

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 11, 2024

Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, 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 10:01.

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; **Christie Coats** (M), Port of Redwood City; **Ben Eichenberg** (M), San Francisco Baykeeper; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Paul Hendriks** (A), Baydelta Maritime; **Christopher Lee** (M), Matson Navigation; **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 March 14, 2024, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. A moment of silence was held in remembrance of the six lives lost during the recent Baltimore bridge collapse. It is proposed that the HSC conduct a Simplified IALA Risk Assessment (SIRA) of the SF Bay region (slide attached). The eight-week SIRA process analyzes navigation risks including bridges and underwater obstructions. The IALA Waterway Risk Assessment Program (IWRAP) is a software tool used to calculate and map risk in a given region. Funding for the SIRA is being addressed. Cody Aichele-Rothman advised of a June BCDC meeting with Caltrans and welcomed HSC participation to discuss risk to local bridges.

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Coast Guard Report- Capt. Jordan Baldueza

- The National HSC Conference was held in March featuring presentations on various maritime issues. HSC representatives from ports across the nation participated in the event furthering collaboration between regions.
- 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. USCG NVIC 02-24 details the new regulations. Feedback is welcome and the public comment period has been extended until May 22nd. NMSAC is scheduled to meet virtually on May 10th and will consider the issue.
- Recovery operations are ongoing following the March 26th Baltimore bridge collapse incident. The MV Dali struck the Francis Scott Key Bridge causing it to collapse. A joint USCG and NTSB investigation is underway. A USCG port recovery tabletop exercise will be held on May 16th featuring a response scenario involving a tank ship hitting a bridge. Rom Matthews, USCG, is coordinating the exercise.
- An economic blockade and protest of the Israel-Hamas conflict is planned on Monday, April 15th. The USCG is working with local agencies to mitigate impacts while ensuring safety and First Amendment rights. There are no plans to change the security posture from MARSEC Level 1. A COPT letter was published with details.
- On May 24th Capt. Baldueza will replace Capt. Lam as Sector SF Commander and COTP.
- LT William Harris read from the March- 2024 Prevention/Response Report (attached).
- Susan Ransom, SSA, asked if Oakland terminals should expect disruption from protest activity. Capt. Baldueza advised that additional security precautions are warranted. Vessels and maritime facilities are primarily responsible for their own security. Report any suspicious activity to local law enforcement and the NRC. A USCG Incident Management Team is being established. There will be increased law enforcement at the Port of Oakland. Justin Taschek advised that the port is monitoring the protest activity.
- Stas Margaronis, Propeller Club, advised of a recent briefing detailing cybersecurity concerns with ZPMC container cranes. Capt. Baldueza advised of proposed rulemaking for cybersecurity incident reporting including cyber hygiene guidance. Submit cybersecurity concerns via official comments. USCG Cyber Protection Teams are available to provide cybersecurity assessments. Christopher Lee advised that ZPMC security issues can be mitigated by replacing the crane operating software.

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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 Redwood City Harbor. Richmond Inner Harbor dredging is complete. FY24 dredge contract bids are opening. Debris removal tonnage was below average in March. 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)

OSPR Report- Mike Zamora

- Katie Baracosa, AMPORTS, has been appointed to the HSC as the alternate member representing the Port of Benicia. Term ends on March 1, 2027. New members must complete the oath of office.
- A new HSC membership vacancy announcement was distributed (attached). Applications are welcome. Contact: michael.zamora@wildlife.ca.gov
- Scott Humphrey advised of proposed updates to OSPR Tank Vessel Escort Regulations. Escort zones should be defined more precisely. Mike Zamora advised that an update of the regulations will be considered.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for April 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 2024 Vessel Speed Reduction (VSR) guidance has been published. Vessels are asked to slow down offshore beginning November 15th for whale protection. The NWS reports that marine forecasts are being updated to include additional wave data.
- Kathi George advised that VSR has been extended in Bay Area offshore waters and will be in effect through December 31st.

State Lands Commission Report- Robert Booker (February and March reports attached)

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PORTS Report- Marcus Freeling

- PORTS buoy-mounted current meters are operating normally and will next be serviced in the summer. Data issues with PORTS visibility sensors are being addressed. There have been logistical delays accessing the Bay Bridge air gap sensor, but the station will be serviced soon. 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>

Work Group Reports-

Tug Work Group- Erin Pierson: A Work Group meeting will be scheduled.

Navigation Work Group- Capt. Paul Ruff: The Oakland Outer Harbor ranges have deteriorated significantly due to rot. Further deterioration affecting the range lights may impact the ability of vessels to conduct night work. Range lights are required for safe navigation into the harbor. HSC support for repairing the ranges is requested (letter attached). Racons are being phased out and removal of the SF Sea Buoy racon has been proposed. The SF Bar Pilots oppose removing the Sea Buoy racon due to its importance for navigational safety. The Sea Buoy racon provides a physical ATON for ships transiting the area and can be clearly seen. HSC support for keeping the SF Sea Buoy racon is requested (letter attached). Support from the HSC is also requested to have NOAA install harmonic tide stations at the Port of Stockton and the Port of Sacramento (letter attached). There are currently no tide stations upriver and visual water level inspections are not sufficient for safe navigation. Tide data allows for more accurate planning and increased cargo transport. Additionally, expanding SF PORTS upriver is a priority. Water level and current data are important for navigational safety and efficient shipping to upriver ports. The HSC will hold votes on approving support for the attached letters at the May HSC meeting. The Baltimore bridge collapse incident is being investigated and NTSB findings will be released.

Ferry Operations Work Group- Capt. Tony Heeter: The Ferry Ops Work Group, working with the Navigation Work Group, drafted updates to HSC Dead Ship Tow guidelines (attached). The updates allow the use of Class D tugs for small passenger vessel towing. USCG exemptions are currently required to use Class D tugs. Stakeholder input is welcome. An HSC vote will be scheduled to approve the Dead Ship Tow updates. The Ferry Ops Work Group has drafted updates to the HSC Ferry Routing Protocol (graphics attached). An additional downbound traffic lane is proposed. An HSC vote will be scheduled to approve the updates. Ben Eichenberg asked about shoreline impacts from ferry wakes. Capt. Heeter advised that ferries are designed to minimize wake and they avoid sensitive areas. Scott Humphrey advised that input from NOAA is needed before finalizing the ferry routing protocol.

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Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: Opening Day on the Bay is on April 28th. The Sail GP race will be held in mid-July. Floating Styrofoam has been collecting at SF Marina and cleanup crews are working to remove it. The next BAMO meeting is on June 6th.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: The National HSC Conference was held successfully. The Work Group will meet after today's HSC meeting. Recommendations for marine mammal protection are being reviewed. An HSC vote will be scheduled to approve the recommendations when finalized. There have been a few gray whale sightings in the bay, but activity is limited. An entangled whale was reported off Pacifica. Report whale sightings. An injured elephant seal that was struck by a boat was rescued by the USCG and survived. The June HSC meeting will be held at the Marine Mammal Center in Sausalito and a tour will be provided.

Public Comment-

- Stas Margaronis, Propeller Club, advised of support for the HSC conducting a SIRA. Bridge safety is critical. Efforts to coordinate sea level rise information at the Marine Exchange are also supported. Software is available to map shoreline impacts. Maritime Day is on May 28th and virtual participation is welcome. A meeting was held on April 2nd to review Port of Oakland survey priorities including turning basin expansion.
- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is underway. Work Group annual reports are needed. The vote to approve the 2024 HSP Update will be held at the June HSC meeting.

Old Business- None

New Business-

- Gerard Laygui and Doug Novak, Cal OES, introduced themselves to the committee. An HSC member position is being added for Cal OES and they will lead a new cybersecurity subcommittee. Cybersecurity training and incident response are Cal OES priorities. Cybersecurity reports are produced and distributed. Risk assessments and resources are available.

