Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes
Harbor Safety Committee of the San Francisco Bay Region
March 20, 2025
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 10:02.

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; **Christie Coats** (M), Port of Redwood City; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Robert Estrada** (M), Inlandboatmen's Union; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Troy Hosmer** (M), Port of Oakland; **Lucas Juon** (A), Marathon Petroleum; **Richard Ogg** (M), F/V Karen Jeanne; **Erin Pierson** (M), Crowley; **LCDR Clark Sanford** (A), United States Coast Guard; **Randy Scott** (M), Port of Benicia; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the February 13, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. The ship strike and collapse of the Francis Scott Key Bridge in Baltimore occurred close to one year ago on March 26, 2024. The NTSB report indicates that that the container ship DALI experienced repeated power failures resulting in engine and steering loss before striking the bridge tower with between 600 – 800 megajoules of kinetic energy. The ship pilots were able to warn the bridge which minimized casualties. In response to the incident, the Marine Exchange is conducting an IALA Risk Assessment of the San Francisco Bay region. A quantitative AIS analysis is being conducted and an in-person PAWSA workshop will be held on April 15-17 with approximately thirty-five active participants. Risk assessment results will be included in the Harbor Safety Plan. Results will also be provided to Caltrans and MTC for future infrastructure planning.

Coast Guard Report- LCDR Clark Sanford

- A Santa Cruz pier collapsed during a severe storm in December and equipment, including a crane, was lost. Salvage operations will be conducted next week. The USCG is part of the Unified Command managing incident response.
- The SailGP 2025 race will be held on March 22-23 in San Francisco.
- NVIC 1-25 was issued regarding Harbor Safety Committee guidance for enhanced cooperation. There are over fifty HSCs in the country responsible for developing best maritime practices in their respective regions.
- New USCG cybersecurity requirements start to phase into effect on July 16th. Cyber officers, cybersecurity plans, and mitigation measures will be required. Guidelines are available.
- The USCG Homeport website is offline, and a replacement is being developed. Credentialing information will be provided but work arounds are available.
- Harbor Safety Plan updates will be provided.
- LT William Harris read from the February- 2025 Prevention/Response Report (attached).
- Scott Humphrey requested case locations be included in the report. LT Harris advised that the request will be considered. Jim Haussener suggested that vessel names be included as well.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). A FY25 continuing resolution has been passed. FY24 dredging is ongoing at Oakland Harbor and Richmond Inner Harbor. A draft plan for FY25 dredging is included. Debris removal for February was below average. The vessel Dillard will be back in service soon but there are staffing issues. Work continues on the Regional Dredge Material Management Plan and Oakland Harbor Turning Basins Widening Study. Surveys are posted and a channel condition report is included.
- Scott Humphrey advised that debris removal is vital for safe navigation. Jim Haussener advised that CMANC is focused on federal dredging budget concerns. Dredging is critical for the Port of Stockton and other growing ports in the state.
- Stas Margaronis, Propeller Club, asked about staffing issues. Jessica Vargas advised that crew shortages on USACE debris vessels are an ongoing problem. The issue is not related to federal cost cutting.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Two new HSC alternate members have been appointed to the committee: Marina Secchitano, Inlandboatmen's Union, is the new alternate member representing labor organizations; Caleb Wilson, Port of Benicia, is a new alternate member representing port authorities. Terms end on March 19, 2028.
- Three expiring HSC members/alternates have been reappointed to the committee: Marcus Freeling, Marine Exchange; Kathi George, The Marine Mammal Center; Scott Grindy, San Francisco Small Craft Harbor. Terms end on March 19, 2028.
- An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- NOAA is experiencing tightened travel restrictions and staffing cuts. The agency is still operating and executing its mission. Chart updates to deconflict channel frameworks are ongoing. The NWS forecasts showers and thunder storms this spring. La Nina conditions remain in effect. The effect of federal cuts on NOAA weather buoys is unknown but maintenance contracts will be reviewed. A hiring freeze is in place.

State Lands Commission Report- Robert Booker (report attached)

- Golden Muscles, an invasive species, have been detected in the delta region and mitigation efforts may impact recreational boating.

PORTS Report- Marcus Freeling

- Bouy-mounted current meters are operating normally, and the next service is being planned. All regional PORTS sensors are online and transmitting data. Obsolete satlinks will be replaced at several PORTS stations. Routine PORTS maintenance is ongoing. Aging PORTS equipment requires increased service.
- PORTS data is publicly available through NOAA's Tides and Currents website: https://tidesandcurrents.noaa.gov/ports/index.html?port=sf

Report on Kale Information Solutions – Tamara Coffey, Kale

- Tamara Coffey gave a presentation to the committee on Kale Information Solutions (slides attached). Kale is a global port logistics company with customers in over forty countries. A Port Community System (PCS) has been developed which includes a web portal for maritime stakeholders. Tools are available to help reduce port congestion and increase productivity in the maritime ecosystem. Assistance with trucking efficiency, invoicing, and mobile apps are available to help improve container throughput. Kale and its partners can also provide cybersecurity, AI, and grant writing solutions. Contact tamara.coffey@kalelogistics.com

Work Group Reports-

Tug Work Group- Erin Pierson: The Work Group met last week and will participate in the tanker tug escort regulations review.

Navigation Work Group- Capt. David Corbett: The Bar Pilots have revised their operational guidelines. Operational guidelines include daylight and visibility restrictions. Conventional tugs are not permitted to conduct tanker escorts. A reference to the guidelines can be included in the Harbor Safety Plan.

Ferry Operations Work Group- Capt. Tony Heeter: The Work Group met earlier this month. Best practices for lithium battery firefighting are being developed. Supplemental firefighting equipment is needed. The F500 lithium fire extinguisher is currently not approved for use but is being tested. A lithium firefighting tabletop exercise was held last year. Electric vehicles that were burnt in the Los Angeles fires were declared HAZMAT by the EPA due to lithium fire danger. Electric bikes and scooters are commonly brought onboard ferries by the public and their batteries present fire risks.

Vessels anchoring near ferry docks is a concern. USCG permission is required for vessels to anchor outside of existing anchorages. Contact the USCG Command Center to report improperly anchored vessels. Oakland PD grants to remove derelict vessels in the estuary have been delayed. Ferry routing protocol updates will be distributed and a vote to approve will be held.

Dredge Issues Work Group- Jim Haussener (A), CMANC: A federal continuing resolution has been passed funding 2025 dredging. The President's Budget was not approved which might complicate planning. Port of Oakland dredging may be impacted. A Work Group meeting will be scheduled. A letter in support of regional dredging projects will be drafted to be sent to congress. SF Pier 27 dredging is funded by the Port of San Francisco.

PORTS Work Group- Troy Hosmer: Nothing to report.

Prevention through People Work Group- Scott Grindy: The SailGP race is this weekend. The SF Marina fuel dock will be closed during East Harbor cleanup. There are plans to move the fuel dock, but service may be impacted in the meantime. The fuel dock is used by smaller police and fire vessels.

