



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

April 10, 2025

Richmond Maritime Safety & Security Center

756 West Gertrude Street, Richmond, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

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: **Capt. Jordan Baldueza (M)**, United States Coast Guard; **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; **Patrick Forrester (M)**, Port of San Francisco; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Tammie Lasiter (A)**, SSA Terminals; **Erin Pierson (M)**, Crowley; **Randy Scott (M)**, Port of Benicia; **Justin Taschek (A)**, Port of Oakland; **Jessica Vargas (A)**, US Army Corps of Engineers; **Jeff Vine (M)**, Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the March 20, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. A beached whale was reported in Emeryville on April 8th and The Marine Mammal Center responded.

Jeff Boehm, The Marine Mammal Center, advised that the beached minke whale was in distress and had severe sunburn due to being on the surface for an extended period. Staff treated the whale but ultimately made the decision to euthanize. The whale may have been suffering from domoic acid poisoning. Three gray whale fatalities were recently reported, including one caused by a ship strike. New HSC guidelines have increased cooperation with local ferry companies. Ferries report whale sightings and to avoid conflict.

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Coast Guard Report- Capt. Jordan Baldueza

- The SailGP race was held successfully in March.
- A Santa Cruz pier collapsed during a severe storm in December 2024 and equipment, including a crane, was lost. Salvage operations were conducted the week of March 24th with additional salvage planned for late April. The USCG is part of the Unified Command managing incident response.
- The USCG responded to a vessel that ran aground on March 26th and posed an environmental pollution risk. The Oil Spill Liability Trust Fund was activated, and 1000 gallons of diesel were removed from the vessel.
- An oil spill was reported on April 2nd potentially due to a burst pipe. The USCG investigated but did not locate the source of the spill which may have been caused by water runoff.
- Planning is underway for upcoming regional events including SF Fourth of July fireworks, Fleet Week in October, the 2026 NFL Super Bowl, and the FIFA World Cup.
- New USCG cybersecurity regulations start to phase into effect on July 16th. Incident reporting, cyber officers, cybersecurity plans, and mitigation measures will be required. A compliance guide is available.
- An opportunity is available from MACORR for mariners to assist with ATON design (flyer attached).
- ENS Saralyn Young read from the March- 2025 Prevention/Response Report (attached). The Homeport website has been decommissioned.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 Richmond Inner Harbor dredging is complete. Oakland Harbor dredging is ongoing. A draft plan for FY25 dredging is included. MOTCO dredging is planned for August. Debris removal for March was below average. The vessel Dillard requires additional repairs. 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.

Clearinghouse Report- Marcus Freeling (report attached)

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OSPR Report- Mike Zamora

- An updated HSC membership vacancy announcement was distributed (attached). There are open positions representing dry cargo vessel operators. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for April 2025 (attached). Chart updates to deconflict channel frameworks are ongoing. The voluntary Vessel Speed Reduction (VSR) program goes into effect on May 1st. Vessels are requested to reduce speed offshore for whale protection.

State Lands Commission Report- Bob Davila (report attached)

PORTS Report- Marcus Freeling

- Bouy-mounted current meters are operating normally, and the next service is planned for May. All regional PORTS sensors are online and transmitting data. Obsolete satlinks will be replaced at several PORTS stations. Planning is underway for the relocation of the Oakland Berth 67 Weather Station due to future construction at the port. Planned deck replacement at the Martinez Amorcio dock may temporarily impact the tide, current, and visibility stations located there. 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>
- Capt. Corbett advised that relocating the Oakland 67 Weather Station to a higher location would be preferable.

Report on New USCG Cybersecurity Regulations- LCDR Kristin Haas, USCG

- LCDR Kristin Haas, USCG, gave a presentation to the committee on the implementation of new USCG cybersecurity regulations taking effect on July 16, 2025 (fact sheet attached). A compliance guide for facilities has been published (attached). Reporting cyber incidents to the NRC will be required.

Work Group Reports-

Tug Work Group- Erin Pierson: Nothing to report.

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Navigation Work Group- Capt. David Corbett: The Bar Pilots will be participating in the PAWSA next week.

Ferry Operations Work Group- Capt. Tony Heeter: Whale strike mitigation is a priority due to the increased number of recent sightings. Updated ferry routing protocol lanes have been helpful by allowing easier deviation to avoid conflict with feeding whales. The final draft of updated ferry routing protocol guidelines will be distributed, and an HSC vote will be held for approval. USACE debris removal in the bay is critical for navigation safety.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: Nothing to report. Scott Humphrey advised that data from the new West Sacramento Tide Station shows that actual tides are significantly higher than predicted tides.

