

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

September 5, 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** (M) Bay Conservation and Development Commission; **Katie Baracosa** (A), Port of Benicia; **Christie Coats** (M), Port of Redwood City; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Kevin Hartley** (M), Crowley Petroleum Services; **Jim Haussener** (A), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Tammie Lasiter** (A), SSA Terminals; **Michael Miller** (A), Port of Stockton; **Erin Pierson** (M), Crowley; **John Schneider** (M), Marathon Petroleum; **Justin Taschek** (A), Port of Oakland; **Capt. Jarod Toczko** (A), United States Coast Guard; **Jessica Vargas** (A), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the July 11, 2024, meeting was made and seconded. The minutes were approved without dissent.

Explanation of the Agenda Changes- Scott Humphrey

Welcomed the committee members and audience. The HSC agenda has been changed to allow the IALA presentation to be given earlier in the meeting.

Coast Guard Report- Capt. Jarod Toczko

- Introduced himself to the committee as the new Sector San Francisco Deputy Commander.
- The SailGP race event was held successfully in July and attracted a significant number of spectators.

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- A port facility ransomware cyber-attack was reported on August 16th but was isolated quickly which minimized damage. USCG Cyber Protection Teams are available to assist facilities with cybersecurity assessments and cyber-attack response. Report cyber-attacks to the USCG.
- An incident was reported on August 17th involving a tug and barge which struck Pinole Shoal Channel Buoy 10 and dragged it into the middle of the channel. Baydelta tug Delta Linda was able to assist the USCG with moving the buoy out of the channel. The buoy will be serviced and repositioned when assets are available.
- A small passenger vessel was recently detained for unreported safety and mechanical deficiencies. The detention was lifted after immediate deficiencies were corrected but the vessel is required to make more extensive repairs.
- LT William Harris read from the July- 2024 Prevention/Response Report (attached). The August report will be presented at the October HSC meeting.
- Jim Haussener asked for more information about increased marine vessel casualties in July. LT Harris advised that no trends have been identified but the issue will be monitored.

Comments by the Chair- Scott Humphrey

Introduced Omar Eriksson, IALA Deputy Secretary General, who will be giving a presentation to the HSC on maritime risk assessments and IALA standards. San Francisco VTS has participated in IALA VTS training.

Report on Maritime Risk Assessments and IALA Standards- Omar Eriksson, IALA

- Omar Eriksson gave a presentation to the committee on maritime risk management and The International Organization for Marine Aids to Navigation (IALA) standards. IALA was founded in 1957 and is responsible for developing international standards for VTS and ATON services. IALA is now an Intergovernmental Organization partnering with the International Maritime Organization (IMO) to represent coastal member states. Scott Humphrey advised that the Metropolitan Transportation Commission (MTC) has agreed to fund an IALA risk assessment for the San Francisco Bay region. Omar Eriksson advised that IALA risk assessments are conducted using both the PAWSA tool incorporating qualitative stakeholder input and the IWRAP tool for quantitative AIS data analysis. Using these tools together, the probability of collisions in a given area can be calculated. The tolerance for risk often decreases over time and is impacted by many factors including mitigation measures and vessel size. The fear of reporting risk is an issue that should be discussed openly. IALA has developed S-200 and S-100 standards for maritime data exchange and nautical charting, respectively. Having international data formatting

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standards for exchanging information is critical for risk management. The potential for cyber-attacks in the maritime domain impacts risk as do regional conflicts which can disrupt global ship routing. The IALA Worldwide Academy conducts training for ATON managers and on risk assessment tools but is currently operating with a reduced budget. Virtual ATONs should be used with caution due to their lack of visibility to vessels without AIS capabilities. IALA risk assessments incorporate AIS and other data sources to calculate risk values in order to determine the frequency and consequences of maritime incidents. Website: www.iala-aism.org

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Most FY24 dredge contracts have been awarded. Redwood City Harbor will be dredged in September. Petaluma River dredging may be postponed due to sediment suitability issues. Pinole Shoal Channel dredging is deferred until 2025. Debris removal tonnage for July and August was below average and the vessel Dillard is still in drydock for repairs. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Tug availability has been an issue due to CARB upgrade servicing of tugs in Los Angeles and SF Bay.
- Kevin Hartley, Crowley Petroleum Services, has been appointed to the HSC as primary member representing tank barge operators.
- Heather Geldart has been appointed as the new OSPR Administrator. Amir Sharifi, Deputy OSPR Administrator, advised that Heather Geldart began work this week and plans to attend the next HSC meeting.
- An updated HSC membership vacancy announcement was distributed in August (attached). Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov
- Robert Estrada advised of a colleague interested in joining the HSC as the alternate member representing labor.

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for September 2024 (attached). Production of raster charts will end in December and mariners should use ENCs. A new tide gauge has been installed to mitigate

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data loss issues caused by silting of the NOAA San Francisco Tide Station. The full range of data is now available through SF PORTS. The NOAA Marine Debris Program is offering grant funding for debris removal. Charting issues concerning channel frameworks are being addressed.

- Brian Garcia, NWS, advised that Heat Advisories have been issued and fires are a concern due to offshore winds. Wave data reports have been updated to include wave height, direction, and period. Based on ocean conditions, neither El Nino nor La Nina is predicted this year.
- Jim Haussener asked about a planned change to metric for offshore forecasts. Brian Garcia advised that the change to metric is only for offshore areas further than 250 nautical miles from shore. Public comment on the change is welcome through October 16th.
- Capt. Corbett asked for an update on replacement of the SF Sea Buoy wind sensor. Brian Garcia advised that maintenance has not been scheduled yet but will be detailed in the NOAA West Coast Buoy Status report. Jim Haussener advised that increased offshore buoy outages are a navigation concern. HSC input on the issue should be considered.