Marine Mammal Work Group- Kathi George: The Work Group met last week. Gray whales have been reported in the bay but appear to be underweight. In accordance with HSC guidelines, ferries have been reporting whale sightings and avoiding conflict. An upcoming HSC meeting will be held at the Marine Mammal Center.

Public Comment-

- Stas Margaronis advised that Maritime Day is on May 21st. A hearing is being held to determine penalties on Chinese vessels which may impact shipping. China is refusing timber imports due to a mite infestation. California offshore wind projects are on hold due to federal policies.
- Scott Humphrey advised that the Marine Exchange Mayday Event will be held in May and invitations will be sent out. The Marine Exchange is implementing their new Mariweb8 database system and testing is in progress.

Old Business- None

New Business-

- Scott Humphrey advised that two new HSC Work Groups have been established. The Tanker Tug Escort Work Group will review and update Tanker Escort Regulations. The Tsunami Ready Maritime Work Group will develop guidelines and best practices for tsunami response in the bay. A CalOES tsunami exercise will be held on March 27th. Work Group meetings will be scheduled, and chairs will be selected.
- Cody Aichele-Rothman advised that the annual Harbor Safety Plan Update is underway. Work Group annual reports are needed. The vote to approve the HSP Update will be held at the June HSC meeting.
- Scott Humphrey advised that the IALA Risk Assessment PAWSA workshop will be held on April 15-17 in Oakland. Participants must RSVP and attend all three days of the workshop.

Next Meeting-

1000-1200, April 10, 2025
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:55.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2025)

MARINE CASUALTIES

Loss of propulsion (03FEB25): A U.S. flagged ferry experienced a loss of propulsion on its port main engine while underway from Vallejo to San Francisco. The vessel was able to moor with the starboard main engine and the USCG granted a one-time transit to central bay facility in Alameda for repairs. An operational control, rectify prior to carriage of passengers (Code 701), was issued. The faulty oil pressure sensor that had caused the automatic engine shutdown was replaced and satisfactory sea trials were conducted. Operational control lifted. Case closed.

Allision (06FEB25): A U.S. flagged ferry allided with a dead head while approaching Raccoon Strait in the San Francisco Bay. The vessel was pulled from the water after mooring in Larkspur, and damage to the starboard propeller was discovered. An operational control, rectify prior to carriage of passengers (Code 701), was issued and the vessel was granted a one-time transit from Larkspur to Alameda for repairs. USCG attended the vessel upon completion of propeller repairs. Operational control lifted. Case closed.

Loss of propulsion (11FEB25): A U.S. flagged towing vessel experienced a reduction in propulsion when the port main engine failed to respond to helm commands while the vessel was towing an empty fuel barge near the Martinez Refinery. The vessel identified the cause of the casualty to be debris in the air line, which the vessel was able to clear. USCG granted one-time transit to Richmond for repairs. An operational control, rectify prior to carriage of cargo (Code 701), was issued. USCG received satisfactory report from the vessel's Third-Party Organization, operational control lifted. Case closed.

Loss of propulsion (19FEB25): A U.S. flagged passenger vessel experienced a reduction in propulsion while transiting from San Francisco to Alameda with passengers on board. The vessel's starboard main engine lost thrust with no alarms present. The vessel moored in Alameda with the port main engine. An operational control, rectify prior to the carriage of passengers (Code 701), was issued. A faulty coupling that had caused the reduction in propulsion was replaced and satisfactory sea trials were conducted. Operational control lifted. Case closed.

Loss of propulsion (21FEB25): A U.S. flagged fishing vessel experienced a loss of propulsion while operating in Bodega Bay. The vessel was towed in by USCG STA Bodega Bay, followed by a post-search and rescue boarding with deficiencies noted. USCG attended the vessel on 24FEB25 and 27FEB25 for dockside renewal exam. Case pends.

VESSEL SAFETY CONDITIONS

Vessel Detention (11FEB2025): A foreign flag tank vessel was inspected at Anchorage 9 and detained due to untreated water, leaking toilet, and multiple patches on inert gas lines. Deficiencies provided objective evidence of a serious failure of the implementation of ISM Code; Coast Guard required that the Administration or RO conduct a safety management audit. Class and Coast Guard witnessed fixed toilet and inert gas lines, clean water coming out of sinks, and proof of safety management audit and the detention was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable X-Band Radar (03FEB2025): A foreign flag vehicle carrier was issued an outbound LOD for their inoperable X-band radar. Repairs pending; required parts are not available in the U.S. Must be corrected before returning to U.S. after sailing foreign. Case pends.

Letter of Deviation (LOD), Inoperable S-Band Radar, (17FEB2025): A foreign flag container ship was issued an inbound LOD for their inoperable S-band radar. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (06FEB25): USCG IMD received reports of a 30ft recreational vessel partially submerged in the Oakland-Alameda Estuary discharging gasoline and creating a sheen. IMD duty team contacted Reporting Parties, who verified that the vessel was discharging gasoline and sent photos of the sheen. The vessel's discharge potential was 150 gal. of gasoline. USCG IMD contacted the owner and issued a Notice of Federal Interest (NOFI), verbal Letter of Warning (LOW), and Notice of Federal Assumption (NOFA). The source of pollution secured with a deployment of containment hard boom and absorbent boom. IMD concluded that no further environmental threat exists. IMD pursued enforcement against vessel owner pursuant to 33 U.S.C. 1321(b)(3).

Letter of Warning (19FEB25): USCG NRC report stated a mystery rainbow sheen discovered in the Sacramento Marina. CA Fish & Wildlife Warden identified suspected pollution source from a vessel in the marina. The vessel had oily bilge water diesel product and created a sheen when moving in the slip. The marina applied boom around the vessel to contain the rest of the sheen. USCG IMD later contacted the owner of the vessel. Source of pollution contained, and remaining product dissipated in the waterway. LOW pursued against vessel owner pursuant to the 33 U.S.C. 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS
February 2025