Prevention through People Work Group- Nothing to Report

Marine Mammal Work Group- Jeff Boehm, The Marine Mammal Center: Thanked ferry operators for their cooperation with whale protection and valuable behavioral observations. The beached whale in Emeryville was a minke whale which are uncommon in the bay. The whale's distress may have been caused by domoic acid poisoning from algae blooms offshore. An onsite necropsy was performed.

Public Comment-

- Stas Margaronis advised that federal tariffs are a major concern and uncertainty is high. Cargo is being moved before tariffs take effect. Containers are being diverted away from Los Angeles which may benefit Mexico and Canada. California Forever has proposed building a new shipyard in Collinsville. Shipbuilding is a federal priority. Capt. Heeter advised that a local shipyard for ferries is needed as fleet electrification continues.

Old Business-

- a. Tanker Tug Escort Work Group- Scott Humphrey advised that the first meeting of the work group will be held in late April. Meeting details will be provided. The work group will review OSPR tanker escort regulations and propose updates.
- b. Tsunami Ready Maritime Work Group- Scott Humphrey advised that the first meeting of the work group will be held tomorrow. A chairperson will be selected. The work group will develop guidelines and best practices for tsunami response in the bay. Cal OES held a tsunami exercise on March 27th.

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- Marcus Freeling 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.
- Capt. Baldueza advised that an HSC presentation be given by Splash regarding their autonomous vessels being operated in the bay. In response to a question from Capt. Heeter, the USCG advised that there are no plans to change manning requirements for autonomous vessels.
- 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 to complete the risk assessment process.

New Business- None

Next Meeting-

1000-1200, May 8, 2025
Port of San Francisco, South Beach Harbor
The Embarcadero, San Francisco, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:24.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region



Managing ATON Configurations for Optimal Reliability and Resilience (MACORR)

Purpose: To enable risk-based Short Range ATON design to complement GNSS-ECS navigation under normal GNSS conditions and to ensure safe efficient traffic flow under GNSS disrupted/ECS failed conditions.

Eligibility: Licensed commercial or military mariners who have actively worked as a mariner in the last 3 years.

Preferred: Large cargo vessel masters & pilots, and towing vessel captains.

Participation: 4 to 14 hours over 1 to 3 days doing your job in a simulator.

Locations: Coast Guard Academy, New London, CT/CG TRACEN Petaluma, CA

Compensation: Modest compensation for your time will be offered.

Contact: Dr. Heather Filippini, hfr@illinois.edu

If interested: Please complete the Qualification survey by clicking the link below or scanning the QR-code:

https://illinois.qualtrics.com/jfe/form/SV_3lcOXGepHI9EufY



SIGNIFICANT PORT SAFETY AND SECURITY CASES (MARCH 2025)	
MARINE CASUALTIES	
Loss of Steering (04MAR25): A U.S. flagged ferry experienced 3 consecutive losses of steering while transiting from San Francisco to Treasure Island. The vessel moored safely at Treasure Island and determined the incident was due to a failure of the vessel's port side rudder stock and ram. USCG authorized a one-time transit from Treasure Island to Pier 9, San Francisco and issued an operational control, rectify prior to departure (Code 60). USCG attended the vessel to witness repairs and sea trials, all satisfactory. Operational control changed from Code 60 to Code 701 (prior to carriage of passengers) at operators request to allow for internal sea trials. Case pends.	
Loss of Propulsion (11MAR25): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while operating near Monterey, CA. The vessel was towed to Moss Landing by a good Samaritan vessel. The loss of propulsion occurred after an oil line on the vessel's engine failed. USCG did not attend the vessel or issue an operational control. Case closed.	
Loss of Propulsion (16MAR25): A foreign flagged container vessel experienced a reduction in propulsion while transiting outbound San Francisco Bay in the vicinity of Alcatraz Island. The pilot on board reported the vessel was only able to make half-ahead speed. The vessel was towed to anchorage 9, and USCG issued an operational control, rectify deficiencies prior to movement (Code 60). The reduction in propulsion was attributed to a failure of the main diesel engine's #6 fuel injector actuator valve. The vessel's class society attended the vessel to witness repairs, all found satisfactory, and issued a report of findings to the USCG. Operational control cleared. Case closed.	
Grounding (20MAR25): A U.S. flagged barge being pushed ahead by a U.S. flagged towing vessel grounded when transiting through the Mayberry Slough near Antioch, CA. The barge was drafting 8 feet and the charted depth of the slough was 9 feet with the tide at +1. The barge was able to get free with the assistance of another vessel and the rising tide with no damage reported to the vessel. USCG did not attend the vessel and no operational control was issued. Case pends.	
Collision (20MAR25): A U.S. flagged commercial fishing vessel and a U.S. flagged sailing vessel collided while both were transiting in Monterey Bay. Both vessels sustained minor damage and were able to transit back to port without assistance. USCG did not attend the vessels or issue operational controls. Case pends.	
Loss of Steering (24MAR25): A U.S. flagged ferry experienced a loss of steering after departing its berth in Alameda, CA. The vessel experienced a loss of steering due to electrical failure, both generators were online and operational, but no power was being supplied to the hydraulic steering pumps. The vessel was able to return to the berth without further incident. The vessel found two 4D batteries were below optimal charge and replaced in kind with satisfactory system test. No operational control issued. Case pends.	
Grounding (26MAR25): A U.S. flagged recreational vessel grounded after being beset by weather while anchored to a mooring ball near Pebble Beach, CA. The vessel was moored to a mooring ball and sinker that came loose in the prevailing conditions. The vessel was declared a total loss and wreck removal operations are underway. USCG pollution responders attended the vessel. Case pends.	
Loss of Propulsion (31MAR25): A U.S. flagged towing vessel experienced a loss of propulsion while pushing a loaded scow barge south of the Evergreen Terminal. The vessel reported losing propulsion on their port main diesel engine and another vessel took the loaded scow. The vessel transited back to Berth 67, Oakland, to conduct troubleshooting. USCG issued operational control, rectify deficiencies prior to movement (Code 60). USCG issued one time transit to Vallejo for repairs at request of the operator. Case pends.	
VESSEL SAFETY CONDITIONS	
Operational Control (08MAR2025): A foreign flag vehicle carrier reported that their main engine can only operate from local control and their INMARSAT-C cannot operate under battery power. USCG issued the vessel a COTP Order, allowing for transit through the Sector San Francisco COTP Zone with a minimum 1 tug assist. USCG received a satisfactory survey report on repairs from class society and lifted COTP order. Case closed.	
Operational Control (18MAR25): A foreign flag container vessel experienced a reduction of propulsion due to a malfunctioning deaerator valve. USCG issued the vessel a COTP Order, allowing for transit through the Sector San Francisco COTP zone with a minimum 2 tug assist. USCG received a satisfactory survey report on repairs from class society and lifted COTP order. Case closed.	