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Next Meeting-

1000-1200, May 9, 2024
Port of San Francisco
South Beach Harbor
The Embarcadero, San Francisco, California

Adjournment-

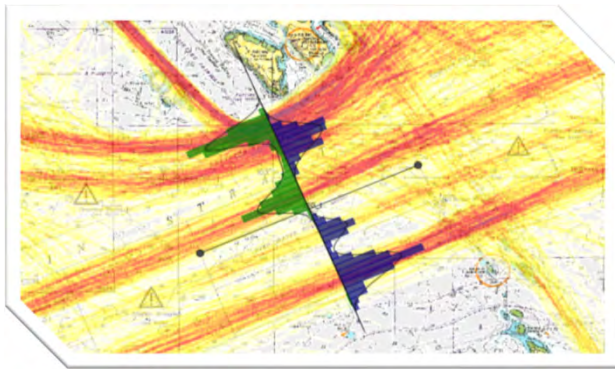
A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:44.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

Quantitative Risk Assessment

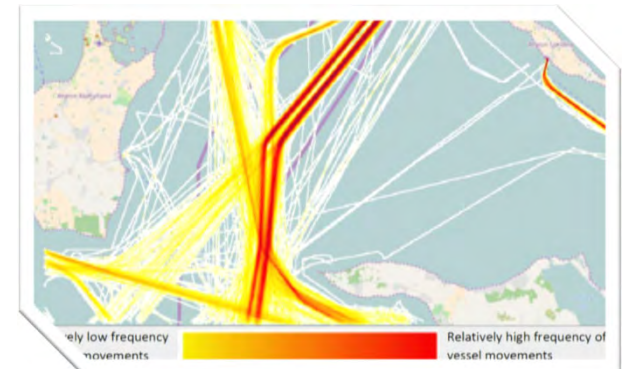
- ❖ International Association of Lighthouse Authorities (IALA)
- ❖ Simple IALA Risk Assessment (SIRA)
- ❖ IALA Waterway Risk Assessment Program (IWRAP)

#	Task Description	Week							
		1	2	3	4	5	6	7	8
1	Data gathering	█							
2	Data preparation / processing for SIRA and IWRAP workshop		█	█	█				
3	Prepare administration for SIRA and IWRAP workshop			█	█	█			
4	SIRA and IWRAP workshop				█	█	█		
5	Collate documentation from SIRA and IWRAP workshop					█	█	█	
6	Documentation of the entire SIRA and IWRAP process						█	█	█
7	Presentation and publication of the RAP report								█



Jobs						
State	Name	Algorithm	Model	Started	Completed	
Completed	An example	Incident v1.0	An example v1.0	5. 7. nov 11:30:1	5. 7. nov 11:30:10 2009	
Completed	GreatBell DMA	Incident v1.0	great bell v1.0	on 5. nov 12:19:	on 5. nov 12:21:16 2009	
Completed	Great Bell DMA	Incident v1.0	great bell v1.0	on 5. nov 10:12:	on 5. nov 10:13:11 2009	
Completed	GreatBell DMA	Incident v1.0	great bell v1.0	on 5. nov 09:12:	on 5. nov 09:12:54 2009	
Completed	GreatBell	Incident v1.0	great bell v1.0	on 5. nov 09:00:	on 5. nov 09:01:02 2009	

Results		
	An example	Unit
Grounding	0.00212622	Incidents/year
Drifting Grounding	0.0154795	Incidents/year
Total Groundings	0.0176057	Incidents/year
Overtaking	0.000159685	Incidents/year
HeadOn	0.000512395	Incidents/year
Crossing	0	Incidents/year
Merging	9.22799e-05	Incidents/year
Send	0.00278524	Incidents/year
Area	4.19165e-08	Incidents/year
Collisions	0.00354967	Incidents/year



SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2024)**MARINE CASUALTIES**

Loss of Propulsion (04MAR24): A U.S. flagged small passenger vessel experienced a loss of propulsion while approaching the San Francisco Ferry Terminal. The loss of propulsion originated from a worn washer that allowed combustion gas to escape past the washer into the coolant chamber. All cylinders on the port main engine were serviced and the defective washer was replaced. Coast Guard attended the vessel and witnessed sea trial. Case closed.

Equipment Failure (09MAR24): A U.S. flagged small passenger vessel experienced an equipment failure while the vessel was conducting morning maintenance checklists. The vessel's fire pump was unable to produce any pressure. The vessel operator replaced the fire pump, and the fire pump was able to produce adequate pressure. Case closed.

Loss of Propulsion (18MAR24): A U.S. inspected towing vessel experienced a loss of propulsion while the vessel was pushing an empty scow. The vessel returned to Richmond, CA and replaced the priming filter on the fuel system that was not fully seated. Coast Guard verified the repairs. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (01MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) for the vessel failing to schedule required drydock inspection. Vessel underwent required drydock inspection. Case closed.

Operational Control (04MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel experiencing a coolant leak on port main engine. Vessel repaired the leak and underwent a successful sea trial in the presence of a marine inspector. Case closed.

Operational Control (04MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to vessel failing to complete required repairs from vessel's drydock inspection. Case pends.

Operational Control (09MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to a malfunctioning fire pump. The vessel replaced its fire pump and Coast Guard verified that the pump can produce adequate pressure. Case closed.

Operational Control(12MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel's pre-engineered firefighting system malfunctioning. The vessel conducted adequate repairs and conducted a successful operational testing of the vessel's pre-engineered firefighting system. Case closed.

Operational Control (14MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers), due to vessel experiencing problems with port engine gearbox. Case pends.

Operational Control (18MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to return to commercial service), as vessel reported loss of propulsion due to shutdown of the starboard main engine. The vessel replaced the priming filter on the fuel system and the vessel conducted successful operational tests of the starboard main engine. Case closed.

Operational Control (18MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to inoperable navigational lights and various structural issues. Coast Guard witnessed adequate repairs and the operational control was lifted. Case closed.

Operational Control (21MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to an exhaust piping leak in the vessel's lazarette. Case pends.

Operational Control (24MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of cargo) due to inoperable AIS. Coast Guard verified rectified AIS and the operational control was lifted. Case closed.

Operational Control (27MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to the vessel's pre-engineered fire extinguishing system actuating during the vessel's exhaust emission testing. Case pends.

Operational Control (27MAR24): A U.S. flagged inspected towing vessel was issued an operational control (Code 701, prior to carriage of passengers) due to damage to the vessel's propeller after striking floating wood debris. Case pends.

Operational Control (29MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to carriage of passengers) due to having inadequate sail rigging procedures. Case pends.

Operational Control (30MAR24): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) due to reporting a loss of propulsion and steering. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (04MAR24): A foreign flag container vessel was issued an inbound LOD for malfunctioning AIS. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Significant Spill 15MAR2024: IMD received a notification that USCGC ALDER discharged approx. 500 gal of Diesel into the Pacific Ocean, 30 NM offshore of Fort Bragg, CA creating a sheen. ALDER conducted remedial actions on the deck of the ship. IMD requested a trajectory of the spill, which indicated that the diesel would not impact any shoreline and will dissipate naturally in a few hours. IMD concluded that no further environmental threat existed. Case CLOSED.

Federal Case 13MAR2024: IMD received a report of an intentionally abandoned vessel that had become partially submerged and discharged approx. 1 gal of oil into White Slough. Reporting party placed absorbent boom around the vessel. IMD was unable to identify the responsible party and determined that the Coast Guard will assume responsibility of pollution removal operations. The source of pollution for this incident was removed by hired contractors. Investigation is ongoing to identify the responsible parties. Case PENDING.

Letter of Warning 12MAR2024: IMD received a notification that a U.S. flagged Commercial Fishing Vessel discharged approx. 3 gal of Diesel into Half Moon Bay during fueling operations. Half Moon Bay Harbor Patrol immediately responded to the spill and contained the vessel and placed absorbents. All product was removed from the waterway. IMD issued a Notice of Federal Interest and a Letter of Warning to the responsible party. Case CLOSED.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2024			
PORT SAFETY CATEGORIES*	Mar-2024	Mar-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:	0	2	3.36
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	9	6.33
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	2.08
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	6	11	11.97
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2024	Mar-2023	**3yr Avg
U.S. Commercial Vessels	2	1	0.61
Foreign Freight Vessels	0	0	0.17
Public Vessels	2	0	0.97
Commercial Fishing Vessels	4	0	0.83
Recreational Vessels	13	6	7.44
Pollution Discharge Sources (Facilities)	Mar-2024	Mar-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.08
Other Land Sources	5	10	4.14
Mystery Spills - Unknown Sources	8	9	5.83
Number of Pollution Incidents (By Spill Size)	Mar-2024	Mar-2023	**3yr Avg
Spills < 10 gallons	22	9	10.28
Spills 10 - 100 gallons	1	3	1.89
Spills 100 - 1000 gallons	2	1	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	13	7.36
Total Pollution Incidents	35	26	19.86
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2024	Mar-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	unk	10.00	6.13
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	505.00	0.00	18.00
Estimated spill amount from Commercial Fishing Vessels	5.00	0.00	10.96
Estimated spill amount from Recreational Vessels	unk	6.00	49.56
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.73
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	4.50	0.00	0.18
Estimated spill amount from Other Land Sources	unk	280.00	54.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	514.50	296.00	141.06
Penalty Actions	Mar-2024	Mar-2023	**3yr Avg
Civil Penalty Cases	1	0	0.03
Notice of Violations	0	0	0.31
Letters of Warning	1	3	4.78
Total Penalty Actions	2	3	5.11
* 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
April 11, 2024**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting held on March 14, dredging has completed at Richmond Inner Harbor but is still ongoing at Redwood City Harbor. Expected finish is early May.

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 and completed on March 28.**
- 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

- c. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with bid opening scheduled for May 2. Contract award is tentatively scheduled for mid-May and dredging estimated to start early July.
- a. **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.
- b. **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.
- c. **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.
- d. **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.

- e. **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.
- f. **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 middle of June until mid-July.** 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-July and perform maintenance dredging there until end of 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 March was 22 tons. Dillard: 11.5 tons; Raccoon: 10.5 tons. Average debris removal for March from 2014 to 2023 is 72 tons (Range: 23 – 96.5).

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	10.5	11.5	0	22
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
142.5

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 March 5-7, 2024.

Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.

Oakland Outer Harbor: Condition survey of March 8, 2024.

Petaluma River (Across-the-Flats): Condition survey of March 12-14, 2024.