State Lands Commission Report- Robert Booker (report attached)

PORTS Report- Marcus Freeling

- Planning is underway for service and redeployment of PORTS buoy-mounted current meters. The Oakland Outer Harbor LB3 current meter is offline due to battery issues. Firmware upgrades and replacement of temperature/humidity sensors are also being planned. 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: The Work Group met last week to review proposed ferry route updates. Plans are being made to review and update escort tug regulations. Justin Taschek asked about tug availability issues. Erin Pierson advised that several tugs were being re-powered for CARB compliance but are now back in service. Scott Humphrey suggested that the Marine Exchange keep track of tug availability in partnership with regional tug companies.

Navigation Work Group- Capt. David Corbett: Ship transit schedules have had to be adjusted due to tug availability issues and more information would be beneficial.

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Ferry Operations Work Group- Capt. Tony Heeter: A scheduled vote was held to approve proposed ferry routing protocol updates (proposal attached). A second vote is scheduled in January 2025 for final approval of the guidelines. The proposal was approved by the HSC without dissent.

Dredge Issues Work Group- Jim Haussener: There are dredging complications in Los Angeles due to California Water Board regulations and some dredge contracts are on hold. Replacement of the hopper dredge Essayons has been proposed. Redwood City dredging was conducted but there is still a 2 ½ foot draft restriction. There are similar concerns that the Stockton Channel will not be dredged to full depth.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Nothing to report.

Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: Whale activity has been reported off Pacifica and near the Farallones. A dead whale was found in August and the cause was determined to be orca predation. A Work Group meeting will be held next Thursday. In partnership with the Prevention through People Work Group, a recreational boater outreach brochure is being developed in addition to a marina whale advisory flag. An entangled whale was just reported west of Bodega Bay. Jim Haussener advised of an old HSC Rule 9 brochure that could be updated and re-published for recreational boating safety.

Public Comment-

- Patrick Forrester advised that dredging of Pier 35 is almost complete, and Fisherman's Wharf will also be dredged. Fleet Week is October 6-14, and two Navy ships are expected to dock at the Port of San Francisco for the event.
- John Schnieder asked about plans to conduct a regional risk assessment. Scott Humphrey advised that the proposed IALA risk assessment involves the hiring of a certified contractor and maritime community participation. The Marine Exchange, with MTC funding, is planning to coordinate the risk assessment. An HSC vote will be scheduled to approve the proposal when developed. The USCG has decided not to conduct a risk assessment of the San Francisco region. Jim Haussener advised of potential liability and insurance issues that should be considered.
- Robert Estrada advised of efforts to modify CARB diesel particulate filter regulations. There are serious safety concerns regarding fire and power reduction issues. AB1122 has been passed by the California legislature and awaits the Governor's signature. The legislation permits the use of a bypass switch to allow full engine functionality when necessary.

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Old Business-

- Scott Humphrey advised that the HSC voted in May to approve the writing of support letters for repairing the Oakland Outer Harbor ranges, retaining the sea buoy racon, and installing a harmonic tide station in Stockton. The USCG has indicated plans to repair the ranges and keep the sea buoy racon. The Port of Sacramento and the Port of Stockton have agreed to install tide stations to aid upriver navigation.
- Scott Humphrey advised that an HSC Technology Work Group has been proposed to focus on AIS issues.