NAVIGATIONAL SAFETY
Letter of Deviation (LOD) (22MAR2025): A foreign flag vehicle carrier was issued an inbound LOD for an inoperable X-band radar. The vessel arranged for a technician to attend the vessel and conduct repairs. USCG received satisfactory service report attesting to X-band radar repair. LOD lifted. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Suspected Pollution Incident (15MAR2025): USCG IMD received an NRC report of a mystery sheen along the coast of Stinson Beach, CA. Stinson Fire Dept sent over photos of what resembled black blotches beneath the surface of the water. IMD duty team responded and found jellyfish blooms along the seashore. IMD also reached out to NOAA SSC, and Cal OSPR who concurred the mystery sheen to be biological in nature (jellyfish blooms). Through the process of the preliminary investigation, IMD was unable to identify a known source, therefore the case remains erroneous. No further action taken.
Suspected Pollution Incident (28MAR2025): USCG IMD received NRC report of dark blotches approximately 100 yards in length off the coast in Jenner CA, just south of Walsh Landing. IMD determined that there were no vessels in the area at the time of incident and no oil pipelines or shipping lanes near area of interest. IMD referenced NRC report occurring on 15MAR25 at Stinson Beach CA, where dark blotches were determined to be jellyfish blooms, correlating with rising sea surface temperatures. IMD consulted Cal OSPR on the images, who believed that the dark spots were due to the lack of dispersion and the dark shadow color. Through the process of the preliminary investigation, IMD was unable to identify a discharge, therefore, the case remains proven erroneous - no response actions taken. No further action taken.
Suspected Pollution Incident (26MAR2025): USCG IMD received NRC report of a vessel on a mooring ball that ran aground with an estimated 1000 gal of diesel on board, at Stillwater Cove in Pebble Beach, CA. Cal Fire responded for SAR and removed people on board and were unable to remove vessel. USCG determined that the vessel was against the rocks with potential port side damage. A Unified Command was established to manage the incident (USCG, NOAA, OSPR, Pebble Beach Director, RP). A total of 1,300 gal of diesel and oily water was removed from the scene utilizing the Oil Spill Liability Trust Fund (OSLTF). Salvage operations failed due to severe hull damage and operations transitioned to wreck removal. The incident was categorized as a major marine casualty. USCG issued a Notice of Federal Interest (NOFI), Administrative Order, and Partial Notice of Federal Assumption (NOFA) to the suspected responsible party. The source of pollution for this incident was secured via pollution removal and no discharges or visible sheen had occurred. USCG concluded that no further environmental threat exists.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2025			
PORT SAFETY CATEGORIES*	Mar-2025	Mar-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	1	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	1	2.42
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	7	7.00
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (2), Sinking (0)			
Steering (2), Propulsion (3), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	1.75
Radar (1), 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	12	11	11.28
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2025	Mar-2024	**3yr Avg
U.S. Commercial Vessels	1	2	0.83
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	2	0.97
Commercial Fishing Vessels	1	4	0.72
Recreational Vessels	4	13	7.53
Pollution Discharge Sources (Facilities)	Mar-2025	Mar-2024	**3yr Avg
Regulated Waterfront Facilities	2	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	2	1	0.36
Other Land Sources	2	5	4.58
Mystery Spills - Unknown Sources	8	8	6.44
Number of Pollution Incidents (By Spill Size)	Mar-2025	Mar-2024	**3yr Avg
Spills < 10 gallons	4	22	11.28
Spills 10 - 100 gallons	0	1	1.75
Spills 100 - 1000 gallons	0	2	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	17	10	7.75
Total Pollution Incidents	21	35	21.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2025	Mar-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	10.00	2.00	6.71
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	1.00	505.00	16.89
Estimated spill amount from Commercial Fishing Vessels	2.00	5.00	2.60
Estimated spill amount from Recreational Vessels	0.00	18.00	24.87
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.90
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	11.00	4.50	1.65
Estimated spill amount from Other Land Sources	0.00	102.00	44.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	8.00	5.28
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	24.00	644.50	105.29
Penalty Actions	Mar-2025	Mar-2024	**3yr Avg
Civil Penalty Cases	0	1	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	1	3.36
Total Penalty Actions	4	2	3.50
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
April 10, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on March 20, dredging has finished at Richmond Inner Harbor while at Oakland Harbor, it is expected to complete in early May.