PORT SAFETY CATEGORIES*	Feb-2025	Feb-2024	**3yr Avg
Total Number of Port State Control Detentions:	**1**	**0**	**0.03**
SOLAS (0), STCW (0), MARPOL (0), ISM (1), ISPS (0)			
Total Number of COTP Orders:	**1**	**0**	**2.36**
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**7**	**5**	**6.75**
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (4), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**2**	**1**	**1.69**
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	**11**	**6**	**10.92**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Feb-2025**	**Feb-2024**	****3yr Avg**
U.S. Commercial Vessels	**0**	**4**	**0.81**
Foreign Freight Vessels	**1**	**1**	**0.19**
Public Vessels	**2**	**0**	**0.94**
Commercial Fishing Vessels	**0**	**1**	**0.69**
Recreational Vessels	**4**	**12**	**7.42**
Pollution Discharge Sources (Facilities)	**Feb-2025**	**Feb-2024**	****3yr Avg**
Regulated Waterfront Facilities	**0**	**0**	**0.31**
Regulated Waterfront Facilities - Fuel Transfer	**2**	**0**	**0.31**
Other Land Sources	**1**	**8**	**4.53**
Mystery Spills - Unknown Sources	**7**	**6**	**6.22**
Number of Pollution Incidents (By Spill Size)	**Feb-2025**	**Feb-2024**	****3yr Avg**
Spills < 10 gallons	**9**	**10**	**11.17**
Spills 10 - 100 gallons	**2**	**3**	**1.75**
Spills 100 - 1000 gallons	**0**	**2**	**0.22**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**6**	**17**	**7.28**
Total Pollution Incidents	**17**	**32**	**20.42**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Feb-2025**	**Feb-2024**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**10.50**	**6.43**
Estimated spill amount from Foreign Freight Vessels	**25.00**	**0.00**	**0.89**
Estimated spill amount from Public Vessels	**26.00**	**0.00**	**16.86**
Estimated spill amount from Commercial Fishing Vessels	**0.00**	**0.00**	**2.54**
Estimated spill amount from Recreational Vessels	**2.00**	**0.00**	**24.87**
Estimated spill amount from Regulated Waterfront Facilities	**0.00**	**0.00**	**1.90**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**0.00**	**0.00**	**1.35**
Estimated spill amount from Other Land Sources	**0.00**	**60.00**	**44.51**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**3.00**	**6.00**	**5.28**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**56.00**	**76.50**	**104.62**
Penalty Actions	**Feb-2025**	**Feb-2024**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.06**
Notice of Violations	**0**	**0**	**0.08**
Letters of Warning	**4**	**6**	**3.25**
Total Penalty Actions	**4**	**6**	**3.39**

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

Harbor Safety Committee
Of the San Francisco Bay Region

Report of the
U.S. Army Corps of Engineers, San Francisco District
March 20, 2025

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on February 13, dredging has continued at Richmond Inner Harbor and Oakland Harbor.

Planning for the FY25 dredging program is currently underway based on amounts identified in the FY25 President's Budget. **Funding amounts will be revised based on the full-year Continuing Resolution and upcoming Work Plan.** A tentative schedule, subject to final FY25 appropriations actions and Work Plan funding, is attached to this report.

As always, future project schedules provided in this report are tentative and adjustments may be made 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 with actual dredging commencing on September 1. **Dredging continues at Oakland Harbor. Estimated completion is late April.**

b. **Richmond Inner Harbor –** A dredging contract solicitation was posted on sam.gov on October 11 with bid opening held on November 12. The contract was awarded to Manson Construction on November 26 with dredging commencing on January 3. **Estimated completion is mid-April.**

FY 2025 CONTRACT DREDGING PROGRAM

a. **San Joaquin River (Port of Stockton) –** Planning and design for the FY25 dredging cycle is currently underway with **contract award tentatively scheduled for late May and dredging estimated to start early July.**

b. **Sacramento River Deep Water Ship Channel –** Planning and design for the FY25 dredging cycle is currently underway **with contract award tentatively scheduled for mid-June and dredging estimated start to late July.**

c. **Suisun Bay Channel and New York Slough –** Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late June and dredging estimated to start early August.

d. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF) –** Planning and design for a maintenance dredging event at the service craft berthing area at MARAD SBRF is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.

e. **Petaluma River –** Planning and design for a maintenance dredging event at Petaluma River is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start mid-August.

f. **Military Ocean Terminal Concord (MOTCO) –** Planning and design for a dredging event at Wharf 2 at MOTCO is currently underway with **contract award tentatively scheduled for mid-July and dredging estimated to start late September.**

g. **Redwood City Harbor –** Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September.

h. **Richmond Inner Harbor –** Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October.

i. **Oakland Harbor –** Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late September and dredging estimated to start early November.

FY 2025 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 mid-May to mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.

b. **San Pablo Bay (Pinole Shoal) –** Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there until end of June. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.

c. **Richmond Outer Harbor –** Dredging is deferred to FY26 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

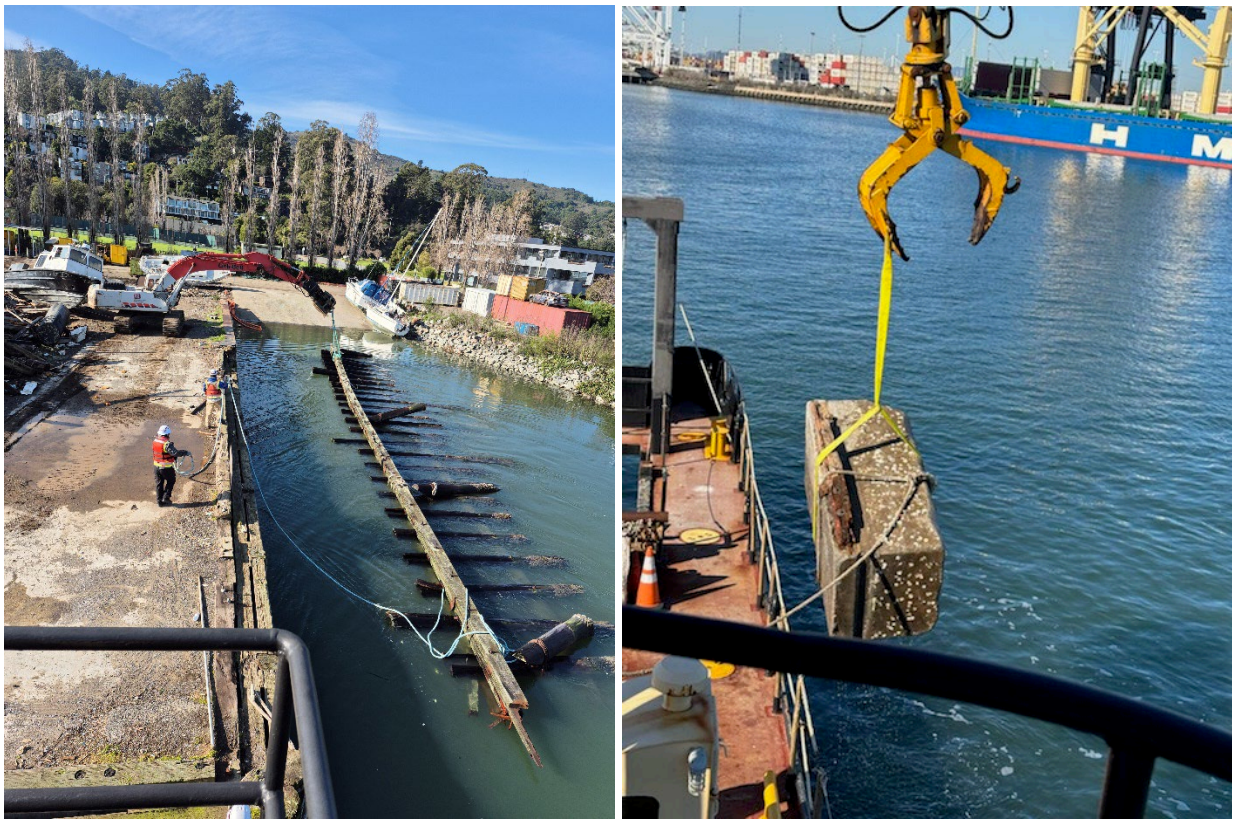
2. EMERGENCY (URGENT & COMPELLING) DREDGING: There are currently no emergency dredging events happening in the Bay Area.