New Business- None

Next Meeting-

1000-1200, October 17, 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 12:06.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2024)
MARINE CASUALTIES
Loss of Propulsion (15JUL2024): A foreign flag tank vessel experienced a black out and loss of propulsion caused by a clogged seachest. A COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class surveyor report received attesting to repairs on 22JUL2024, COTP lifted. Loss of Propulsion not attributed to fuel switching. Case closed.
Equipment Failure (23JUL2024): A foreign flag bulk carrier experienced a loss of main engine control from the pilothouse. The vessel was transiting to San Francisco Bay using engine room control. A COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class survey report received attesting to repairs on 20JUL2024, COTP lifted. Case closed.
Equipment Failure (29JUL2024): A U.S. flag vehicle carrier experienced an equipment failure while departing San Francisco Bay. The vessel discovered a steam leak on starboard bulkhead-stop bypass piping. Vessel was issued a Form 835 requiring the deficiency to be rectified prior to departure to satisfaction of class surveyor. Class witnessed satisfactory dye pen and hydro test. Crew reinstalled piping and noted no issues. Following operation of both boilers, crew noted no. 2 boiler gauge line was leaking due to a wasted gasket. Crew replaced gasket with satisfactory operation of no. 2 boiler. Form 835 and operational control were lifted. Case closed.
Allision (31JUL2024): A U.S. flag sailing vessel allided with Blossom Rock buoy on their port bow while sailing through the San Francisco Bay. The vessel operator noted interior damage to fiberglass tabbing and forward plywood bulkhead and notified OCMI. Vessel was issued Form 835 and operational control. Marine inspector attended vessel and conducted damage assessment. Bulkhead repairs were completed the following day, to the satisfaction of the marine inspector. 835 and operational control cleared. Case closed.
VESSEL SAFETY CONDITIONS
Operational Control (15JUL2024): A U.S. flag passenger vessel was issued a Code 701 (Rectify prior to carriage of passengers/cargo) due to vessel's heat exchanger failure, resulting in an accidental oil discharge. Code 701 Operational Control required explanation of the root cause of the issue and repairs to the satisfaction of the USCG. Heat exchanger was replaced, and functionality was verified on 15JUL2024. Case closed.
Operational Control (15JUL2024): A foreign flag tank vessel was issued a COTP Order due to a black out and loss of propulsion caused by a clogged seachest. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class surveyor report received attesting to repairs on 22JUL2024, COTP lifted. Case closed.
Operational Control (23JUL2024): A foreign flag bulk carrier was issued a COTP Order due to loss of main engine control from the pilothouse and was transiting to San Francisco Bay using engine room control. COTP Order was issued requiring repairs to satisfaction of flag or class surveyor. Class survey report received attesting to repairs on 20JUL2024, COTP lifted. Case closed.
Operational Control (29JUL2024): A U.S. flag vehicle carrier was issued a Code 17 (rectify prior to departure) due to steam leak on the starboard bulkhead-stop bypass piping. Crew reinstalled piping and reported no issues noted, class surveyor witnessed satisfactory dye pen and hydro test. Crew noted no. 2 boiler gauge line was leaking due to a wasted gasket. Crew replaced gasket with spare on board. Operational control was lifted. Case Closed.
Operational Control (31JUL2024): A U.S. flag sailing vessel was issued a Code 701 (Rectify prior to carriage of passengers) due to allision with Blossom Rock buoy on the port bow. Marine inspector attended vessel moored at Sausalito Shipyard, met with owner, and conducted damage assessment. Bulkhead repairs were completed satisfactorily. Operational control cleared. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop S-Band Radar (03JUL24): A foreign flag chemical tank ship was issued an inbound LOD for inoperable S-Band Radar. Repairs completed, received technician report on 15JUL2024. LOD lifted. Case closed.
Letter of Deviation (LOD), Inop S-Band Radar (11JUL2024): A foreign flag ro-ro ship was issued an inbound LOD for inoperable S-Band Radar. Repairs completed, received technician and class reports attesting to repairs on 16JUL2024. LOD Lifted. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW) 14JUL2024: IMD received a report of a sunken recreational vessel discharging 7 gal of gasoline and oil into Oyster Point Marina causing a sheen. IMD conducted a preliminary investigation and was notified that the owner hired contractors to deploy boom and conduct salvage operations. IMD issued a Notice of Federal Interest and a Letter of Warning to the vessel owner/responsible party. Case CLOSED.
Federal Case 27JUN2024 - TBD: IMD received a report of an abandoned and submerged vessel that was discharging an unknown amount of oil into the navigable waterway of Little Potato Slough. The City of Stockton maintains a drinking water siphon close to the incident and have subsequently stopped siphoning water from the affected area while pollution removal operations continue. IMD was unable to get a hold of the owner and thus assumed federal responsibility for the vessel. IMD opened the OSTLF fund and hired contractors to deploy boom around the submerged vessel and conduct pollution removal. IMD is awaiting approval of a destruction memo before operations to safely and effectively remove the vessel begin. IMD issued a Notice of Federal Interest and a Letter of Warning to the vessel owner/responsible party. CASE PENDING.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
July 2024			
PORT SAFETY CATEGORIES*	Jul-2024	Jul-2023	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	0	3.28
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	10	5	6.56
Allision (1), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (1)			
Steering (0), Propulsion (2), Personnel (4), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	1	2.08
Radar (2), 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	14	6	12.03
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2024	Jul-2023	**3yr Avg
U.S. Commercial Vessels	1	0	0.64
Foreign Freight Vessels	0	0	0.14
Public Vessels	0	1	0.94
Commercial Fishing Vessels	1	2	0.78
Recreational Vessels	12	16	7.78
Pollution Discharge Sources (Facilities)	Jul-2024	Jul-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	1	0.08
Other Land Sources	0	7	4.28
Mystery Spills - Unknown Sources	6	4	6.14
Number of Pollution Incidents (By Spill Size)	Jul-2024	Jul-2023	**3yr Avg
Spills < 10 gallons	20	15	10.94
Spills 10 - 100 gallons	0	6	2.00
Spills 100 - 1000 gallons	0	1	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	0	9	7.28
Total Pollution Incidents	20	31	20.53
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jul-2024	Jul-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	2.00	0.00	6.21
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.28
Estimated spill amount from Public Vessels	0.00	0.75	17.95
Estimated spill amount from Commercial Fishing Vessels	1.00	3.00	10.96
Estimated spill amount from Recreational Vessels	13.00	150.00	56.01
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	1.00	0.18
Estimated spill amount from Other Land Sources	0.00	160.00	48.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	4.00	6.06
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	22.00	318.75	148.26
Penalty Actions	Jul-2024	Jul-2023	**3yr Avg
Civil Penalty Cases	0	0	0.03
Notice of Violations	0	0	0.22
Letters of Warning	9	8	4.36
Total Penalty Actions	9	8	4.61
* 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.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
September 5, 2024**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on July 11, two more dredging contracts were awarded: San Joaquin River (Port of Stockton) and Redwood City Harbor.

Planning and design work continues for the FY24 dredging program and is based on amounts provided in the FY 2024 Consolidated Appropriations Act, Public Law 118-42, signed into law on March 9, 2024. The FY24 project schedules are included at the end of this report. Adjustments may be made to these schedules as circumstances warrant.

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with bid opening held on May 16. **The contract was awarded to Curtin Maritime on June 7 and the project started dredging over the past weekend.**
- b. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on sam.gov on June 12 with bid opening held on July 12. **The contract was awarded to HME Construction on July 23. Dredging is expected to start following completion of the Sacramento Deep Water Ship Channel project in late September.**
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract solicitation was posted on sam.gov on April 25 with bid opening held on June 18. The contract was awarded to HME Construction on July 3. **Dredging is expected to start following completion of Suisun Bay Channel by the end of this week.**
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract solicitation was posted on sam.gov on April 29 with bid opening held on June 6. The contract was awarded to HME Construction on June 21. **Dredging started on August 1 and will be completed this week.**
- a. **Redwood City Harbor** – A dredging contract solicitation was posted on sam.gov on July 1 with bid opening scheduled for August 2. **The contract was awarded to Curtin Maritime on August 26 with dredging estimated to start on or about late September.**
- b. **Petaluma River** – **Dredging has been postponed due to sediment suitability issues. We are working on a strategy to ensure dredging and placement can be fully executed next summer.**
- c. **Richmond Inner Harbor** – Planning for the FY24 dredging cycle is currently underway with contract award tentatively scheduled for **late 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 began dredging in the San Francisco Main Ship Channel on May 26, and completed work on Jun 13. The dredged material was placed 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 started dredging at Richmond Outer Harbor on June 14 and completed work on July 3. The hopper dredge has since departed the Bay Area for the season.
- 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 July was 9 tons. Dillard: 0 tons; Raccoon: 9 tons. Average debris removal for July from 2014 to 2023 is 37 tons (Range: 8 – 128.5). Debris removal for August was 1.5 tons. Raccoon: 1.5 tons. Dillard is in dry dock for repairs. No ETA provided for return.