Petaluma River (Main Channel): Condition survey of March 12-14, 2024.

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 February 21 and March 27, 2024.

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 February 28, 2024.

Richmond Outer Harbor (Southampton Shoal): Condition survey of February 29, 2024.

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 March 12, 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 **9 & 10 APR 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	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	2-Apr	2-May	16-May		→	◆	◆	→	→						700kcy	Clam Shell	BU					
San Joaquin River (Port of Stockton)	9-Apr	9-May	23-May		→	◆	◆	→	→						175kcy	Cutterhead or Clamshell	Various Upland					
Sacramento River (30 Foot Project)	16-Apr	16-May	30-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		→	◆	◆	→	→						100kcy	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					→	WCH						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

West Coast Hopper Contract

Gov't Dredge Yaquina

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 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

**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	03-14-2024	100 361	4.06	8	3.6	4.3	3.0	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	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	03-05-2024	544 1997	4.62	50	47.2	48.9	49.4	48.1

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 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		296						
Oakland Outer Channel	03-08-2024	1761	2.52	50	47.4	48.6	48.9	48.4
Humboldt Bay		500						
Bar and Entrance Channel	01-12-2024	2113	2.60	48	29.7	36.6	37.2	30.1
Humboldt Bay		400						
Eureka Channel	01-12-2024	416	1.69	26	2.2	3.7	11.6	7.5
Humboldt Bay		300						
Fields Landing Channel	01-12-2024	770	2.35	26	12.4	26.7	25.5	20.7
Humboldt Bay		400						
North Bay Channel	01-12-2024	657	3.04	38	31.3	37.1	35.4	17.2
Humboldt Bay		400						
Samoa Channel	01-12-2024	1000	1.83	38	32.8	35.1	34.4	17.5
Pinole Shoal Channel		600						
Pinole Shoal Channel	01-05-2024	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						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	02-07-2024	411	4.42	35	32.3	34.5	33.9	34.6
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8	5.9	5.9	5.9	6.1



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

April 11, 2024

- ✎ 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 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 March there were 105 tank vessel arrivals: 16 ATBs, 6 Chemical Tankers, 23 Chemical/Oil Tankers, 29 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 13 Tugs with Barges.
- ✎ In March there were 242 total vessel arrivals.

San Francisco Bay Clearinghouse Report For March 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>		
Tanker arrivals to San Francisco Bay	76		65		
ATB arrivals	16		12		
Barge arrivals to San Francisco Bay	13		13		
Total Tanker and Barge Arrivals	105		90		
Tank ship movements & escorted barge movements	348		351		
Tank ship movements	167	47.99%	213	60.68%	
Escorted tank ship movements	127	36.49%	171	48.72%	
Unescorted tank ship movements	40	11.49%	42	11.97%	
Tank barge movements	181	52.01%	138	39.32%	
Escorted tank barge movements	24	6.90%	13	3.70%	
Unescorted tank barge movements	157	45.11%	125	35.61%	

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	207		338		0		145		690	
Unescorted movements	111	53.62%	192	56.80%	0	0.00%	89	61.38%	392	56.81%
Tank ships	94	45.41%	153	45.27%	0	0.00%	77	53.10%	324	46.96%
Tank barges	17	8.21%	39	11.54%	0	0.00%	12	8.28%	68	9.86%
Escorted movements	96	46.38%	146	43.20%	0	0.00%	56	38.62%	298	43.19%
Tank ships	86	41.55%	123	36.39%	0	0.00%	49	33.79%	258	37.39%
Tank barges	10	4.83%	23	6.80%	0	0.00%	7	4.83%	40	5.80%

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	212		830	
ATB arrivals	48		172	
Barge arrivals to San Francisco Bay	38		153	
Total Tanker and Barge Arrivals	298		1,155	
Tank ship movements & escorted barge movements	1,028		4,040	
Tank ship movements	550	53.50%	2,327	57.60%
Escorted tank ship movements	428	41.63%	1,859	46.01%
Unescorted tank ship movements	122	11.87%	468	11.58%
Tank barge movements	478	46.50%	1,713	42.40%
Escorted tank barge movements	66	6.42%	228	5.64%
Unescorted tank barge movements	412	40.08%	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	593		994		0		421		2,008	
Unescorted movements	282	47.55%	511	51.41%	0	0.00%	227	53.92%	1,020	50.80%
Tank ships	228	38.45%	391	39.34%	0	0.00%	194	46.08%	813	40.49%
Tank barges	54	9.11%	120	12.07%	0	0.00%	33	7.84%	207	10.31%
Escorted movements	311	52.45%	483	48.59%	0	0.00%	194	46.08%	988	49.20%
Tank ships	289	48.74%	420	42.25%	0	0.00%	166	39.43%	875	43.58%
Tank barges	22	3.71%	63	6.34%	0	0.00%	28	6.65%	113	5.63%

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

April 3, 2024

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:

Tank Barge Operator (Primary)
Commercial Fishing (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Tank Ship Operator (Alternate)
Labor Organizations (Alternate)
Marine Oil Operators (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, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

NOAA Report to the San Francisco Bay Harbor Safety Committee April 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.

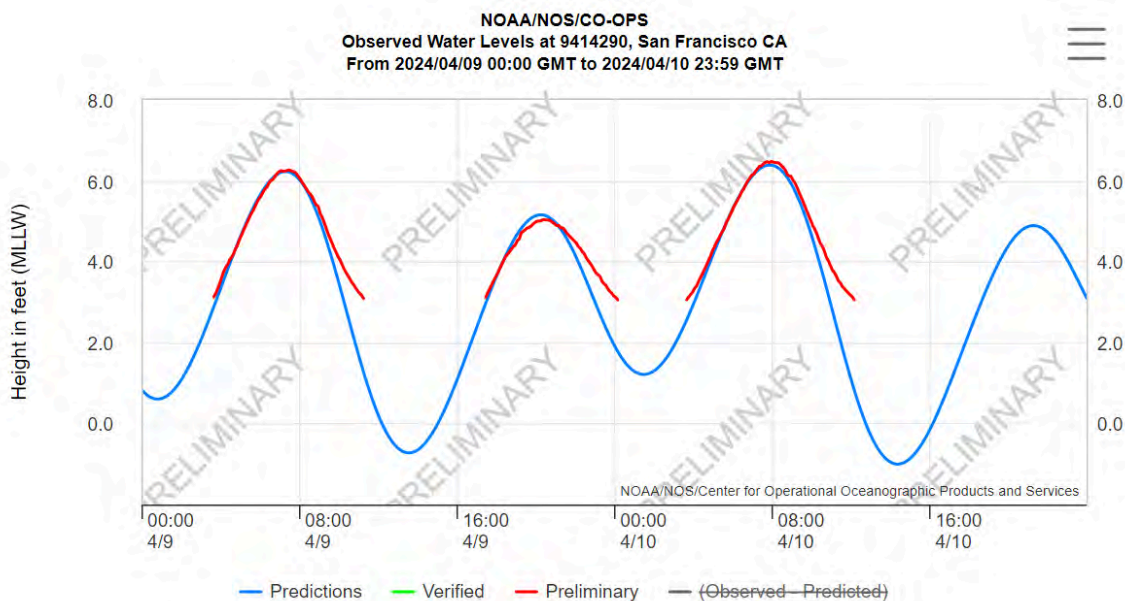
For real time navigation, mariners should be using the NOAA Electronic Navigational Chart (ENC) in an appropriate navigation system.

Faulty Data at San Francisco Tide Gage

NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) has added 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.

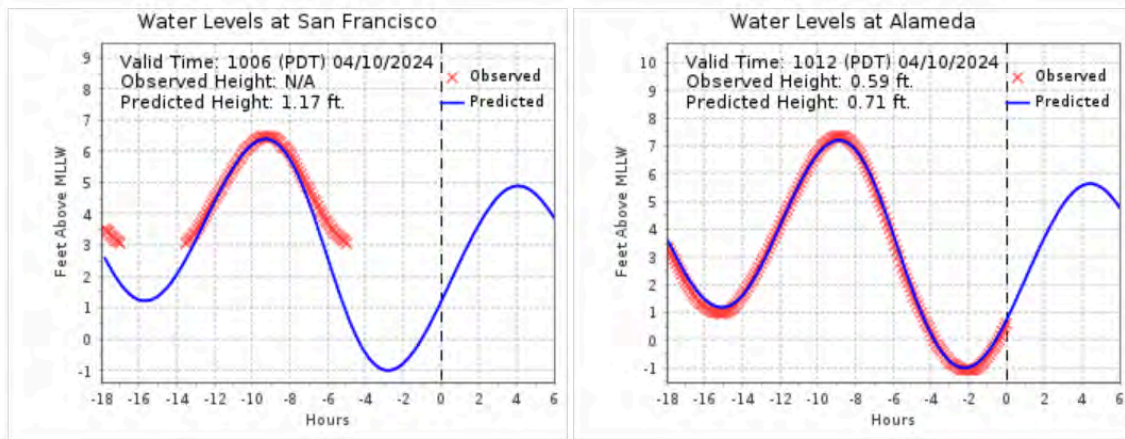
The disclaimer says, “Notice: Due to storm activity during the winter months, significant sediment deposits have been observed near the San Francisco water level station. This is impacting real-time water level observations, especially during low tide where observed water levels have generally been higher 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.”