3. DEBRIS REMOVAL – Debris removal for February was 88.8 tons. Dillard: 0.5 tons; Raccoon: 65.3 tons. Average debris removal for February from 2015 to 2024 is 92 tons (Range: 37 – 198). Dillard returned to Sausalito and is working towards being back on regular debris trips.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	23	0	0	23
FEB	65.3	0.5	0	65.8
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
88.8


Left: Large debris removed from the vicinity of the Southampton Shoal Channel. Right: Debris removed near Port of Oakland. Credit: USACE, San Francisco District, Navigation and Structural Branch.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: The Oakland Harbor Turning Basins Widening Project will improve the efficiency of operations and safety of containerships in the Oakland Harbor by widening and shifting the Inner and Outer Harbor turning basins. Due to the increase in size and number of larger containerships calling on the Port, the project is needed to accommodate the larger ships and minimize environmental impacts and operations of other vessels within the Port. As a project betterment, electric dredges will be used and material dredged from the harbors for construction of the project will be beneficially used to contribute to the creation and restoration of wetland habitat in the San Francisco Bay.

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 final round of reviews will begin around late spring, including Agency Technical Review, Public Review, and USACE vertical team review, with a target to respond to all comments, complete back check, revise the final draft and receive all approvals to be ready for the FY26+ dredging program.** Interim agency approvals will be coordinated for FY25 dredging. 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 targeted completion for the RDMMP, however the data will be applied to future DMMP revisions. New site identification and coordination is also ongoing as new data becomes available.

Information on the RDMMP and Public Review Documents (Draft Management Plan and NEPA EA) 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 5-7, 2024.
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 November 13, 2024.
Marinship Channel (Richardson Bay): Condition survey of July 16, 2024.
Napa River: Condition survey of June 5-10, 2024.
Northship Channel: Condition survey of December 2-10, 2024.
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 July 30-31, 2024.
Petaluma River (Main Channel): Condition survey of July 30-31, 2024.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of October 20-22, 2024.
Redwood City Harbor: Condition survey of March 3, 2025.
Richmond Inner Harbor: After Dredge surveys of January 7, 12, 16, 21, 31, 2025 and February 4, 7, 10, 17, 26, 2025.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of February 21, 2025.
Richmond Outer Harbor (Southampton Shoal): Condition survey of February 20, 2025.
Sacramento River Deep Water Ship Channel: Condition survey of February 17-20, 2025.
San Bruno Shoal: Condition survey of May 30, 2024.
San Francisco Main Ship Channel: Condition survey of July 16, 2024.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of August 15-16, 2024.
San Rafael (Creek): Condition survey of August 15-16, 2024.
Stockton Ship Channel: Condition survey of February 14-17, 2025.
Suisun Bay Channel: Condition survey of January 29-30, 2025.
Suisun Bay Channel (Bullshead Reach): Condition survey of January 29-30, 2025.
Suisun Bay Channel (New York Slough): Condition survey of January 23, 2025.
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 November 1, 2024.
SF-10 (San Pablo Bay): Condition survey of October 18, 2024.
SF-11 (Alcatraz Island): Condition survey of November 14, 2024.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 31, 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 **17 MAR 2025**. 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 2025 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	Contractor	Dredge Type	Placement Site
				FY2025							FY2026								
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Moss Landing Harbor Dredging/Jetty Repair	22-Jan	5-Mar	2-Apr													50kcy	TBD	Cutterhead or Clamshell	SF-12
San Joaquin River	15-Apr	15-May	29-May													175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	2-Jun	16-Jun													75kcy	TBD	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	12-Jun	26-Jun													100kcy	TBD	Clamshell	SF-16
MARAD SBRF	19-May	20-Jun	3-Jul													60kcy	TBD	Clamshell	BU
Petaluma River	27-May	26-Jun	10-Jul													200kcy	TBD	Clamshell	TBD
MOTCO Dredging	9-Jun	9-Jul	17-Jul													40kcy	TBD	Clamshell	Upland
Redwood City Harbor	24-Jun	24-Jul	7-Aug													200kcy	TBD	Clamshell	BU SF-DODS
Richmond Inner Harbor	22-Jul	21-Aug	4-Sep													350kcy	TBD	Clamshell	BU
Oakland Harbor	12-Aug	11-Sep	25-Sep													750kcy	TBD	Clamshell	BU SF-DODS
Noyo River					D	E	F	E	R	R	E	D				40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	22-Jan	21-Feb	7-Mar													Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	N/A	N/A													150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A	N/A													600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	N/A	N/A													350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	N/A	N/A													250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	N/A	N/A	N/A		D	E	F	E	R	R	E	D				250kcy	Essayons	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

Date of Last Update: 3/18/2025

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 3/17/2025

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 MARAD PIER 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	03-03-2025	300 943	3.94	30	18.0	29.6	29.7	26.4
Richmond Inner Harbor Entrance Channel	02-26-2025	809 1021	0.96	38	37.7	37.8	37.6	37.6
Richmond Inner Harbor Approach Channel	02-26-2025	809 1201	3.09	38	37.5	37.6	37.5	37.5
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	02-20-2025	600 1291	3.25	45	39.2	44.0	44.6	42.0
Richmond Outer Harbor Longwharf Turning Basin	02-21-2025	2188 5598	0.88	45	22.2	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

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 MARAD PIER 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	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Bar and Entrance Channel	03-05-2025	500 2113	2.60	48	18.7	33.9	36.1	30.6
Humboldt Bay Eureka Channel	03-05-2025	400 416	1.69	26	4.0	3.7	10.5	7.1
Humboldt Bay Fields Landing Channel	03-05-2025	300 770	2.35	26	12.2	26.9	25.4	21.1
Humboldt Bay North Bay Channel	03-05-2025	400 657	3.04	38	31.5	36.6	33.7	22.8
Humboldt Bay Samoa Channel	03-05-2025	400 1000	1.83	38	33.3	35.6	34.2	17.5
Pinole Shoal Channel Pinole Shoal Channel	10-21-2024	600 1644	10.40	35	26.4	36.3	34.8	31.5
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	01-30-2025	300	2.84	35	34.1	34.3	34.4	29.2
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)	01-23-2025	400 411	4.42	35	33.1	34.5	34.7	34.7
MARAD Pass Channel	08-17-2021	450 605	1.00	32	24.2	23.9	23.7	23.2
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

Date 3/17/2025

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	05-30-2024	500	5.66	30	29.0	31.1	31.2	30.0
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.90	37	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45	23.9	37.4	36.9	35.0
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	10-25-2024	97 150	0.67	10	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	03-07-2025	200 320	0.42	20	17.3	19.1	18.8	17.1
Crescent City Inner Harbor Basin Channel	03-07-2025	200 300	0.39	15	14.4	15.2	15.2	12.9
Crescent City Marina Access Channel	03-07-2025	228 170	0.22	15	9.1	10.3	11.5	8.4
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

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

Office of Spill Prevention and Response

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@sfmx.org

San Francisco Clearinghouse Report

March 20, 2025

- In February the clearinghouse did not contact OSPR regarding any possible escort violations.