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	5.3	26.5	0	31.8
MAY	6	0	0	6
JUN	10.5	0	0	10.5
JUL	9	0	0	9
AUG	1.5	0	0	1.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
201.3

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 Chief's Report was signed on 30 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: The District Quality Control (DQC) review of the management plan was conducted, and back check of comments will conclude during the first week of July. Agency Technical Review will begin in the second week of July. NEPA/CEQA public review will occur simultaneously, 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, however the data will 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 April 30, 2024.

Islais Creek Channel: Condition survey of July 21, 2023.

Larkspur Ferry Channel: Condition survey of December 12, 2023.

Mare Island Strait: Condition survey of May 2, 2024.

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

Napa River: Condition survey of June 5-10, 2024.

Northship Channel: Condition survey of September 25 - October 18, 2023.

Oakland Inner Harbor: Condition survey of June 13, 2024.

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

Oakland Outer Harbor: Condition survey of June 13, 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 April 4, 2024.

Redwood City Harbor: Condition survey of June 17, 2024.

Richmond Inner Harbor: Condition survey of June 4, 2024.

Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.

Richmond Outer Harbor (Longwharf): Condition survey of May 1, 2024.

Richmond Outer Harbor (Southampton Shoal): Condition survey of April 30, 2024.

Sacramento River Deep Water Ship Channel: Condition survey of June 23-24, 2024.

San Bruno Shoal: Condition survey of May 30, 2024.

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 March 21-24 and April 2, 2024.

Suisun Bay Channel: Condition survey of June 26-27, 2024.

Suisun Bay Channel (Bullshead Reach): Condition survey of June 26-27, 2024.

Suisun Bay Channel (New York Slough): Condition survey of June 26-27, 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 April 18, 2024.

SF-09 (Carquinez): Condition survey of April 2, 2024.

SF-10 (San Pablo Bay): Condition survey of April 2, 2024.

SF-11 (Alcatraz Island): Condition survey of June 11, 2024.

SF-16 (Suisun Bay Disposal Site): Condition survey of February 9, 2024.

SF-17 (Ocean Beach Disposal Site): Condition survey of April 18 and May 10, 2024.

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 **3 SEP 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	16-May	7-Jun		→			→			→			→			700kcy	Clamshell	BU		
Sacramento River (30 Foot Project)	25-Apr	18-Jun	3-Jul		→			→			→			→			115kcy	Cutterhead or Clamshell	Various Upland		
Suisun Bay Channel	29-Apr	6-Jun	21-Jun		→			→			→			→			100kcy	Clamshell	SF-16		
MOTCO Debris Relocation	6-May	26-Jun	25-Jul		→			→			→			→			# tons	Excavator	N/A		
San Joaquin River (Port of Stockton)	12-Jun	12-Jul	23-Jul		→			→			→			→			150kcy	Cutterhead or Clamshell	Various Upland		
Redwood City Harbor	1-Jul	6-Aug	26-Aug	→			→			→			→			400kcy	Clamshell	BU/SF-11/SF-DODS			
Crescent City Harbor (Tier III)	9-Jul	13-Aug	26-Aug		→			→			→			→			75kcy	Clamshell	Whaler Island		
Richmond Inner Harbor (Tier III)	17-Sep	17-Oct	31-Oct	→			→			→			→			350kcy	Clamshell	SF-DODS			
Petaluma River (Tier III)					D	E	F	E	R	R	E	D				200kcy	Clamshell	BU			
Moss Landing Harbor (Tier III)					D	E	F	E	R	R	E	D				40kcy	Cutterhead	BU			
WEST COAST HOPPER CONTRACT																					
	Target Award	Start Work	Stop Work																		
Humboldt Bar & Entrance Channels	30-Jan	7-Jun	8-Jul				→ WCH										900kcy	WCHC (Portland)	HOODS		
GOVERNMENT HOPPER																					
		Start Work	Stop Work																		
Humboldt B&E & Interior	N/A	26-Apr	5-May		→ YAQ												150kcy	Govt Hopper	HOODS		
Humboldt Bar & Entrance Channels	N/A	Oct (T)	Oct (T)								→ ESS						300kcy	Govt Hopper	HOODS		
SF Main Ship Channel	N/A	26-May	13-Jun			→ ESS										350kcy	Govt Hopper	OBDS SF-8			
Richmond Outer Harbor (Tier III)	N/A	14-Jun	3-Jul			→ ESS										250kcy	Govt Hopper	SF-10 SF-11			
Pinole Shoal	N/A	N/A	N/A		D	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 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	07-16-2024	2000	4.96	55	50.5	55.0	55.5	54.1
Redwood City Harbor Redwood City Harbor	08-20-2024	300 943	3.94	30	20.1	29.2	28.2	27.1
Richmond Inner Harbor Entrance Channel	06-04-2024	809 1021	0.96	38	35.8	36.2	36.6	35.9
Richmond Inner Harbor Approach Channel	06-04-2024	809 1201	3.09	38	33.4	34.7	36.4	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	07-03-2024	600 1291	3.25	45	40.4	43.7	44.8	42.5
Richmond Outer Harbor Longwharf Turning Basin	07-03-2024	2188 5598	0.88	45	24.5	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6	3.6	4.5	4.8	4.8
Petaluma River Main Channel	07-30-2024	100 361	4.06	8	1.3	1.1	0.9	0.3
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	06-05-2024	75 245	3.19	15	2.2	8.7	9.0	7.2
Napa River Asylum Slough to Napa City	06-05-2024	102 183	9.92	10	2.0	4.4	2.7	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	06-13-2024	544 1997	4.62	50	45.7	47.5	48.6	47.6