Planning for the FY25 dredging program is currently underway in accordance with the year-long 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 early May.**
- 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. **Production dredging wrapped up last week. After Dredge surveys in process.**

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 mid-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-August 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 by the 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 March was 15.1 tons. Dillard: 0.8 tons; Raccoon: 14.5 tons. Average debris removal for March from 2015 to 2024 is 73 tons (Range: 22 – 112). 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	14.5	0.8	0	15.1
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
103.9



Debris removal on the RACOON. Credit: USACE, San Francisco District, Navigation and Structural Branch.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Project: 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 Final 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 is underway, 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 March 25, 2025.
Redwood City Harbor: Condition survey of March 3, 2025.
Richmond Inner Harbor: After Dredge surveys of March 10, 17, 31, 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 April 4-5, 2025.
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 March 25, 2025.
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 **8 APR 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	1-May	◆	◆	→	→	→	→	→	→					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	11-Aug			→		◆	→	→	→	→				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
<div><div>→</div><div>◆</div><div>◆</div><div>→</div></div>				<div>West Coast Hopper Contract</div> <div>Gov't Dredge Yaquina</div> <div>Gov't Dredge Essayons</div>								<div>Env Window</div> <div>Mobilization</div> <div>Physical Dredging</div> <div>Hopper Dredging</div>				<div></div> <div>→</div> <div>→</div> <div>→</div>			

Date of Last Update: 4/8/2025

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 1 of 2
Date 4/8/2025

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	03-31-2025	809 1021	0.96	38	37.5	37.5	37.8	37.7
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

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 2 of 2
Date 4/8/2025






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)				
Oakland Harbor		296						
Oakland Outer Channel	06-13-2024	1761	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay		500						
Bar and Entrance Channel	03-05-2025	2113	2.60	48	18.7	33.9	36.1	30.6
Humboldt Bay		400						
Eureka Channel	03-05-2025	416	1.69	26	4.0	3.7	10.5	7.1
Humboldt Bay		300						
Fields Landing Channel	03-05-2025	770	2.35	26	12.2	26.9	25.4	21.1
Humboldt Bay		400						
North Bay Channel	03-05-2025	657	3.04	38	31.5	36.6	33.7	22.8
Humboldt Bay		400						
Samoa Channel	03-05-2025	1000	1.83	38	33.3	35.6	34.2	17.5
Pinole Shoal Channel		600						
Pinole Shoal Channel	10-21-2024	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						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	01-23-2025	411	4.42	35	33.1	34.5	34.7	34.7
MARAD		450						
Pass Channel	08-17-2021	605	1.00	32	24.2	23.9	23.7	23.2
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8	5.9	5.9	5.9	6.1



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfbmx.org

San Francisco Clearinghouse Report

April 10, 2025

-  In March the clearinghouse did not contact OSPR regarding any possible escort violations.
-  In March the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
-  The clearinghouse has not contacted OSPR so far in 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 March there were 109 tank vessel arrivals: 12 ATBs, 7 Chemical Tankers, 23 Chemical/Oil Tankers, 20 Crude Oil Tankers, 1 LPG, 30 Product Tankers, and 16 Tugs with Barges.
-  In March there were 258 total vessel arrivals.