Due to these errors, the data has been cut off below a certain threshold.



This includes the data for the station via the PORTS website. See image below.

PORTS®: 9414290 San Francisco, CA



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

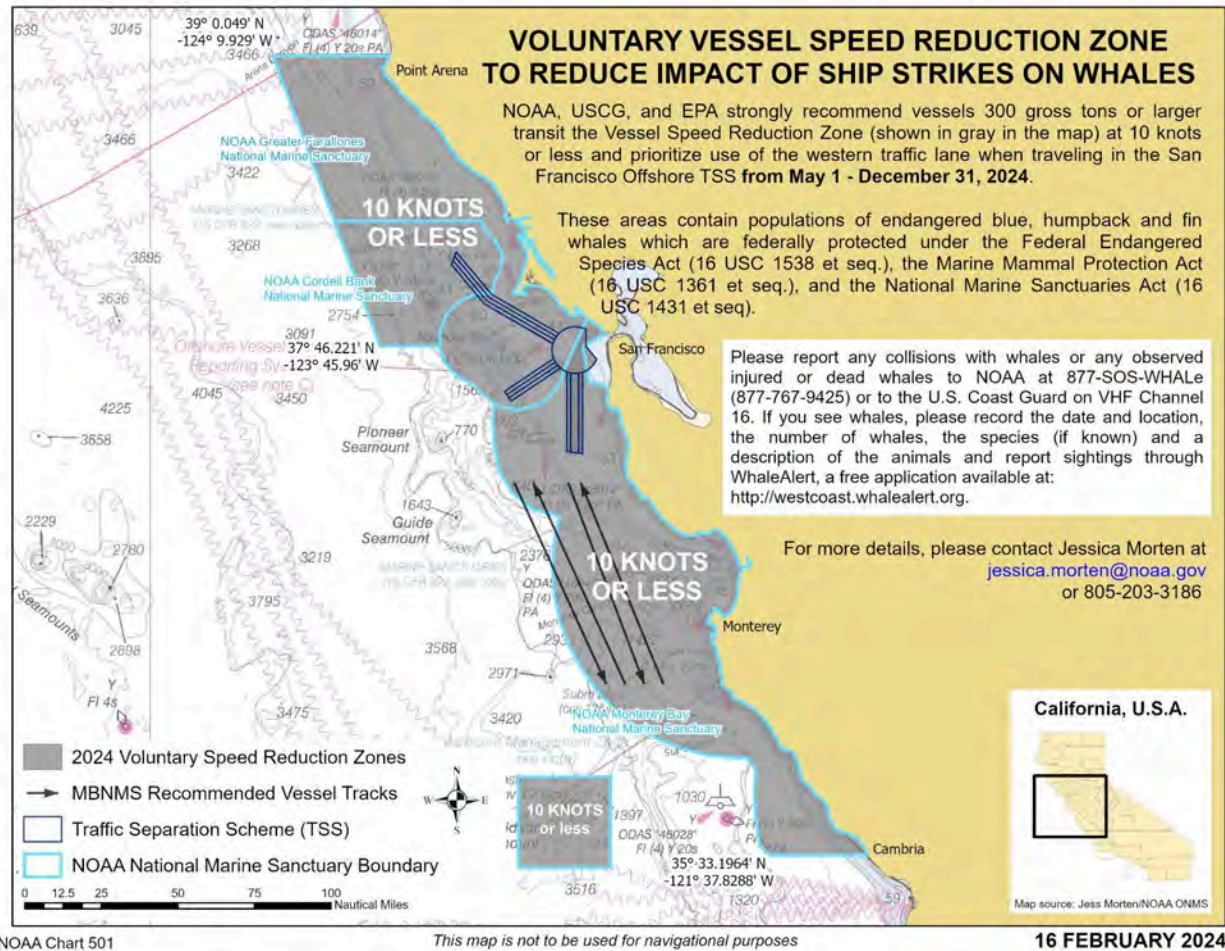
Voluntary Vessel Speed Reduction Zone

The Voluntary vessel Speed Reduction (VSR) zone to reduce impact of ship strikes on whales goes back into effect on May 1, 2024 and is expected to remain through December 15, 2024.

NOAA, USCG and EPA strongly recommend that vessels 300 GT or larger transit the VSR zone at 10 knots or less and prioritize use of the western traffic lane on the San Francisco Traffic Separation Scheme (TSS).

The letter also states that, “Vessels may deviate from the speed and routing recommendations whenever necessary to maintain safe maneuvering.”

See image below and a copy of the USCG/EPA/NOAA letter is attached at end of the report.



National Weather Service

From the NWS SF Bay Area / Monterey: Over the next couple of months mariners will notice a change in the Coastal Waters Forecast, the CWF. This is the original and classic marine forecast product. This original is getting a much needed update.

As of right now, the typical CWF would read something to the effect of, "THU NIGHT...NW winds 15 to 25 knots with gusts up to 30 knots. Wind waves 8 to 9 ft. NW swell 4 to 5 ft at 13 seconds".

By mid to late May the forecast will provide more wave details. Wave height is important, but it's the period of the waves that tells the full story. As such, for each wave system moving through the area, NOAA will now provide the direction, height, and period. So the example above will now look something like, "Thu Night...NW winds 15 to 25 knots with gusts up to 30 knots. Waves NW 9 ft at 8 seconds and NW 5 ft at 13 seconds".

This will provide a better representation of the sea state by giving the direction the waves are coming from, their height, and the period, which tells you how steep a wave is and how much energy a wave carries. 6 feet @ 6 seconds is way different than 6 feet @ 20 seconds.

For more information visit, weather.gov/marine/wavedetail. Or contact Brian Garcia at NWS for the SF Bay Area and Monterey Bay regions at brian.garcia@noaa.gov.

END OF REPORT

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



To: All Mariners

April 1, 2024

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 the coasts 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, and 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 and threatened 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 31, 2024 for the San Francisco and Monterey Bay Region zones and May 1 to December 15, 2024 for the southern California zone, as shown in the attached charts. The VSR period is being extended by two weeks in the San Francisco and Monterey Bay Region zones due to concerns about the extended presence of protected humpback whales in recent years off Central California. 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.

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 2024.

Handwritten signature of William J. Douros in blue ink.

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

Handwritten signature of Jennifer Quan in blue ink.

Jennifer Quan, Regional Administrator
NOAA National Marine Fisheries Service
West Coast Region

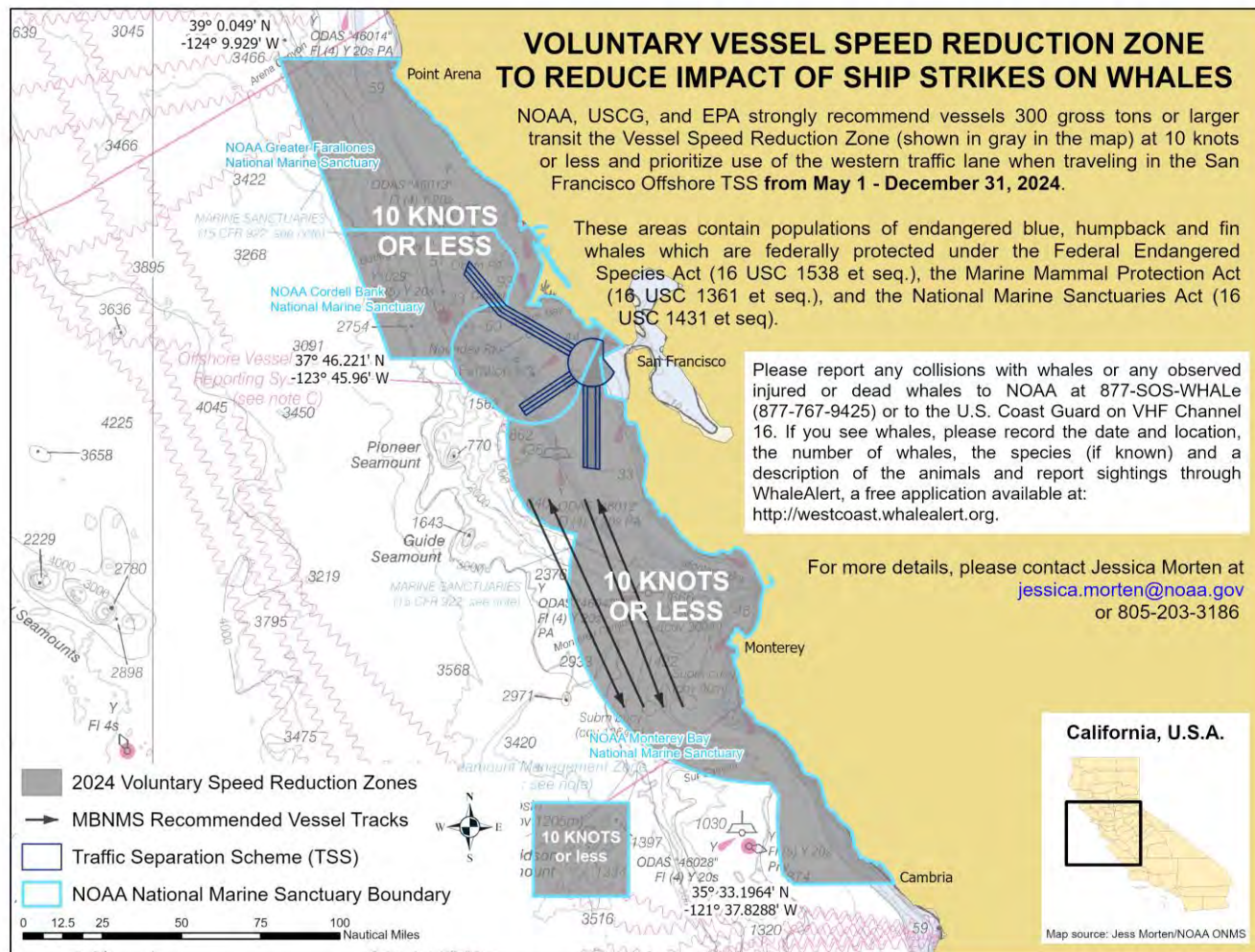
Handwritten signature of Andrew M. Sugimoto in blue ink.