- In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.

- The clearinghouse has not contacted OSPR so far in 2025 regarding possible escort violations. The clearinghouse did not contact OSPR in 2024, 2023, 2022, or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.

- In February there were 94 tank vessel arrivals: 15 ATBs, 6 Chemical Tankers, 23 Chemical/Oil Tankers, 17 Crude Oil Tankers, 20 Product Tankers, and 13 Tugs with Barges.

- In February there were 216 total vessel arrivals.

San Francisco Bay Clearinghouse Report For February 2025

San Francisco Bay Region Totals

	2025		2024	
Tanker arrivals to San Francisco Bay	66		67	
ATB arrivals	15		14	
Barge arrivals to San Francisco Bay	13		11	
Total Tanker and Barge Arrivals	94		92	
Tank ship movements & escorted barge movements	334		333	
Tank ship movements	186	55.69%	186	55.86%
Escorted tank ship movements	143	42.81%	149	44.74%
Unescorted tank ship movements	43	12.87%	37	11.11%
Tank barge movements	148	44.31%	147	44.14%
Escorted tank barge movements	11	3.29%	23	6.91%
Unescorted tank barge movements	137	41.02%	124	37.24%

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	182		318		0		148		648	
Unescorted movements	92	50.55%	164	51.57%	0	0.00%	80	54.05%	336	51.85%
Tank ships	70	38.46%	123	38.68%	0	0.00%	69	46.62%	262	40.43%
Tank barges	22	12.09%	41	12.89%	0	0.00%	11	7.43%	74	11.42%
Escorted movements	90	49.45%	154	48.43%	0	0.00%	68	45.95%	312	48.15%
Tank ships	88	48.35%	143	44.97%	0	0.00%	62	41.89%	293	45.22%
Tank barges	2	1.10%	11	3.46%	0	0.00%	6	4.05%	19	2.93%

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 2025

San Francisco Bay Region Totals

	2025		2024	
Tanker arrivals to San Francisco Bay	127		890	
ATB arrivals	37		205	
Barge arrivals to San Francisco Bay	26		130	
Total Tanker and Barge Arrivals	190		1,225	
Tank ship movements & escorted barge movements	679		4,233	
Tank ship movements	363	53.46%	2,277	53.79%
Escorted tank ship movements	272	40.06%	1,793	42.36%
Unescorted tank ship movements	91	13.40%	484	11.43%
Tank barge movements	316	46.54%	1,956	46.21%
Escorted tank barge movements	29	4.27%	230	5.43%
Unescorted tank barge movements	287	42.27%	1,726	40.77%

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	381		650		0		292		1,323	
Unescorted movements	195	51.18%	350	53.85%	0	0.00%	164	56.16%	709	53.59%
Tank ships	150	39.37%	261	40.15%	0	0.00%	142	48.63%	553	41.80%
Tank barges	45	11.81%	89	13.69%	0	0.00%	22	7.53%	156	11.79%
Escorted movements	186	48.82%	300	46.15%	0	0.00%	128	43.84%	614	46.41%
Tank ships	179	46.98%	271	41.69%	0	0.00%	116	39.73%	566	42.78%
Tank barges	7	1.84%	29	4.46%	0	0.00%	12	4.11%	48	3.63%

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.

CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

FEBRUARY 2025 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	Vessels Monitored	Percentage of Vessel Monitored
FEBRUARY 1-29, 2024	397	13.00
FEBRUARY 1-28, 2025	242	25.47

CRUDE OIL / PRODUCT TOTALS (BBLS)

	Crude Oil (D)	Crude Oil (L)	Other Products (D)	Other Products (L)	GRAND TOTAL (D) / (L)
FEBRUARY 1-29, 2024	12,360,336		6,781,000	6,780,864	25,992,200
FEBRUARY 1-28, 2025	7,730,650		6,482,480	6,482,480	20,695,610

OIL SPILL REPORTED

	TERMINAL	VESSEL	Total	Gallons Spilled
FEBRUARY 1-29, 2024	0	0	0	0
FEBRUARY 1-28, 2024	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
FEBRUARY 1-29, 2024	13%	397	53	103	50

Disclamer: 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

Kale Info Solutions

Technology that Transforms

February 13, 2025

Harbor Safety Committee Meeting

San Francisco Bay Region

Kale Info Solutions – Overview

14+ Years of existence

5500+ Customers across 40+ countries

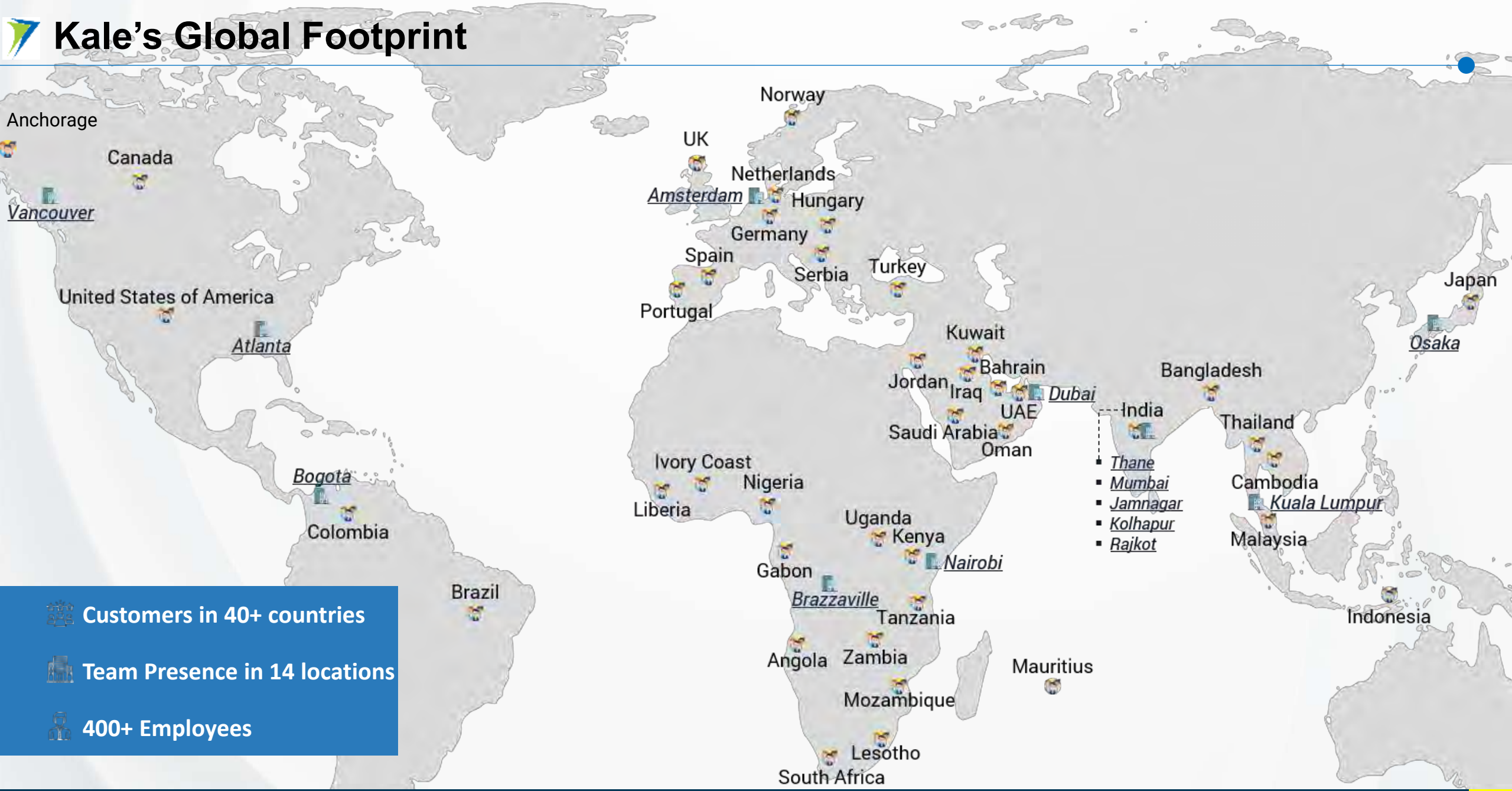
Presence at the United Nations, TIACA, IPCSA, IAPH FIATA, ACI, AAPA etc.