San Francisco Bay Clearinghouse Report For March 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	81		76	
ATB arrivals	12		16	
Barge arrivals to San Francisco Bay	16		13	
Total Tanker and Barge Arrivals	109		105	
Tank ship movements & escorted barge movements	319		348	
Tank ship movements	255	79.94%	167	47.99%
Escorted tank ship movements	134	42.01%	127	36.49%
Unescorted tank ship movements	121	37.93%	40	11.49%
Tank barge movements	64	20.06%	181	52.01%
Escorted tank barge movements	26	8.15%	24	6.90%
Unescorted tank barge movements	38	11.91%	157	45.11%

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	193		310		0		126		629	
Unescorted movements	91	47.15%	151	48.71%	0	0.00%	65	51.59%	307	48.81%
Tank ships	78	40.41%	113	36.45%	0	0.00%	52	41.27%	243	38.63%
Tank barges	13	6.74%	38	12.26%	0	0.00%	13	10.32%	64	10.17%
Escorted movements	102	52.85%	159	51.29%	0	0.00%	61	48.41%	322	51.19%
Tank ships	86	44.56%	133	42.90%	0	0.00%	49	38.89%	268	42.61%
Tank barges	16	8.29%	26	8.39%	0	0.00%	12	9.52%	54	8.59%

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

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	208		890	
ATB arrivals	49		205	
Barge arrivals to San Francisco Bay	42		130	
Total Tanker and Barge Arrivals	299		1,225	
Tank ship movements & escorted barge movements	998		4,233	
Tank ship movements	618	61.92%	2,277	53.79%
Escorted tank ship movements	406	40.68%	1,793	42.36%
Unescorted tank ship movements	212	21.24%	484	11.43%
Tank barge movements	380	38.08%	1,956	46.21%
Escorted tank barge movements	55	5.51%	230	5.43%
Unescorted tank barge movements	325	32.57%	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	574		960		0		418		1,952	
Unescorted movements	286	49.83%	501	52.19%	0	0.00%	229	54.78%	1,016	52.05%
Tank ships	228	39.72%	374	38.96%	0	0.00%	194	46.41%	796	40.78%
Tank barges	58	10.10%	127	13.23%	0	0.00%	35	8.37%	220	11.27%
Escorted movements	288	50.17%	459	47.81%	0	0.00%	189	45.22%	936	47.95%
Tank ships	265	46.17%	404	42.08%	0	0.00%	165	39.47%	834	42.73%
Tank barges	23	4.01%	55	5.73%	0	0.00%	24	5.74%	102	5.23%

Notes:

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



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

APRIL 9, 2025

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)

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

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

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

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

Conserving California's Wildlife Since 1870

**NOAA Report to the San Francisco Bay Harbor Safety Committee
April 2025**

Electronic Navigational Chart (ENC) Updates

NOAA continues to work with the San Francisco Bar Pilots and Army Corps of Engineers to resolve channel framework discrepancies and update mis-charted piers and berths in the area. I hope to be able to announce updated charts with corrections in the coming months.

Voluntary Speed Reduction Zone

The Voluntary Vessel Speed Reduction Zones (VSR) program to protect endangered whales will go back into effect on May 1, 2025.

The goals of these voluntary VSR zones are to reduce the risk of fatal ship strikes to endangered and threatened blue, fin, and humpback whales, reduce ocean noise, and protect public health along the California coast. NOAA strongly recommends that vessels 300 gross tons or larger transit the zones at 10 knots or less.

The voluntary VSR request will be in effect May 1 to December 31, 2025 in the VSR zones, as shown in the attached chartlet.