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

Handwritten signature of Martha Guzman in blue ink.

Martha Guzman, Regional Administrator
Environmental Protection Agency
Region 9

2024 Voluntary Vessel Speed Reduction Zones – San Francisco and Monterey Bay Region

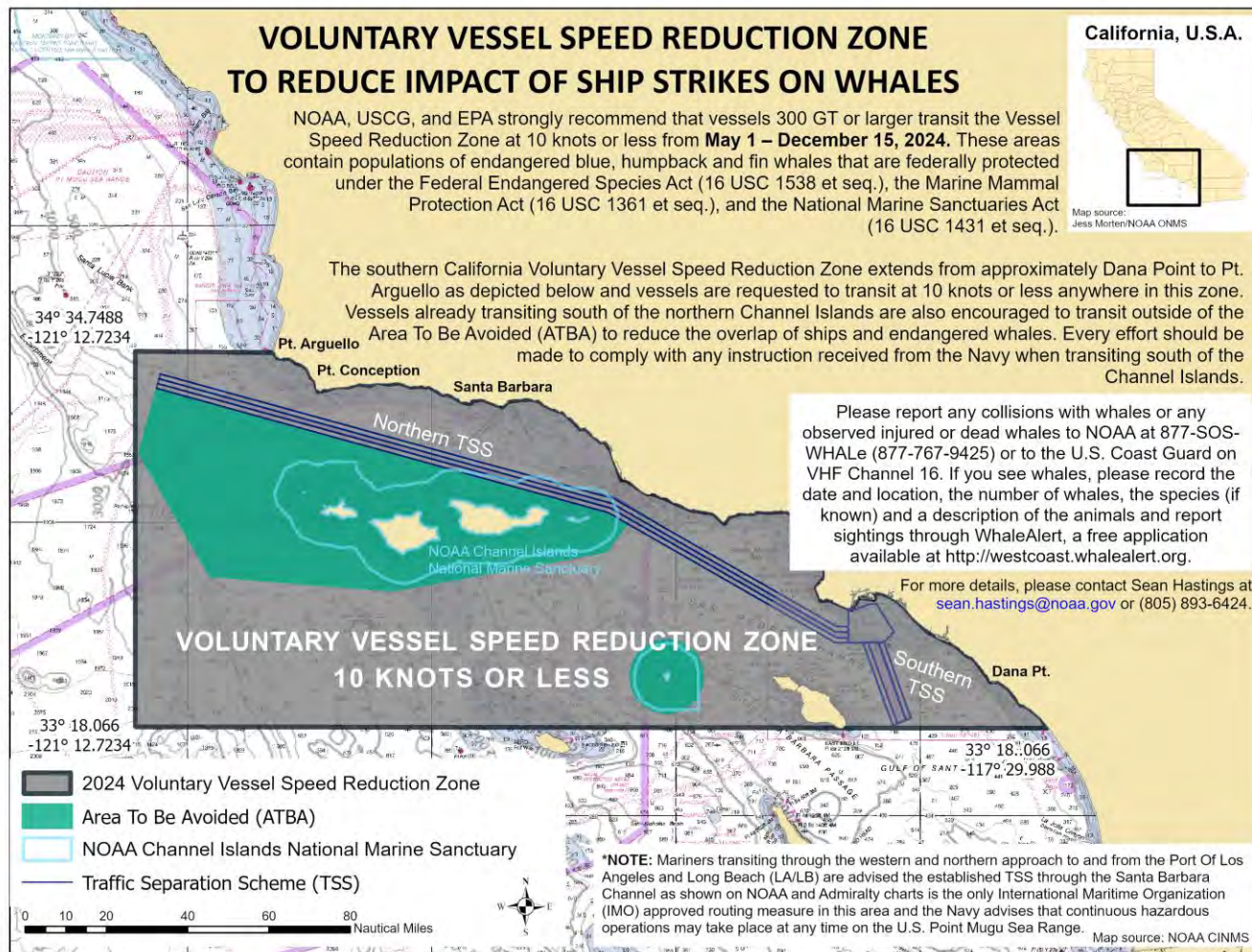


NOAA Chart 501

This map is not to be used for navigational purposes

16 FEBRUARY 2024

2024 Voluntary Vessel Speed Reduction Zone – Southern California Region



NOAA Chart 18022

Chart not for navigational purposes.

18 MARCH 2024



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

FEBRUARY COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
February 1 - 28, 2023	142	52	36.62
February 1 - 29, 2024	168	35	20.83

CRUDE OIL / PRODUCT TOTALS (BBLs)

	Crude Oil (D)	Crude Oil (L)	Other Products (D)	Other Products (L)	GRAND TOTAL (D) / (L)
February 1 - 28, 2023	18,765,620	0	22,416,326	6,623,999	47,805,945
February 1 - 29, 2024	15,344,336	0	5,745,193	8,434,576	29,524,105

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
February 1 - 28, 2023	0	0	0	0
February 1 - 29, 2024 (2-1-2024)	0	1	1	Diesel - 1 Gallon

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
14%	388	53	98	45

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



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

MARCH COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
March 1 - 31, 2023	186	70	37.63
March 1 - 31, 2024	177	52	29.38

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, 2023	12,291,598	0	6,367,046	5,904,798	24,563,442
March 1 - 31, 2024	11,234,537	0	7,787,100	6,166,311	25,187,948

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
March 1 - 31, 2023	0	0	0	0
March 1 - 31, 2024	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
20%	387	77	96	19

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



SAN FRANCISCO BAR PILOTS ASSOCIATION

Pier 9 East End
San Francisco, CA 94111

April 8, 2024

To: USCG District 11 Prevention Division Waterways

Subject: Oakland Outer Harbor Range Lights (USCG Light List Aids 4610, 4615, 4617, 4618, 4620, 4625)

Please accept this letter of concern regarding the deterioration of the approach ranges in Oakland Outer Harbor. The San Francisco Bar Pilots urgently request the USCG repair these Aids to Navigation at soonest.

Background: The ranges in the Oakland Outer Harbor (OOH) are vital to the safe navigation of commercial vessels calling in OOH. These ranges, the center range in particular, are critical in maneuvering ships from the Oakland Bar Channel into Oakland Outer Harbor. A pilot's ability to navigate safely into the entrance channel and past ships at the Evergreen Terminal is predicated on visual, real time, information that the ranges provide. The nature of the navigation in this approach is predominately visual. Electronic charts/PPUs or virtual aids can support position determination but are not a substitute for the visual cues necessary for a pilot to make real time maneuvering decisions in this area.

The Center Range (yellow) marks the center of the channel. The location of the upper light tells the pilot if they are right or left of center. The A and B Ranges mark the edges of the channel where the ship can be safely maneuvered. The A Range (green) rear light structure has fallen over. The B Range (red) has the front day board missing. SFBP understands that the A structure cannot be fixed because it is condemned. We can only assume that the other structures are in the same condition as the A Range. Without lights and day boards, it becomes increasingly difficult to safely navigate in this area, particularly at night. The currents run nearly 90 degrees across the opening of the very narrow entrance channel, so it is critical to immediately judge the vessel set in order to remain in safe water.

Oakland Outer Harbor is a busy commercial port and a critical driver of the State's economy. Last year the Port of Oakland had 303 vessel calls in OOH and 2024 is on track for 330. OOH represents about 40% of the Port's container vessel traffic. To keep commerce flowing safely and efficiently, it's imperative that the Oakland Outer Harbor Ranges be maintained and repaired.

