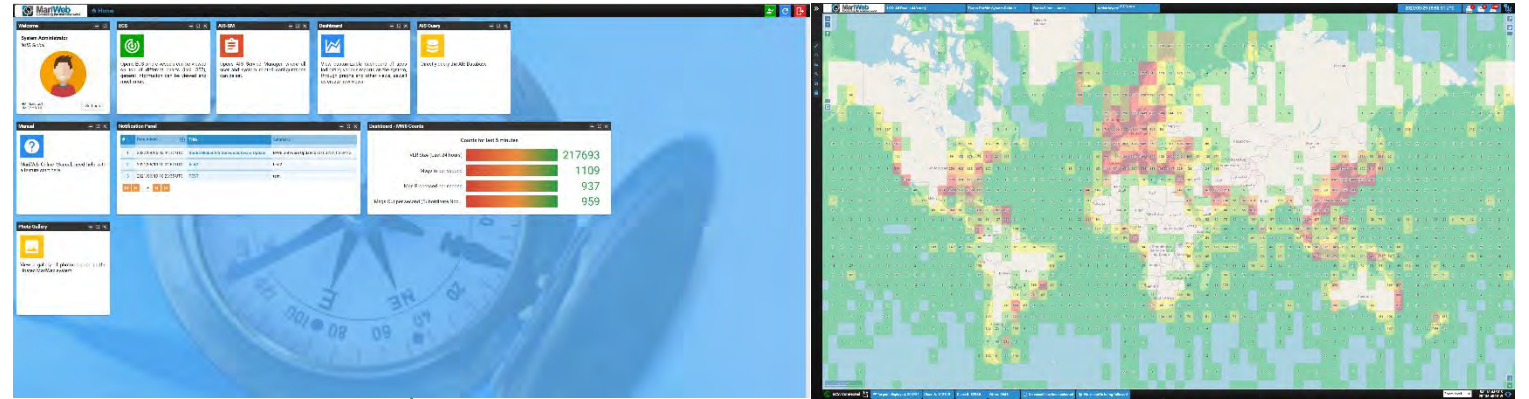
San Francisco Harbour Safety Committee

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MariWeb and S-201, S-210, S-211, S-230 and S-421

A system of systems

- S-201 – AtoN description and status
- S-210 – IVEF messages (includes Radar targets)
- S-211 – PortCDM (PCO)
- S-230 – Application Specific Messages
- S-421 – Vessel Route



Harbor Safety Committee of San Francisco Bay
Dredge Working Group
March 14, 2024

Last Friday, the President signed the appropriations bill for the Corps for Federal Fiscal Year 2024 that started last October 1st. On Monday, he released his Budget Request for Federal Fiscal Year 2025. Projects of interest are listed below.

| PROJECT | FY24 | FY25 (in thousands) |
|-------------|--------|---------------------|
| | Final | Budget |
| Oakland | 25,000 | 26,446 |
| Redwood | 6,744 | 3,959 |
| Richmond | 10,548 | 12,149 |
| Sacramento | 3,332 | 6,455 |
| SF Bar | 3,406 | 5,144 |
| San Joaquin | 10,889 | 5,901 |
| San Pablo | 300 | 2,896 |
| Suisun | 6,559 | 9,204 |

Congressman Garamendi is still working to get the Corps to dredge Mare Island Strait in support of the industries located there.

I am still working to get the Corps to dredge a part of the Santa Fe Channel (adjacent to the IMTT Terminal) that hasn't been dredged recently due to contamination.

Redwood City is being dredged now.

The Water Board and the Corps have a comment period that ends at 5pm today for the Notice of Preparation for an EA/EIR for the Corps' navigation maintenance dredging and placement for the period 2025-2034. More information is here:



On a different topic, Congressman Garamendi's staff has announced he is planning on introducing a bill to provide up to \$1Billion for the eradication of abandoned vessels.