END OF REPORT

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

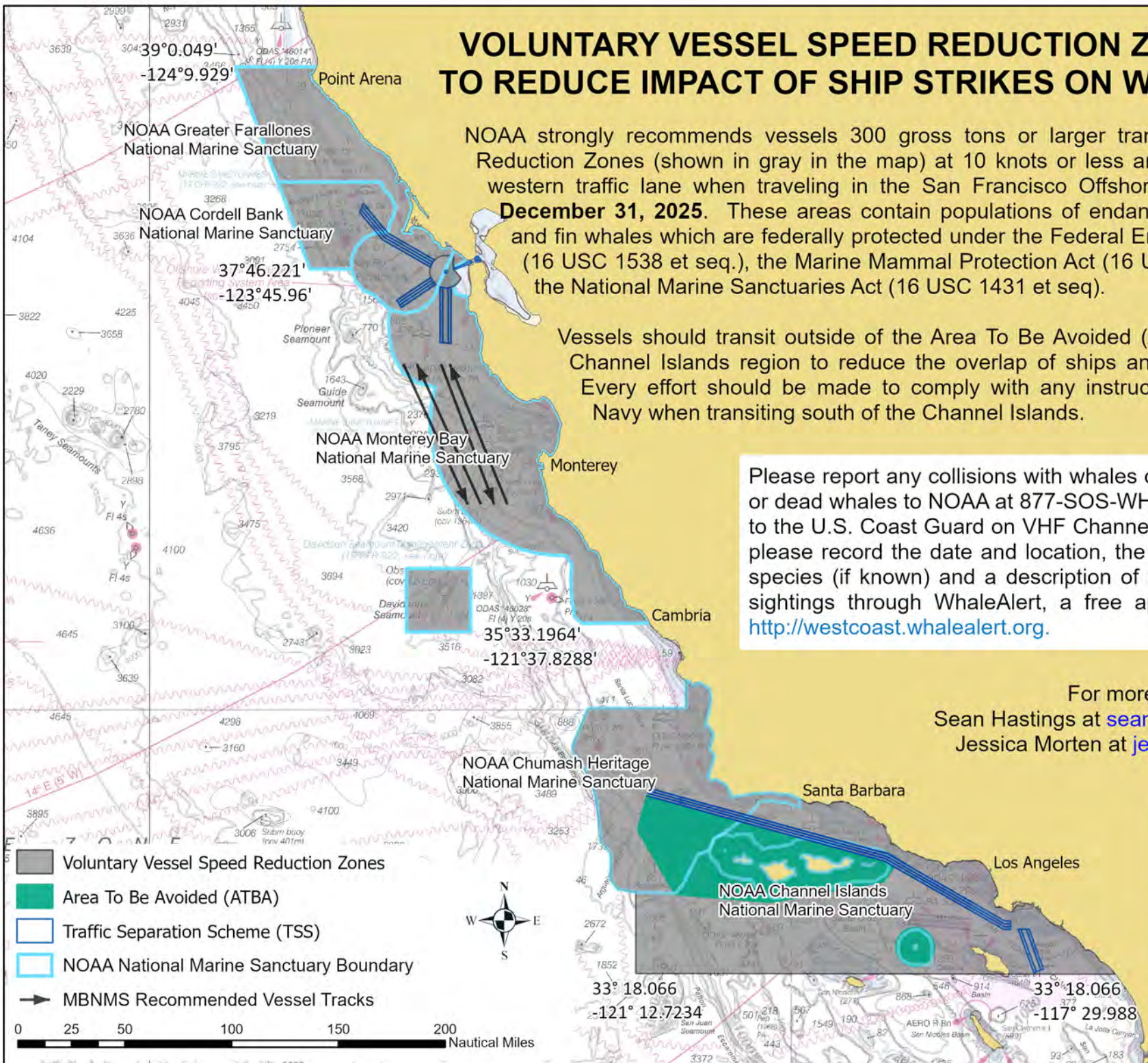
VOLUNTARY VESSEL SPEED REDUCTION ZONES TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

NOAA strongly recommends vessels 300 gross tons or larger transit the Vessel Speed Reduction Zones (shown in gray in the map) at 10 knots or less and prioritize use of the western traffic lane when traveling in the San Francisco Offshore TSS **from May 1 - December 31, 2025**. These areas contain populations of endangered blue, humpback and fin whales which are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq).

Vessels should transit outside of the Area To Be Avoided (ATBA) in the northern Channel Islands region to reduce the overlap of ships and endangered whales. Every effort should be made to comply with any instruction received from the Navy when transiting south of the Channel Islands.

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at: <http://westcoast.whalealert.org>.

For more details, please contact:
Sean Hastings at sean.hastings@noaa.gov or
Jessica Morten at jessica.morten@noaa.gov



California, U.S.A.



Map source: Jess Morten/NOAA ONMS



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

MARCH 2025 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
MARCH 1-31, 2024	283	13.16
MARCH 1-31, 2025	417	20.54

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
MARCH 1-31, 2024	11,113,537	121,000	18,621,637	6,157,010	26,013,179
MARCH 1-31, 2025	11,842,187	409,175	7,947,802	6,431,017	26,630,181

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
MARCH 1-31, 2024	0	0	0	0
MARCH 1-31, 2025	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>
MARCH 1-31, 2024	19%	408	78	100	22

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



FACT SHEET: U.S. Coast Guard Issues Final Rule & Request for Comments on New Cybersecurity Regulations for the Marine Transportation System

- **On January 17, 2025, the U.S. Coast Guard published a new final rule that establishes baseline cybersecurity requirements to protect the marine transportation system (MTS) from cyber threats.**
- **The Coast Guard is also requesting comments on the implementation periods for U.S.-flagged vessels.**
- **Who do the new regulations apply to?**
 - This final rule applies to the owners and operators of U.S.-flagged vessels, facilities, and Outer Continental Shelf (OCS) facilities required to have a security plan under 33 CFR parts 104, 105, and 106.
 - This subpart does not apply to any foreign-flagged vessels subject to 33 CFR part 104.
- **What is the effective date**
 - This final rule is effective July 16, 2025.
- **What are the compliance timeframes?**
 - The following table outlines the timing of this final rule's requirements:

Effective Dates	Provisions
Immediately Upon July 16, 2025	Entities that have not reported to the Coast Guard pursuant to, or are not subject to, 33 CFR 6.16-1, begin ensuring that all reportable cyber incidents are reported to the National Response Center (NRC). § 101.620(b)(7).
By January 12, 2026	<p>All personnel must complete the training specified in § 101.650(d)(1)(ii) through (v), which includes recognition and detection of cybersecurity threats and all types of cyber incidents, techniques used to circumvent cybersecurity measures, procedures for reporting a cyber incident to the Cybersecurity Officer (CySO), and operational technology (OT)-specific cybersecurity training (for all personnel whose duties include using OT).</p> <p>Key personnel must also complete the training specified in § 101.650(d)(2) about their roles and responsibilities during a cyber incident and response procedure and how to maintain current knowledge of changing cybersecurity threats and countermeasures.</p> <p>Additional training requirements include the following:</p> <ul style="list-style-type: none">○ Training for new personnel not in place at the time of the effective date of this final rule must be completed within 5 days of gaining system access, but no later than within 30 days of hiring and annually thereafter.○ Training for personnel on new information technology (IT) or

FACT SHEET: U.S. Coast Guard Issues Final Rule & Request for Comments on New Cybersecurity Regulations for the Marine Transportation System

	OT systems not in place at the time of the effective date of this final rule must be completed within 5 days of system access and annually thereafter.
By July 16, 2027	<p>Owners and operators must designate, in writing, the CySO. § 101.620(b)(3) and (c)(1).</p> <p>Owners and operators must conduct the Cybersecurity Assessment within 24 months of the effective date of this final rule and annually thereafter (or sooner than annually if there is a change in ownership). § 101.650(e)(1).</p> <p>Owners and operators must submit the Cybersecurity Plan to the Coast Guard for approval within 24 months of the effective date of this final rule. § 101.655.</p>
After Receiving Approval of the Cybersecurity Plan	<p>Owners and operators must conduct cybersecurity drills at least twice each calendar year. Owners and operators must also conduct cybersecurity exercises at least once each calendar year, with no more than 18 months between cybersecurity exercises. § 101.635(b)(1) and (c)(1).</p> <p>All personnel must complete the training specified in § 101.650(d)(1)(i) within 60 days of receiving approval of the Cybersecurity Plan.</p> <p>Each owner or operator must ensure that the cybersecurity portion of their Plan and their penetration test results are available to the Coast Guard upon request. § 101.660.</p>

➤ Why is the Coast Guard requesting comments on the implementation period for U.S.-flagged vessels?

- The Coast Guard received several public comments asking us to extend the implementation period for different periods ranging from 36 to 48 months beyond the 12 to 18 months proposed in the notice of proposed rulemaking (NPRM). Some commenters suggested that U.S.-flagged vessels would require more time than facilities to implement the requirements in this final rule.
- The Coast Guard invites the public to comment by March 18, 2025, on whether we should delay the implementation periods for U.S.-flagged vessels for a period of 2 to 5 years beyond what is specified in this final rule. For a more detailed discussion, please see Section VII of the final rule. Comments submitted should include information supporting the specific period from 2 to 5 years that the commenter suggests. (See the ADDRESSES portion of the final rule preamble, under *Comment period for solicited additional comments*, for instructions on submitting comments.)
- After reviewing any comments and supporting information received, the Coast Guard may issue a future rulemaking to implement this additional delay to provide time for U.S.-flagged vessels to comply with these requirements.



FACT SHEET: U.S. Coast Guard Issues Final Rule & Request for Comments on New Cybersecurity Regulations for the Marine Transportation System

➤ **Where can I find the regulatory text?**

- Regulatory text can be found at www.regulations.gov (type USCG-2022-0802 in the search box and click “Search.”)

➤ **Where should I send questions?**

- For submitting comments regarding the implementation period for U.S.-flagged vessels, go to www.regulations.gov, type USCG-2022-0802 in the search box, and click “Search.” Next, look for this document in the **Search Results** column, and click on it. Then click on the **Comment** option.
- For further information about this rulemaking, email MTSCyberRule@uscg.mil.
- For facility-related questions, call Commander Brandon Link, Office of Port and Facility Compliance, at 202-372-1107.
- For vessel-related questions, call Commander Christopher Rabalais, Office of Design and Engineering Standards, at 202-372-1375.
- For local questions contact Sector San Francisco Port Safety & Security Branch at sectorsf-pss@uscg.mil.