**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	06-13-2024	296 1761						
Humboldt Bay Bar and Entrance Channel	07-11-2024	500 2113	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Eureka Channel	04-04-2024	400 416	1.69	26	2.0	3.8	11.4	7.0
Humboldt Bay Fields Landing Channel	04-04-2024	300 770	2.35	26	12.5	26.9	25.5	20.5
Humboldt Bay North Bay Channel	07-11-2024	400 657	3.04	38	31.1	39.1	38.9	33.5
Humboldt Bay Samoa Channel	04-04-2024	400 1000	1.83	38	33.2	35.1	34.5	17.6
Pinole Shoal Channel Pinole Shoal Channel	07-18-2024	600 1644	10.40	35	26.3	36.1	34.7	31.6
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	06-26-2024	300	2.84	35	33.9	34.0	33.6	27.1
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)	06-26-2024	400 411	4.42	35	33.1	34.1	34.2	34.0
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	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	10-20-2023	100 400	3.46	12	3.2	9.4	9.3	5.4
Moss Landing Moss Landing	07-24-2024	120 405	0.98	15	5.0	3.5	5.1	8.8
Noyo River Entrance Channel	05-08-2024	97 150	0.67	10	6.5	9.5	9.7	8.1
Noyo River Channel	05-08-2024	97 150	0.67	10	6.9	7.6	7.2	5.0
Crescent City Entrance Channel	07-12-2024	200 320	0.42	20	16.4	16.8	15.6	15.0
Crescent City Inner Harbor Basin Channel	07-12-2024	200 300	0.39	15	14.3	14.7	14.3	12.7
Crescent City Marina Access Channel	07-12-2024	228 170	0.22	15	10.0	11.7	11.1	9.1
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

September 6, 2024

- ✎ In July and August, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August, 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 July there were 99 tank vessel arrivals: 13 ATBs, 8 Chemical Tankers, 21 Chemical/Oil Tankers, 32 Crude Oil Tankers, 16 Product Tankers, and 9 Tugs with Barges. In July there were 235 total vessel arrivals.
- ✎ In August there were 109 tank vessel arrivals: 18 ATBs, 3 Chemical Tankers, 29 Chemical/Oil Tankers, 25 Crude Oil Tankers, 22 Product Tankers, and 12 Tugs with Barges. In August there were 262 total vessel arrivals.

San Francisco Bay Clearinghouse Report For July 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	77		73	
ATB arrivals	13		14	
Barge arrivals to San Francisco Bay	9		16	
Total Tanker and Barge Arrivals	99		103	
Tank ship movements & escorted barge movements	358		342	
Tank ship movements	183	51.12%	215	62.87%
Escorted tank ship movements	140	39.11%	166	48.54%
Unescorted tank ship movements	43	12.01%	49	14.33%
Tank barge movements	175	48.88%	127	37.13%
Escorted tank barge movements	16	4.47%	17	4.97%
Unescorted tank barge movements	159	44.41%	110	32.16%

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

Escorts reported to OSPR

	0	0
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	194		351		0		152		697	
Unescorted movements	99	51.03%	195	55.56%	0	0.00%	78	51.32%	372	53.37%
Tank ships	88	45.36%	156	44.44%	0	0.00%	61	40.13%	305	43.76%
Tank barges	11	5.67%	39	11.11%	0	0.00%	17	11.18%	67	9.61%
Escorted movements	95	48.97%	156	44.44%	0	0.00%	74	48.68%	325	46.63%
Tank ships	90	46.39%	140	39.89%	0	0.00%	65	42.76%	295	42.32%
Tank barges	5	2.58%	16	4.56%	0	0.00%	9	5.92%	30	4.30%

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 August 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	79		80	
ATB arrivals	18		12	
Barge arrivals to San Francisco Bay	12		15	
Total Tanker and Barge Arrivals	109		107	
Tank ship movements & escorted barge movements	377		363	
Tank ship movements	211	55.97%	217	59.78%
Escorted tank ship movements	161	42.71%	174	47.93%
Unescorted tank ship movements	50	13.26%	43	11.85%
Tank barge movements	166	44.03%	146	40.22%
Escorted tank barge movements	25	6.63%	23	6.34%
Unescorted tank barge movements	141	37.40%	123	33.88%

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	212		365		0		149		726	
Unescorted movements	87	41.04%	179	49.04%	0	0.00%	72	48.32%	338	46.56%
Tank ships	70	33.02%	132	36.16%	0	0.00%	57	38.26%	259	35.67%
Tank barges	17	8.02%	47	12.88%	0	0.00%	15	10.07%	79	10.88%
Escorted movements	125	58.96%	186	50.96%	0	0.00%	77	51.68%	388	53.44%
Tank ships	119	56.13%	161	44.11%	0	0.00%	67	44.97%	347	47.80%
Tank barges	6	2.83%	25	6.85%	0	0.00%	10	6.71%	41	5.65%