2 Awards from United Nations and Case Study in Kellogg's Business School's publication

Offices in 10 regions: Americas, Europe, ME, Africa, Asia with 400+ employees

Currently working with 150+ Global Airport/Ports

Kale's Global Footprint



Customers in 40+ countries

Team Presence in 14 locations

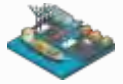
400+ Employees

KALE's Port Community System (PCS)

What is a Port Community System or PCS?

PCS

Vessel Declaration
Harbour Marine Ops

Port 

Discharge/Loading Details
EIR

Terminal 

Empty Cntr. Release Order
SI & Bill of Lading

Shipping Line / Shipping Line Agents / NVOCC 

Freight Booking
Delivery Order

Consolidator / FF/ Customs Broker 

Transportation Request
Slot Booking

Transporter 

Imp / Exp Manifest
Seal / DO Verification

Customs 

Certificate of Origin
Reports

Importer/Exporter 

Gate Operations
MNR

Empty Depots / Container Depots 

PCS Highlights

1. A web portal for the maritime stakeholders
2. Enhances ability for paperwork to be completed online prior to arriving at the port
3. Allows the ability to book an appointment for trucks that are to come to port
4. Eases the exchanging of data on the system as opposed to on paper – eliminating paper copies
5. Source of visibility for the shipment
6. Several other value-added digital services to the community
7. Potential e-marketplace for further optimization of maritime cargo
8. No duplication of work for stakeholders and customers – portal to have backend connectivity with stakeholder systems
9. Next-gen Mobile app and AI engine
10. Creating infrastructure for multi-modal (Sea-Air, Sea-Road, Sea-Rail) movements

What are We Aiming to Achieve?

Current scenario

Global Ports are characterized by:

- Congestion Inefficient information exchange – manual documentation
- Higher dwell times for cargo
- Opaqueness in operations

Transformation through CCS

Transforming cargo handling at Ports through the Port Community Systems (PCS)

- Elimination of congestion through scheduling tools
- Streamlined documentation – elimination of huge number of paper copies
- Faster movement of cargo – higher throughput
- Visibility in supply chain – real time information
- Creation of large logistics marketplaces at Ports/Airports

Digital Corridors

Creating PCS's globally and linking them through digital corridors

- Global visibility
- Global logistics marketplaces
- Transforming global regulatory and commercial processes through data reusability

Global Impact

Annual Savings		
$50 Bn	**10 Bn**	**625,000**
Air/Ocean movements	Copies of paper	Trees

Issues and Improvement Opportunities

Issues of concern we have heard throughout the industry

Operational Inefficiency:

Trucks arrive in bunches, paperwork at ports, no advance visibility.

Sustainability Challenges:

Each shipment needs 200 paper copies, causing delays and duplicate data.

Opaqueness in operations:

Lack of consolidated, real-time shipment updates increases inventory and storage costs.

Security loopholes:

No advance information on trucks, drivers, or cargo for handlers.

Unavailability of reliable Data:

Lack of real-time, reliable cargo data hampers strategic decision-making.

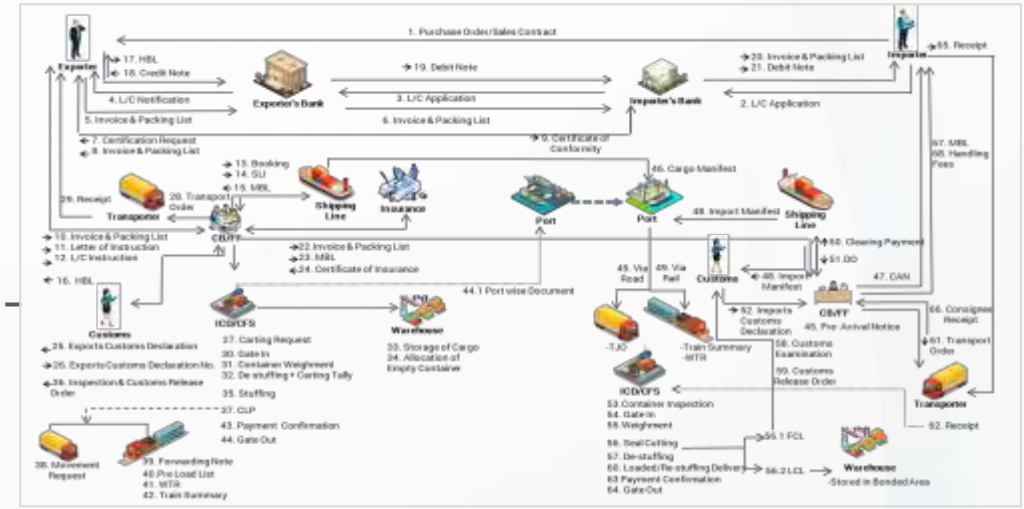
Unattractiveness to cargo customers:

Cargo diverts to other ports due to inefficiencies and visibility issues.

Compliance to global best practices and standards:

IMO FAL UN CEFACT Recommendation 33 best practices are not followed.