Respectfully,

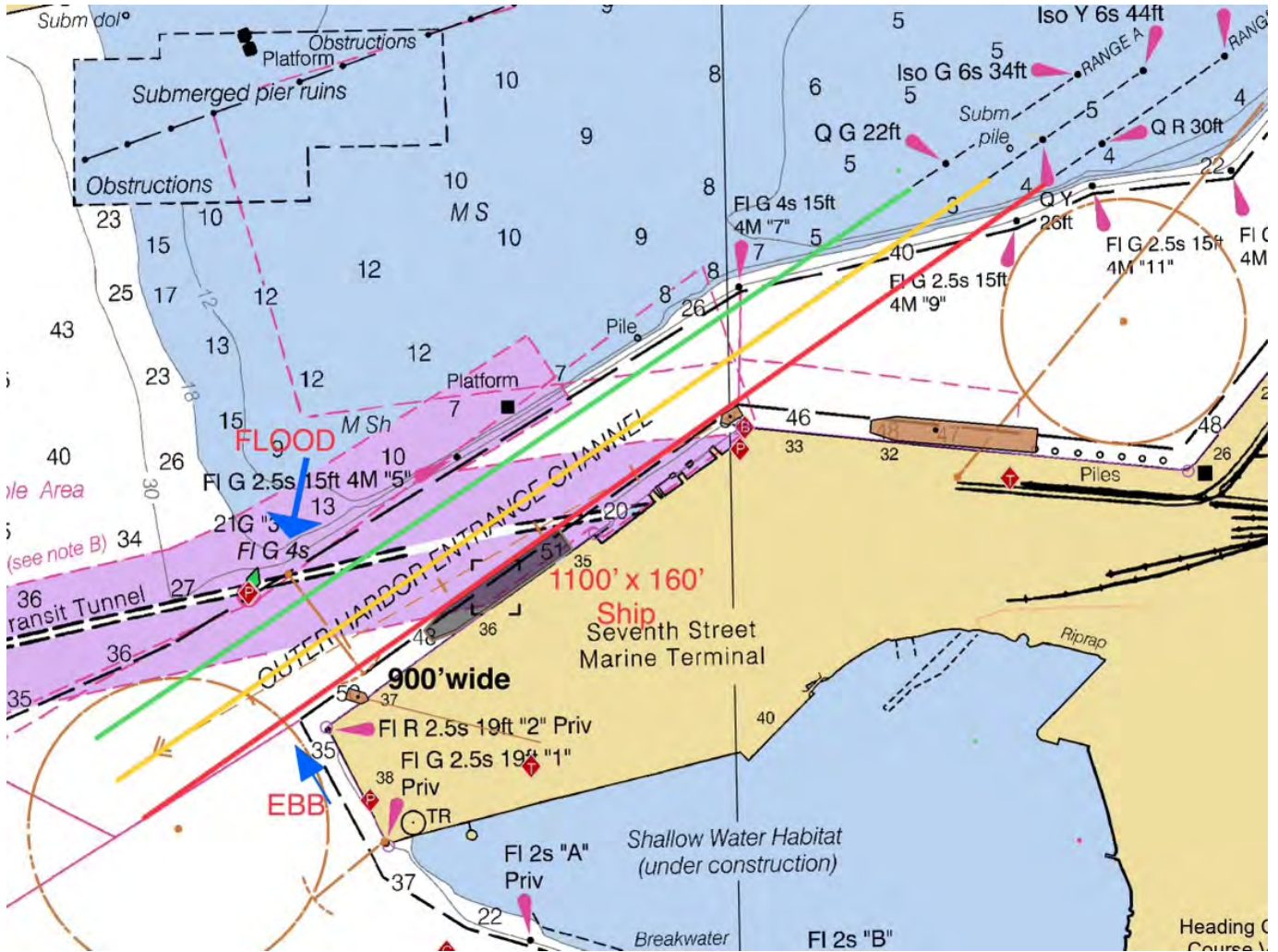
John Carlier

Capt. John Carlier
Port Agent

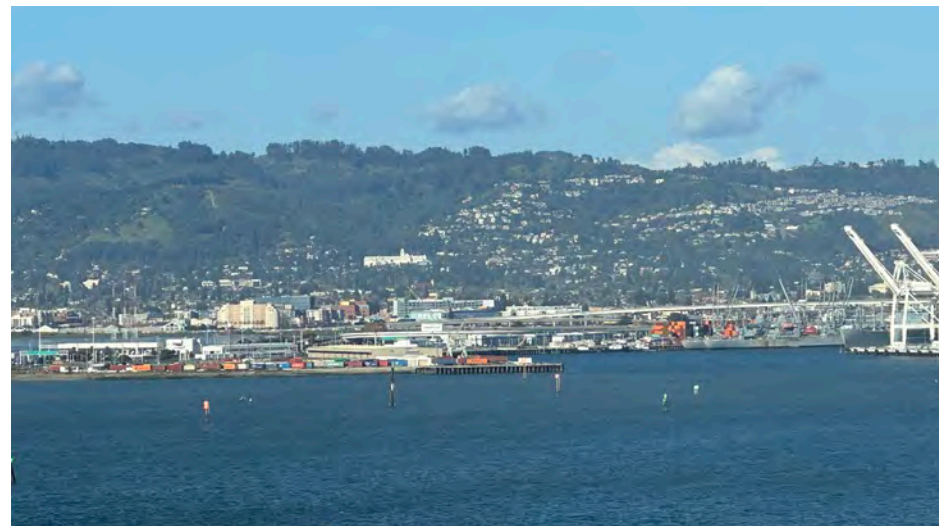
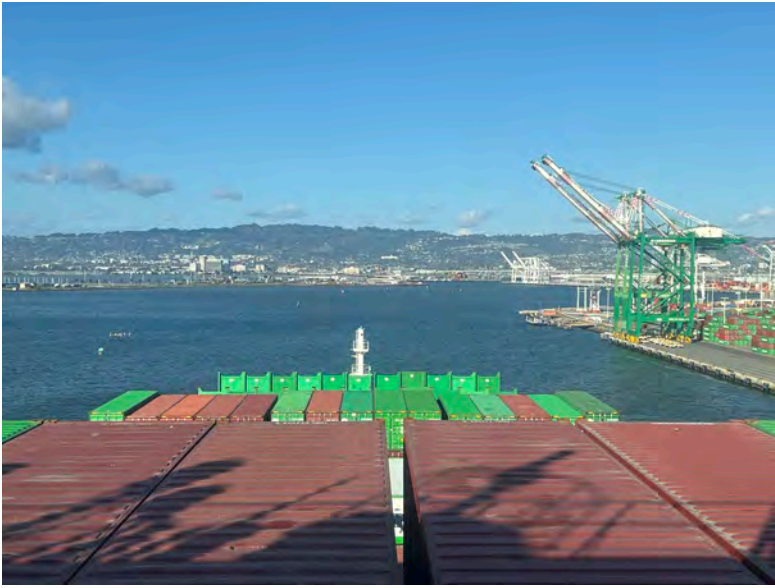
cc: Mr. Scott Humphrey, Chair SFHSC
Mr. Bryan Brandes, Maritime Director, Port of Oakland
Capt. Paul Ruff, SFHSC Navigation Work Group

Chart View of Ranges

Note current direction, ships alongside and shallow water on north side of channel



Pictures of Visual Approach





SAN FRANCISCO BAR PILOTS ASSOCIATION

Pier 9 East End
San Francisco, CA 94111

April 10, 2024

To: USCG District 11 Prevention Division Waterways

Subject: Removal of SF Approach Lighted Whistle Buoy SF (LLNR 360) Racon

This letter is to raise the San Francisco Bar Pilots (SFBP) strong objection to the proposed removal of the racon from SF Approach Lighted Whistle Buoy SF (the Sea Buoy). As stated in our letter of January 18, 2024, objecting to the removal of the Sea Buoy, the Sea Buoy is the epicenter of SFBP's vessel traffic management when boarding and disembarking pilots offshore. The racon is critical to the functional use of the Sea Buoy and therefore the safety of navigation in the congested offshore pilot boarding area.

The racon's primary function is to assist mariners in identifying the Sea Buoy in the radar in restricted visibility or when the buoy's light is extinguished. Pilots, commercial ships, fishing and recreational vessels all rely on the racon to identify the Sea Buoy on the radar. When there are multiple targets on the radar, the racon is the most effective tool for a pilot to identify the Sea Buoy. This is particularly important in low visibility during crab and sport fishing seasons when numerous radar targets are in the area and immediate maneuvering is required. When piloting in restricted visibility a pilot navigates using information from radar, PPU's and ECDIS. However, it is important to understand that radar is still the primary tool for piloting in restricted visibility.

The racon is also the most effective tool for our pilot vessel to communicate the location of the Sea Buoy to arriving ships. In areas where ships and smaller vessels who may not be familiar with the area are all converging, easily distinguished navigational information is critical for safety.

In our professional opinion, the removal of the racon on San Francisco Approach Lighted Horn Buoy SF would degrade the safe maneuvering of vessels in the Pilot Boarding Area and, while we understand the resources required to maintain the aid, we would strongly urge the USCG to keep the racon in place. Should you require more information regarding our concerns, please contact me at the below email address.