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	594		830	
ATB arrivals	132		172	
Barge arrivals to San Francisco Bay	89		153	
Total Tanker and Barge Arrivals	815		1,155	
Tank ship movements & escorted barge movements	2,811		4,040	
Tank ship movements	1,534	54.57%	2,327	57.60%
Escorted tank ship movements	1,206	42.90%	1,859	46.01%
Unescorted tank ship movements	328	11.67%	468	11.58%
Tank barge movements	1,277	45.43%	1,713	42.40%
Escorted tank barge movements	157	5.59%	228	5.64%
Unescorted tank barge movements	1,120	39.84%	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	1,622		2,746		0		1,171		5,539	
Unescorted movements	750	46.24%	1,402	51.06%	0	0.00%	607	51.84%	2,759	49.81%
Tank ships	619	38.16%	1,086	39.55%	0	0.00%	512	43.72%	2,217	40.03%
Tank barges	131	8.08%	316	11.51%	0	0.00%	95	8.11%	542	9.79%
Escorted movements	872	53.76%	1,344	48.94%	0	0.00%	564	48.16%	2,780	50.19%
Tank ships	826	50.92%	1,193	43.45%	0	0.00%	494	42.19%	2,513	45.37%
Tank barges	46	2.84%	151	5.50%	0	0.00%	70	5.98%	267	4.82%

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

August 1, 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:

Commercial Fishing (Alternate)
Dry Cargo Vessel Operators II (Primary)
Dry Cargo Vessel Operators II (Alternate)
Tank Ship Operator (Alternate)
Labor Organizations (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 September 2024

Production of Raster Charts is Ending

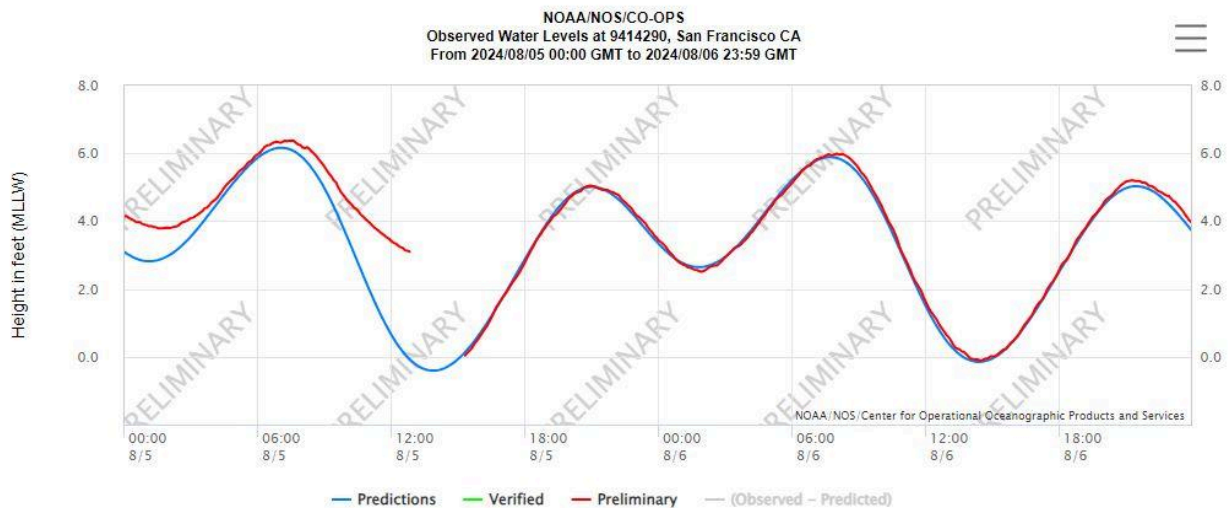
Monthly reminder that NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December, 2024.

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 CO-OPS has successfully installed a temporary tide gauge on the nearby Torpedo Wharf pier to replace the faulty data from the San Francisco tide gauge. The feed from the new gauge began transmitting via NOAA PORTS on August 5, 2024.

See image below, showing the transition from the old gage to the temporary replacement.



National Weather Service

Heat Advisory currently in effect for East Bay and Interior Valleys. A gradual cooling trend begins on Friday which should bring relief.

Near critical fire weather conditions will continue due to poor relative humidity recoveries across interior locations. Stay safe and as always, listen to local forecasts and warnings.

NOAA Marine Debris Program

The NOAA Marine Debris Program has the below notice of funding opportunity. Below are links to webinar recordings for those who want additional info.

The [National Oceanic and Atmospheric Administration's \(NOAA\) Marine Debris Program](#) is pleased to announce two [New Funding Opportunities: Fiscal Year 2025 NOAA Marine Debris Removal and Interception Technologies under the Bipartisan Infrastructure Law](#). The NOAA Marine Debris Program will award up to \$54 million across two funding opportunities. Here are some relevant resources:

Webinar Recordings

[FY25 NOAA Marine Debris Removal under the Bipartisan Infrastructure Law Applicant Resources](#) including webinars resources:

[Removal Applicant Webinar Recording](#)

[Removal Applicant Webinar Slides](#)

[Removal Applicant Webinar Q&A](#)

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[FY25 NOAA Marine Debris Interception Technologies under the Bipartisan Infrastructure Law Applicant Resources](#) including webinars resources:

[Interception Applicant Webinar Recording](#)

[Interception Applicant Webinar Slides](#)

[Interception Applicant Webinar Q&A](#)

Deadlines:

- Fiscal Year 2025 NOAA Marine Debris Removal under the Bipartisan Infrastructure Law with Letters of Intent due on September 27, 2024, 11:59 p.m. Eastern Time.
- Fiscal Year 2025 NOAA Marine Debris Interception Technologies under the Bipartisan Infrastructure Law with Letters of Intent due on October 09, 2024, 11:59 p.m. Eastern Time.