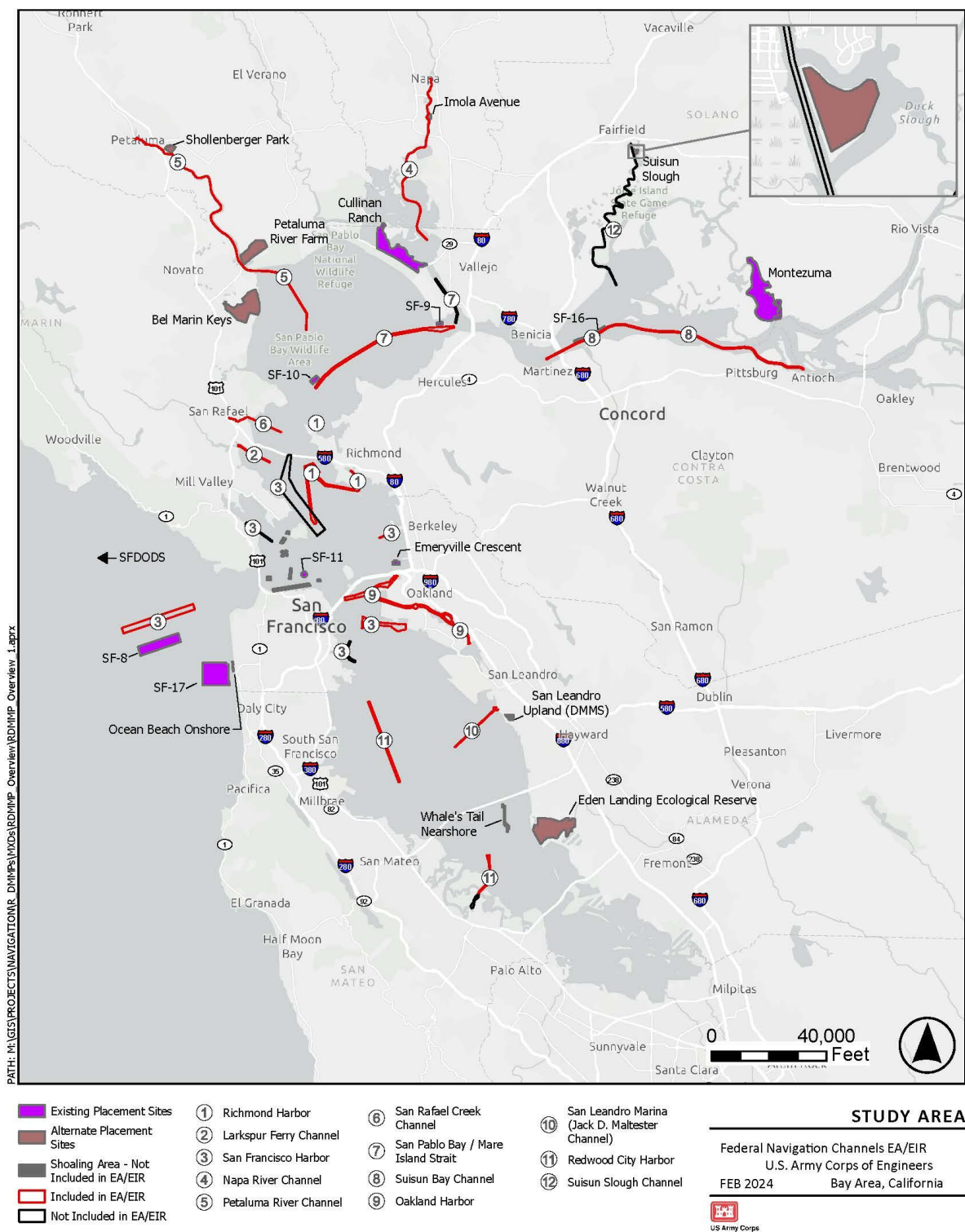


Figure 1. Study Area for the San Francisco Bay Federal Channels Operation and Maintenance Dredging and Sediment Placement Activities