Respectfully,

Capt. John Carlier
Port Agent

cc: Mr. Scott Humphrey, Chair SFHSC
Capt. Paul Ruff, SFHSC Navigation Work Group



SAN FRANCISCO BAR PILOTS ASSOCIATION

Pier 9 East End
San Francisco, CA 94111

April 4, 2024

Marian Westley, PhD

Director of the Center for Operational Oceanographic Products and Services (CO-OPS)

1305 East West Hwy, SSMC4, N/CCOPS

Silver Spring, MD 20910-3278

marian.westley@noaa.gov

Subject: Request for Harmonic Tide Stations, Sacramento and San Joaquin Rivers

Dear Dr. Westley,

On behalf of the numerous users of the NOAA Tide Stations in the Port of West Sacramento and Port of Stockton, the San Francisco Bar Pilots are officially requesting that NOAA install a Harmonic Tide Station in the Port of West Sacramento and the Port of Stockton. While ships are being moved safely, the lack of accurate tide data and predictions causes inefficiencies in vessel scheduling and traffic management, as well as reduced ship cargo capacity. The more accurate information provided by a Harmonic Tide Station would increase safety margins and help grow the economy of our inland port system by allowing better management of under keel clearance, increased transit windows and deeper ship drafts.

For transiting the San Joaquin River to the Port of Stockton and the Sacramento River to the Port of West Sacramento, SFBP has always used the predicted river tides published by the cooperative of the CA NV Forecast Center, NOAA National Weather Service, and the California Dept of Water Resources. Over the past several years, we noted with concern increasing discrepancies between the CA River Tides forecasts for Antioch and the NOAA Harmonic Tide Station at Antioch.

In November 2022, we held a meeting with NOAA to review these discrepancies. The result of this meeting was that NOAA expressed concern regarding their confidence in the accuracy of the predictions. This leaves SFBP and the inland ports we serve in the position of relying on sub-standard information for critical safety and operational decisions. At the time of the meeting, all the NOAA Tide Stations on the San Joaquin River route to Stockton were only Subordinate Stations and enroute to the Port of West Sacramento there are not even Subordinate Stations. To their credit, NOAA has converted some of the relevant NOAA Subordinate Tide

Stations to Harmonic Tide Stations. This has improved forecasting; however, we still do not have an accurate Harmonic Tide Station in either the Port of West Sacramento or the Port of Stockton.

Port of Stockton – Harmonic Tide Station

The Port of Stockton has had a significant increase in deep draft vessels and many of these carry petroleum or hazardous cargoes. Most vessels calling in Stockton plan transits to arrive and depart at the exact maximum draft as per the SFBP Vessel Movement Guidelines. Generally, our transit planning is based on Harmonic Tide Stations that are located throughout the Bay, about 6 nautical miles apart.

Currently, there is a Harmonic Tide Station at Blackslough Landing, about 6 nm downriver from the Port of Stockton. Since there is not an accurate Tide Station in the Port of Stockton, SFBP applies a correction to the predictions at Blackslough Landing Tide Station. We then calculate the correction by using the maximum difference from the Wards Island Tide Station, 6 nm downriver in the opposite direction. While this method of correction generates a safe transit window, it is simply not accurate.

The NOAA Port of Stockton Tide Station 9414883 was physically removed in 1982 and therefore it's not possible to turn it into a Harmonic Tide Station. Many of the vessels use this outdated Subordinate Tide Station for their own draft calculations when loading and discharging cargo. There is significant interest in installing a PORTS level sensor (which SFBP supports); but this does not provide the accurate advance predictions we need for advising vessels months in advance what their maximum draft can be on any specific day. We believe it is critical for NOAA to establish a new Harmonic Tide Station in the Port of Stockton. The most logical position would be at the secure location alongside the CA Dept of Water Resources Stations in the Port, at the Rough and Ready Island Berth 20.

Port of West Sacramento – Harmonic Tide Station

A similar problem exists in the Port of West Sacramento. There are no accurate tide predictions. In this case, the NOAA Tide Station 9416131 for the Port of West Sacramento was removed and delisted there is not even a Subordinate Tide Station. Of concern, the Army Corps of Engineers uses this Station's reference point in their surveys but there is no tide Station to refer to for predictions. The closest Harmonic Tide Station is at Rio Vista which is about 26 nm away. The Rio Vista Tide Station is too far from the Port of West Sacramento to be used operationally and this is a significant problem, especially for loaded vessels departing the Port. Pilots use years of institutional knowledge to make estimates. But again, this is not accurate. There are tide stations in Sacramento, only a few miles away, but they are on a different river and of no operational value for the Port of West Sacramento. As in Stockton, there is significant interest in installing a PORTS level sensor (which SFBP supports); but again, this does not provide the accurate advance predictions we need for advising vessels months in

advance what their maximum draft can be on any specific day. Operationally, we believe it is critical for NOAA to establish a new Harmonic Tide Station in the Port of West Sacramento. The most logical position would be in a secure location at one of the main berths inside the port.

We appreciate your review of this request and look forward to scheduling a meeting soon to discuss details and next steps.

Best regards,

Capt. John Carlier
Port Agent
San Francisco Bar Pilots
portagent@sfbarpilots.com

cc: CDR Krysia Pohl, Chief of Prevention, USCG Sector San Francisco
Mr. Scott Humphrey, Chair, Harbor Safety Committee of the SF Bay Region
Mr. Jason Katindoy, Deputy Port Director, Port of Stockton
Mr. Rick Toft, General Manager, Port of West Sacramento
Mr. Jeff Ferguson, CA Navigation Manager, NOAA OCS

d. Ensure that tugs assigned adhere to the minimum towing capacities listed below

Class	Static Bollard Pull Ahead	Static Bollard Pull Astern
A+*	100,000	100,000
A	85,000	55,000
B	60,000	45,000
C	35,000	20,000
D	20,000	10,000

* Tractor Tug Vessel's LOA in Feet	Draft In Feet	Tugs Required
Greater Than 1000	N/A	A+, A+, A+, A+
900 - 1000	Greater than 38'	A+, A+, A+, A+
900 - 1000	Less than 38'	A+, A+, A+, A
750 - 900	All	A+, A+, A, A
550 - 750	All	A, A, B, or A, B, C, C
400 - 550	All	A, B, C
300 - 400	All	B, C
200 - 300	All	C, C
0-200	All	C

Vessel Size	DGT All below 99 GRT	construction materials	Tug Required
100-200	<100	N/A	D
100-200	<50	*Lightweight construction	No requirement
0-100	<100	N/A	D
0-100	<50	*Lightweight construction	No requirement

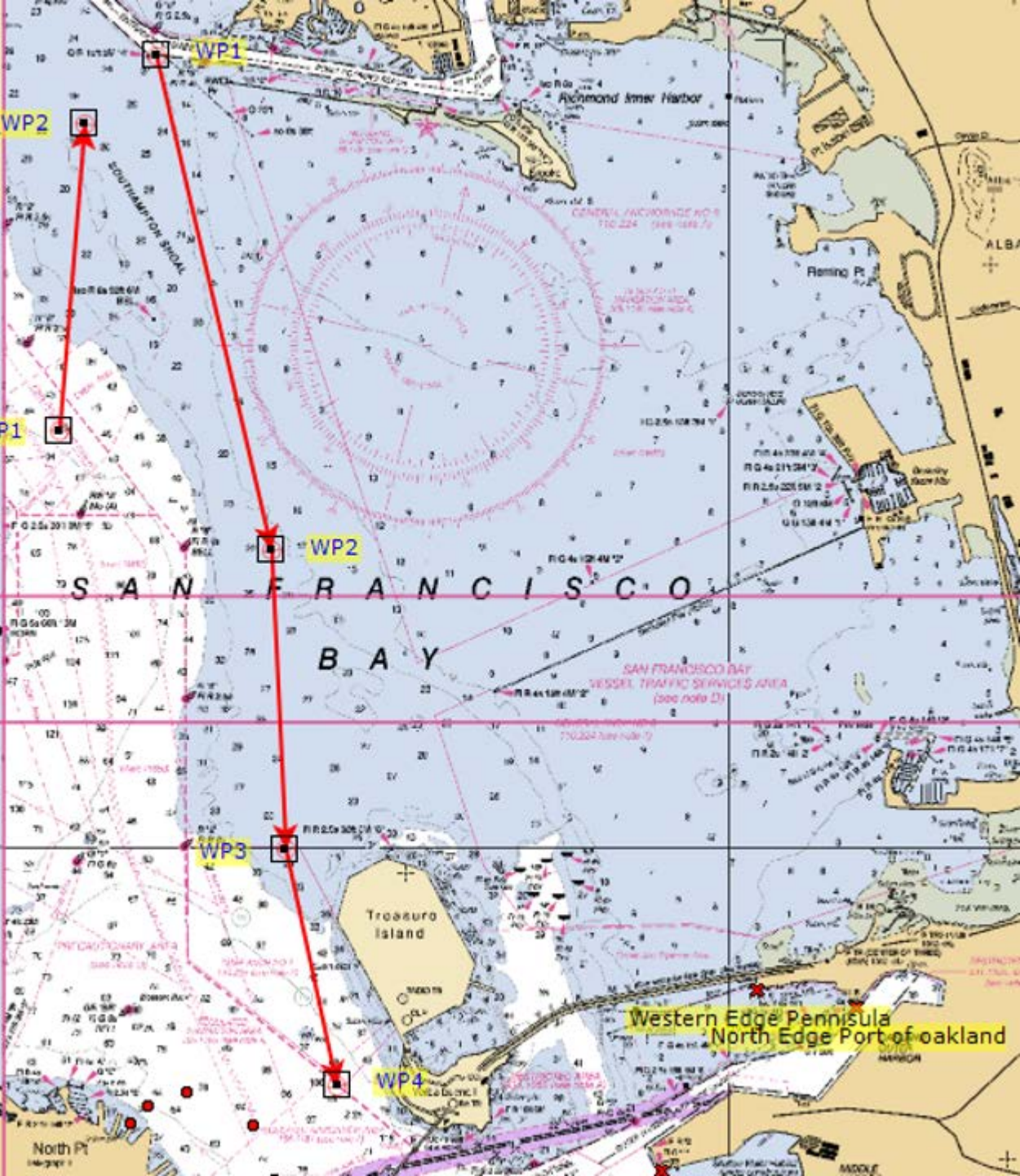
*Lightweight construction (Aluminum, Wood, Carbon Fiber, Fiberglass)

Columbia Oil Spill
Routes and minimum
transiting along
San Francisco Bay and San Diego,
California.