END OF REPORT

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



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

AUGUST 2024 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
AUGUST 1 - 31, 2023	322	16.18
AUGUST 1 - 31, 2024	126	13.33

CRUDE OIL / PRODUCT TOTALS (BBLS)

	Crude Oil (D)	Crude Oil (L)	Other Products (D)	Other Products (L)	GRAND TOTAL (D) / (L)
AUGUST 1 - 31, 2023	12,095,111	2,845,994	21,801,998	6,116,397	27,918,395
AUGUST 1 - 31, 2024	9,722,221	2,932,704	19,768,393	5,584,084	25,352,477

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
AUGUST 1 - 31, 2023	0	0	0	0
AUGUST 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>
14%	435	60	106	46

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

Proposal: Approve New Ferry Routes for the Richmond Ferry

Objective

The proposal seeks to amend the Ferry Traffic Routing Protocol by approving two new ferry routes serving the Richmond Ferry. These routes aim to enhance the efficiency and safety of ferry operations while minimizing potential conflicts or confusion with recreational vessels, ferries on adjacent routes, vessels transiting through Southampton Shoal, and anchored ships.

Details of the Proposed Routes:

1. Northbound Route:
 - a. Branches off to the northwest from Central Bay Northbound Route Waypoint (WP) PELEG.
 - b. Runs approximately parallel to the Richmond Southbound Route between WPs RINER and RUTER.
 - c. Terminates at WP ROGER, where ferries will proceed to the Richmond Ferry Terminal with extreme caution due to the high concentration of recreational vessels.
2. Southbound Route:
 - a. Begins at WP RINER. Runs approximately parallel to the Central Bay Northbound Route at 552 meters distance, at the route's southern end, where WP REDER is closest to the GESSO-TULLA leg of the Central Bay Northbound route.
 - b. Runs west of Federal Anchorage 6 at 783 meters distance at its closest point near WP RINER.
 - c. Passes through Federal Anchorage 7 and terminates at WP REDER, approximately 2100 meters from the Ferry Building.
 - d. Ferries will operate with extreme caution between WP REDER and the Ferry Building due to the high volume of recreational traffic.

Special Considerations for January 2025 Vote:

1. Adherence to the Richmond Southbound Route: Richmond southbound ferries should strictly follow the designated route to avoid further encroaching on Southampton Shoal and to prevent confusion with northbound ferries following the Central Bay Northbound Route and other vessels in the North Ship Channel.
2. Federal Anchorage 7: Southbound ferries should avoid departing the southbound route until reaching waypoint ROPER. This is to prevent southbound ferries maneuvering to avoid vessels anchored in Anchorage 7 from conflicting with ferries on the Central Bay Northbound Route or from encroaching further into Southampton Shoal north of Treasure Island.
3. Adherence to the Central Bay Northbound Route: Northbound ferries following the Central Bay Northbound Route should adhere strictly to that route to avoid confusion with ferries following the Richmond Southbound route and to provide a safer corridor for recreational vessels between the Central Bay Northbound Route and the Richmond Southbound Route.

4. Predictability for Recreational Vessels: It is critical that the constellation of ferry routes provides safer corridors and enhances predictability for recreational vessels. Recreational vessels should have predictable areas where they can steer clear of passenger ferries. If a recreational vessel knows the locations of the ferry routes, the recreational vessel should be able to stay clear of those routes with the expectation that ferries will remain on the designated routes.

Next Steps

1. September HSC Meeting:
 - a. Vote on the geometry of the new ferry routes.
 - b. Upon approval, routes will go into effect immediately, with potential minor adjustments for NOAA charting.
2. January HSC Meeting:
 - a. Vote on implementing Ferry Route Guidelines to establish operating procedures, mariner expectations, and limitations along the new routes.
 - b. Report on effectiveness of and adherence to the new Richmond routes, and report on any findings for necessary adjustments.

A Yes Vote

A 'Yes' vote means approving the proposed routes for the Richmond Ferry and agreeing to a January vote on establishing Ferry Traffic Routing Protocol Guidelines for the entire collection of San Francisco Bay Region ferry routes.

Diagram

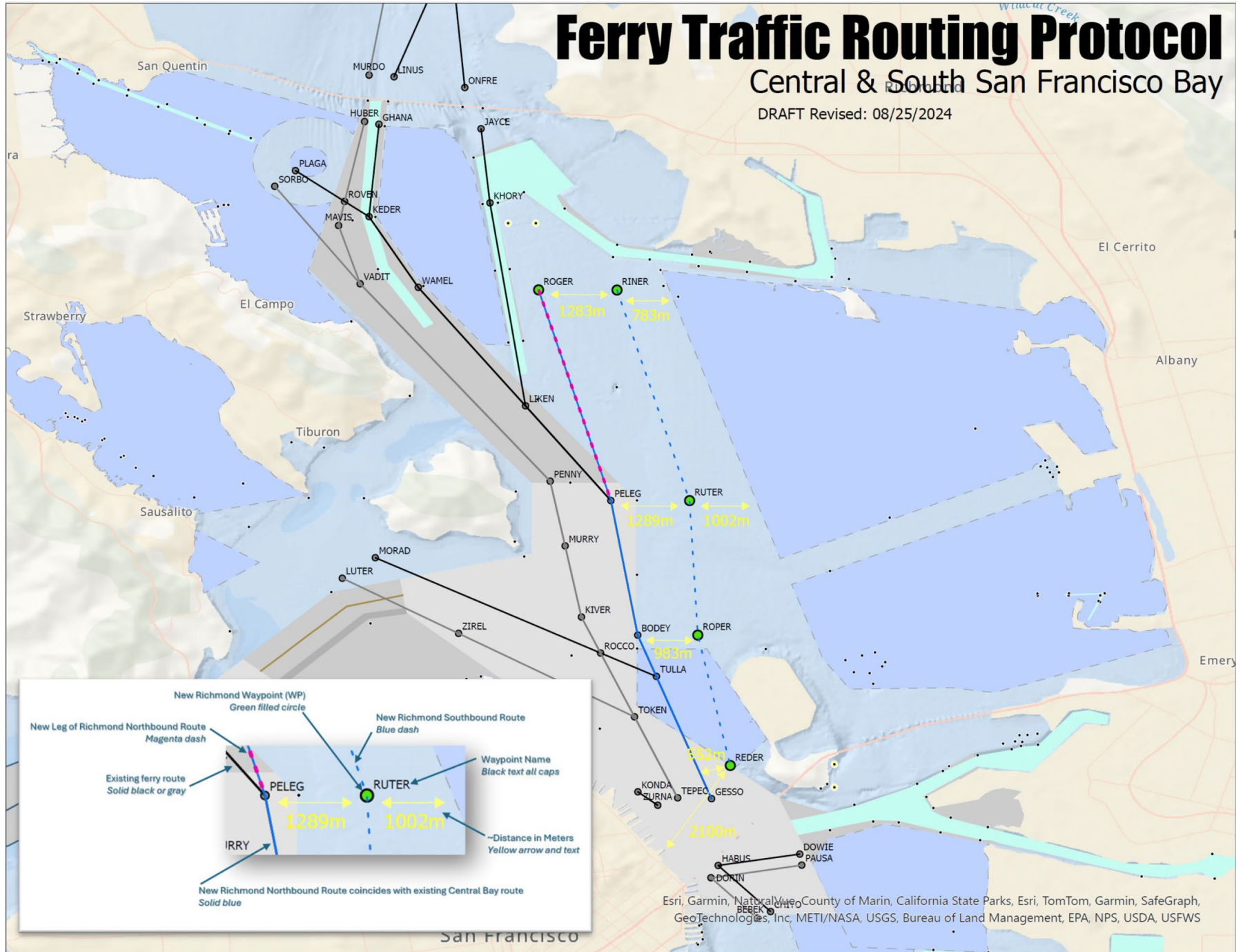
Refer to the diagram on the following page. I higher-resolution copy of the diagram is attached.