Currently the Maritime Industry has 65+ distinct disparate processes that incorporate 200+ copies of paper



Maritime Ecosystem - Land and Portside View

Functional Overview

CODEX PORT COMMUNITY SYSTEM

Containerized | Bulk | Break-bulk | Liquid | Fishery | Cruise

EXPORT & IMPORT

Ocean Schedules	Container Booking	Empty Release Order	Auction & Disposal
Transportation Mgmt.	Shipping Instructions	e-VGM	Export Manifest
Export Advance Listing	Gate Management	Seal Verification	Payments & Invoices
e-BL	Import Manifest	Hazardous Cargo	Truck Slot Management
e-DO	Maintenance & Repairs	Container Scanning	Import Advance Listing

VESSEL

IMO – FAL (Maritime Single Window)

Vessel Registration	Vessel Call Number	Pre-arrival Notification	Berth Management
Harbour Marine	Dangerous Cargo	Vessel Routes	Licenses & Permits

TRANSSHIPMENT

Declarations & Permits	Sea to Air

ADMIN

Organization Profile and Users	Branch Profile and User
Masters, Roles & Rights	Track & Trace

OTHERS

Contracts Management	Invoices & Payments	Licenses & Permits

COMMUNITIES

Maritime | Regulatory | Trade | Landside | Finance | Airport | Free zone | Rail

UTILITES

Notifications | BI | MIS & Reports | SLA Management | Mobile App | Digital Signature | e-Docket

INTEGRATION MECHANISM

APIs | EDI

MAJOR SYSTEM INTEGRATIONS

POS | TOS | Customs/OGA | Payment Gateway | Container Depot | Rail Operator | Shipping Line

TECHNOLOGIES

Cloud | 5G | IoT | AI/ML

Overall 100+ use cases available for various processes

Features for Stakeholders

Port Authority

- Vessel and Voyage Registration
- Allotment of VCN
- Berth Management
- Permits & Licences Management
- Gate Management

Port Heath / Port Marine

- Harbor marine operations
- Vessel Inspection
- Vessel Releases & HOLD
- Free Pratique Issuance
- Health Declaration Certificate

Terminal

- Slot Configuration
- Imports / Exports Advance listing
- Imports Delivery Order
- Gate Management
- Track & Trace (Vsl & Shipment)

Shipping Line / Agent / NVOCC

- Vessel and Voyage Management
- Harbor marine operations
- e-Manifest Filing
- Imports Delivery Order
- Shipping Instructions & BOL Management

Freight Forwarder/Customs Broker

- Ocean schedules
- Freight Rates
- Empty Container Booking
- e-Delivery Order and Revalidate e-DO
- IMO compliance e-VGM

Transporter

- Online Transportation Request
- Vehicle Assignment
- Cargo / Container Management
- Slot management
- Track & Trace

Features for Stakeholders *continued…*

Customs

- Seal Verification
- Let Export Order / Allowed for Shipment
- Manifest Management
- Auction and Uncleared Cargo
- Vessel Clearance

Immigration Department

- Documents Management
- Passenger-Crew Management
- Sign on- Sign off Management
- Shore pass Management
- Vessel Track & Trace

Chamber of Commerce

- Document Management
- Online Payment Authentication
- Issuance of Certificate of Origin
- PDA Account management
- Digital Signature Authentication

Empty Depot

- Container Management
- Gate-In / Out Operations
- Release order Management
- Track & Trace with real-time status
- Generation of Codeco files for Various Container movements

Container Depot (CFS/ICD)

- Release Order Management for EXIM
- Gate Pass Management
- Drivers & Trailers Management
- Generation of Codeco files
- Notices, Pre-Bidding, Cargo Valuation, Auction & Cargo Delivery

Importer / Exporter

- RFQ Management
- Freight Rate Request
- Imports Delivery Order
- Container Booking
- Transportation Management
- Track-n-Trace of shipment

Port Community System – Benefits

Economic Benefits

Digital services rollout can generate revenue without significant costs, impacting $100 per TEU.

Compliance Benefits

Adhere to best practices from IMO Maritime Single Window, UN Reco. 33, and US CBP Green Trade Initiative.

Sustainability Benefits

Reduce 4,000 grams of CO2 emissions and save 3 trees per thousand tons.

Planning Benefits

Reliable, near real-time cargo data aids infrastructure planning and understanding partners.

Security Benefits

Ensure advance information on truck drivers and cargo is available for compliance.

Marketing benefits

Create an image of a tech-savvy port & provide a better customer satisfaction

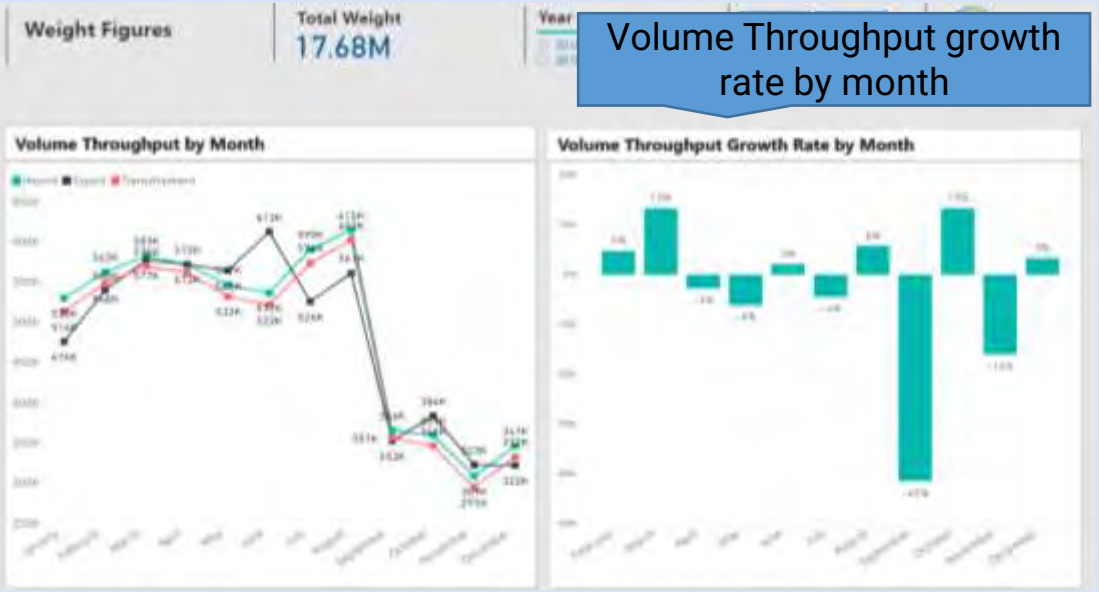
Supply Chain Resiliency benefits

Enable remote cargo operations via cloud documentation, reducing paper and managing disruptions.