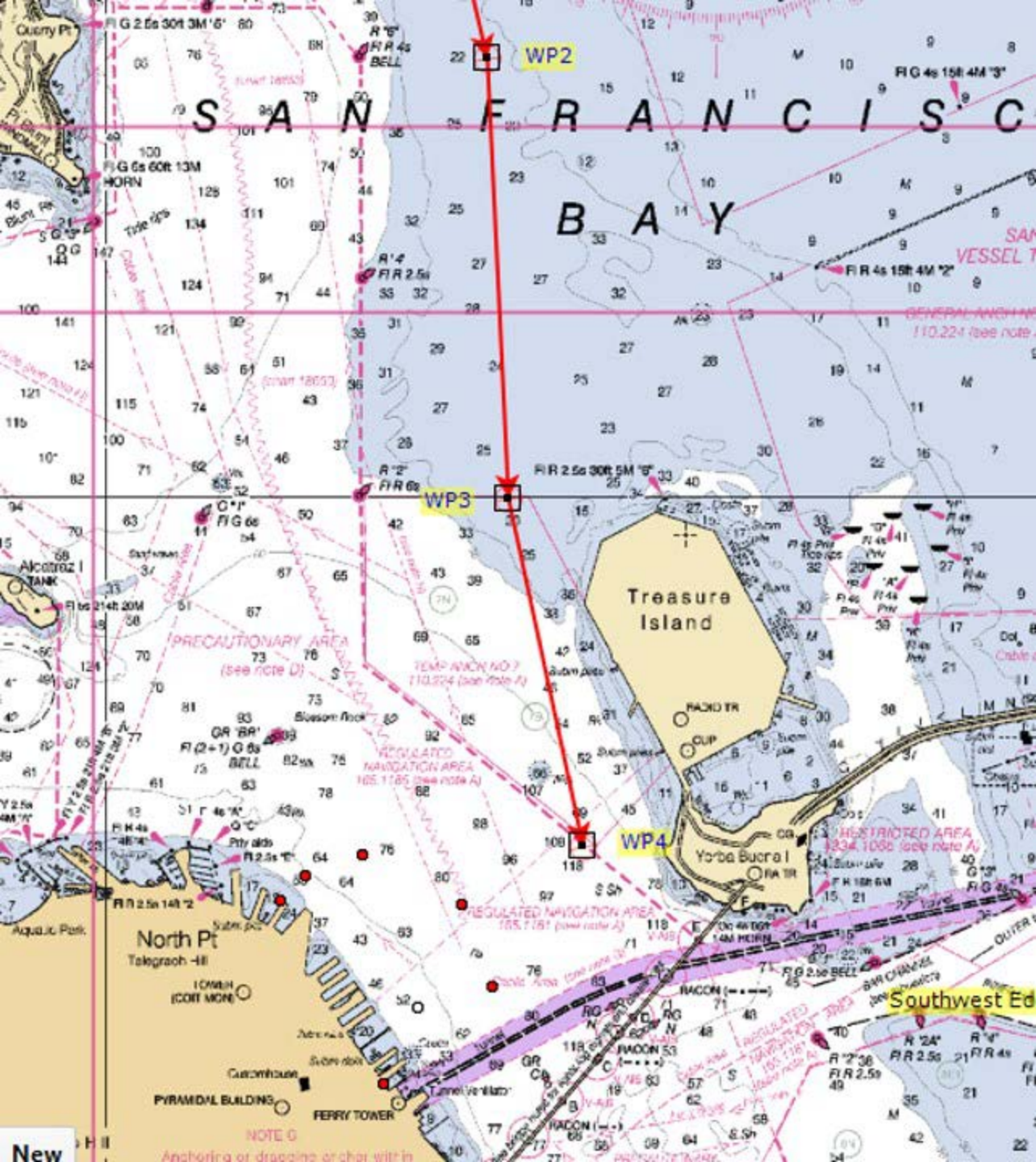


SAN FRANCISCO
BAY

ALCATRAZ LT
5s 20M
Alcatraz I
(charts)



Western Edge Peninsula
North Edge Port of Oakland



SAN FRANCISCO BAY

WP2

WP3

WP4

Treasure Island

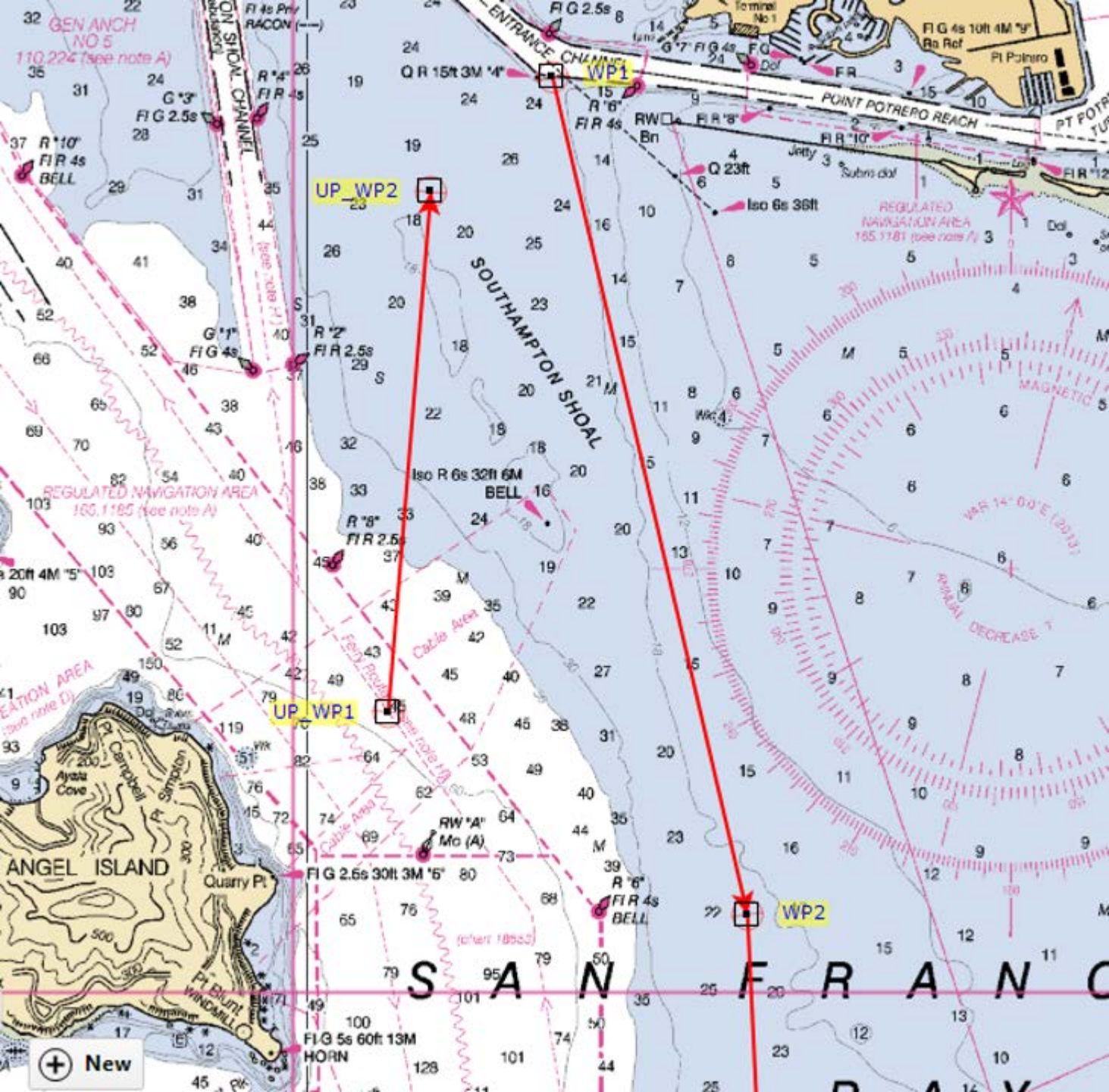
Yerba Buena I

North Pt
Telegraph Hill

Southwest Ed

NOTE C
Anchoring or dragging or chat will in

New



+ New