Frederick Scott Humphrey
Chairman, Harbor Safety Committee
San Francisco Bay Region

Ferry Traffic Routing Protocol

Central & South San Francisco Bay

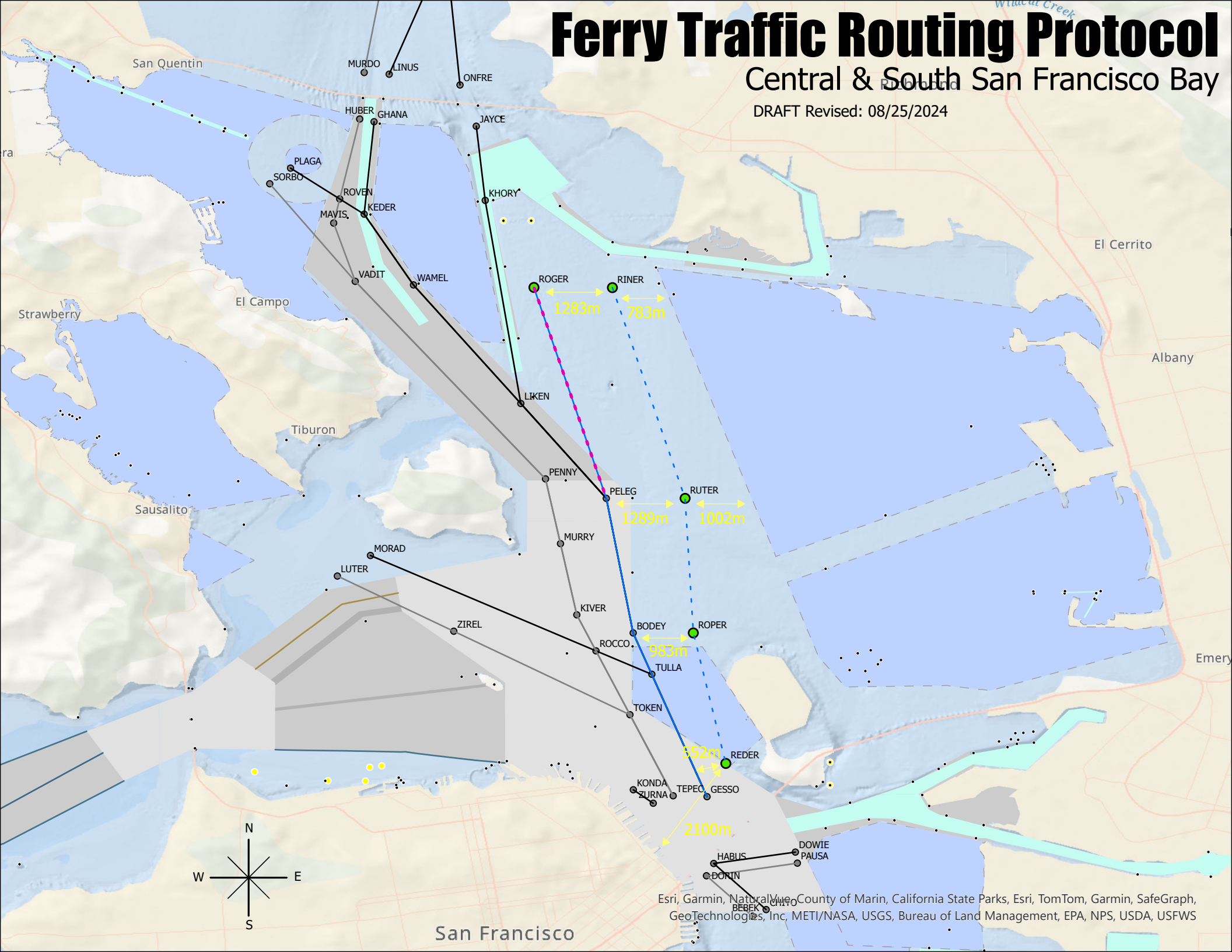
DRAFT Revised: 08/25/2024



Ferry Traffic Routing Protocol

Central & South San Francisco Bay

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Esri, Garmin, Natural Resources Conservation Service, County of Marin, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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