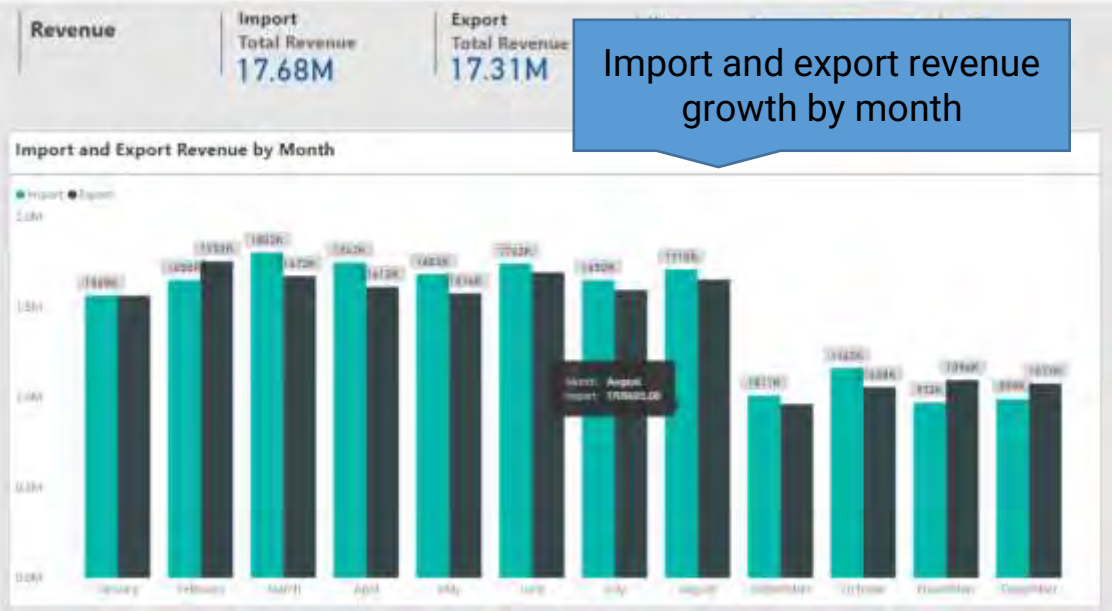
Demand Generation Benefits

Attract more cargo by connecting with the airport and partner ports.

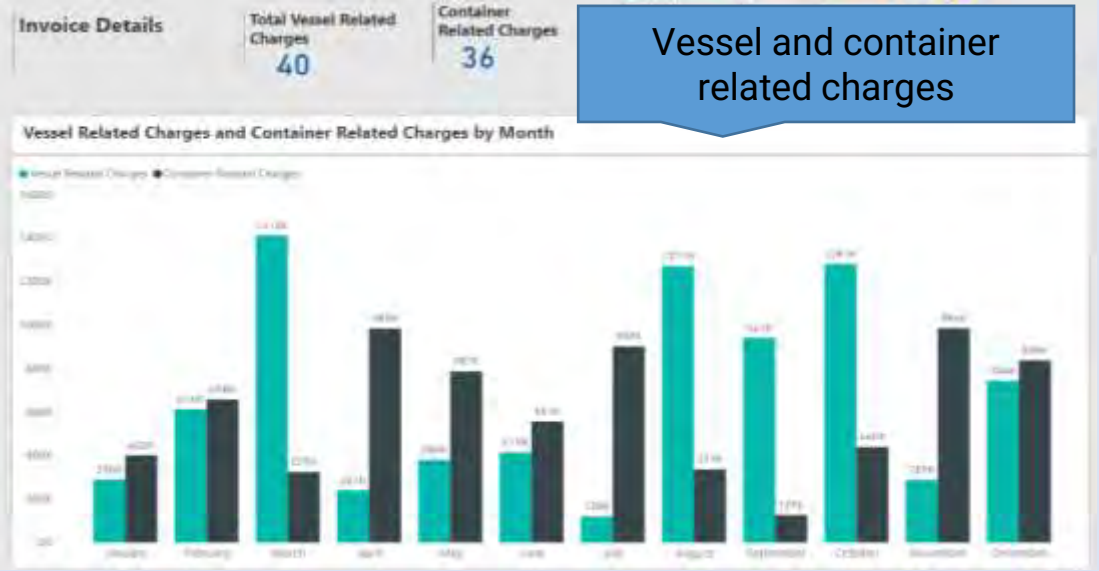
Dashboards & Forecast



Volume Throughput growth rate by month



Import and export revenue growth by month



Vessel and container related charges

Digitizing 34 ports in Malaysia – Large Maritime Economy

Digitizing, providing seamless information and paperless vessel processing in Malaysia

13 Mn
TEU's + (Container Volume)

10,000+
Vessel Operators

Among Top
15
Container Ports

BUSINESS CHALLENGE

- Manual vessel handling process
- Disparate systems with no information exchange
- Non-standardized processes
- Paper-based regulatory processes
- Delays in clearance process

National level Project
in (Port Klang)
Malaysia

KALE'S SOLUTION

- Digitized vessel, crew, passenger & cargo processes
- Seamless information exchange between stakeholders securely
- Standardized national level process and measures implemented
- Quick and paper-free vessel clearance process

50+
berths across 3
Terminal / Port Operators

Connected to
300 +
Ports

500+
weekly vessel services

Vessels & Cargo – Container, Liquid, RoRo, Bulk, Break-bulk, General Cargo, Cruise

Integrated with – 7+ systems including customs, etc.

250+ organizations

Improving Container throughput in Tuticorin Port, Southern India

Accelerating throughput at Southeast Asia's key Ocean Port : VOC Tuticorin Port

18
CFS/ICD

12
Vessel Operators

300+
Transporters

Business Challenges

- Congestion at Land Side
- Repetitive paperwork and errors
- Limited shipment visibility
- Stakeholders on disparate systems

Digital Exchange at **Tuticorin Port**

Recipient of United Nations' Trade Facilitation Award

Kale's Solution

- Electronic connection with all stakeholders
- Ease of operations and transparency
- Reduced Dwell time due To connected systems
- Standardisation of trade documents

1.1Mn
TEU/annum

400+
Agents

2500+
Exporter/Importers

Parameter	Pre	Post
Document handled (including copies)	16	1
Average Dwell Time for Trucks	6-8 hours	Less than 1 hour
Average processing time for Tax refunds	90-120 days	Less than 7 days
Average time per export doc handling	145 minutes	25 minutes
Average time per import doc handling	65 minutes	15 minutes
Availability of advance data for planning	Limited	Nearly 100% real time
Availability of shipment status	Limited to telephone calls	On demand and end to end
Availability of data to stake holders	Through Mail, calls and in person	Portal, EDI, App, On Demand

Examples of Grants that a Kale Use Case for PCS may add value:

- *EPA – Clean Ports Act*
- *Advanced Transportation Technology and Innovation (ATTAIN) Program*
- *Note: Kale has relationship with Grant company and can help find grants applicable to your efforts*

THANK YOU

Kale Info Solutions Inc. - WESTERN REGION
Tammy Coffey - (310) 927-1440 tamara.coffey@kalelogistics.com

Connect with us

Kale Info Solutions Inc. - USA Office
100 Hartsfield Centre Parkway, Suite 500, Atlanta, GA, 30354, USA.

404-429-6341

Corporate Office
9th Floor, Thane One Corporate Business Park, Behind CineWonder Mall, Majiwada,
Thane (W), Maharashtra, INDIA - 400 610.

+91 22 4113 4113 info@kalelogistics.com www.kalelogistics.com

India | USA | Canada | Colombia | Netherlands | Congo | Kenya | UAE | Malaysia | Japan