The U.S. Coast Guard Cybersecurity Regulations for the Marine Transportation System

Small Entity Compliance Guide for MTSA-regulated Facilities and OCS Facilities

Docket: To view documents mentioned in the final rule as being available in the docket, go to www.regulations.gov, type USCG-2022-0802 in the search box, and click "Search." Next, in the Document Type column, select "Supporting & Related Material."

For further information about this document, email MTSCyberRule@uscg.mil or call Commander Brandon Link, Office of Port and Facility Compliance at 202-372-1107.

For additional cybersecurity resources visit the Coast Guard Maritime Industry Resource Center at <https://www.uscg.mil/MaritimeCyber/>.

The Basics of the Rule

The Coast Guard is updating its maritime security regulations by establishing minimum cybersecurity requirements for U.S.-flagged vessels, Outer Continental Shelf (OCS) facilities, and facilities subject to the Maritime Transportation Security Act of 2002 (MTSA) regulations. This final rule addresses current and emerging cybersecurity threats in the marine transportation system by adding minimum cybersecurity requirements to help detect risks and respond to and recover from cybersecurity incidents. These include requirements to develop and maintain a Cybersecurity Plan, designate a Cybersecurity Officer (CySO), and take various measures to maintain cybersecurity within the marine transportation system.

We formulated minimum cybersecurity requirements that may assist firms and regulated entities with their cybersecurity posture in an effort to reduce the likelihood, vulnerability, and risk of a cyber incident. If a cyber incident occurs, the Coast Guard believes that these minimum cybersecurity requirements will mitigate its impact on firms, regulated entities, and the U.S. economy, and create the intended benefits for regulated entities.

The Components of Cybersecurity in the Marine Transportation System

33 CFR Subchapter F

- 101.600 Purpose.
- 101.605 Applicability.
- 101.610 Federalism.
- 101.615 Definitions.
- 101.620 Owner or operator.
- 101.625 Cybersecurity Officer.
- 101.630 Cybersecurity Plan.
- 101.635 Drills and exercises.
- 101.640 Records and documentation.
- 101.645 Communications.
- 101.650 Cybersecurity measures.
- 101.655 Cybersecurity compliance dates.
- 101.660 Cybersecurity compliance documentation.
- 101.665 Noncompliance, waivers, and equivalents.
- 101.670 Severability.

Frequently Asked Questions

Am I covered by this final rule?

You are covered by this final rule if you are an owner or operator of a facility or an OCS facility required to have a security plan under title 33, Code of Federal Regulations (CFR), parts 105 and 106.

What are my cyber incident reporting responsibilities as a small entity?

This final rule did not create new **cyber incident** reporting requirements for MTSA-regulated facilities that are subject to **33 CFR 6.16-1**; however, it did add a definition for “**reportable cyber incident**” and created a requirement for **entities that have not reported to the Coast Guard pursuant to, or are not subject to, 33 CFR 6.16-1**, to report all **reportable cyber incidents** to the National Response Center (NRC) per § 101.620(b)(7). 33 CFR 6.16-1 does not apply to OCS facilities regulated under 33 CFR part 106. Therefore, MTSA-regulated OCS facilities are subject to the reporting requirements in 33 CFR 101.620.

Background on “cyber incident” and “reportable cyber incident” reporting requirements:

On February 21, 2024, Executive Order 14116 on Amending Regulations Relating to the Safeguarding of Vessels, Harbors, Ports, and Waterfront Facilities of the United States amended 33 CFR part 6. Among other provisions, it added a definition for “**cyber incident**” and created a requirement to report evidence of an actual or threatened cyber incident involving or endangering **any vessel, harbor, port, or waterfront facility** to the Coast Guard, the Federal Bureau of Investigation (FBI), and the Cybersecurity and Infrastructure Security Agency (CISA). The broad

applicability of 33 CFR part 6 and the new definition of a cyber incident created an overlap with existing MTSA reporting requirements.

Cyber incident means an occurrence that actually jeopardizes, without lawful authority, the integrity, confidentiality, or availability of information or an information system, or actually jeopardizes, without lawful authority, an information system.

On January 17, 2025, the Coast Guard updated its maritime security regulations by establishing minimum cybersecurity requirements for U.S.-flagged vessels, facilities, and OCS facilities subject to MTSA regulations. Among other provisions, it added a definition for “**reportable cyber incident**” and created a requirement for **entities that have not reported to the Coast Guard pursuant to, or are not subject to, 33 CFR 6.16-1**, to report all reportable cyber incidents to the NRC per § 101.620(b)(7).

Reportable cyber incident means an incident that leads to or, if still under investigation, could reasonably lead to any of the following: (1) Substantial loss of confidentiality, integrity, or availability of a covered information system, network, or OT system; (2) Disruption or significant adverse impact on the reporting entity’s ability to engage in business operations or deliver goods or services, including those that have a potential for significant impact on public health or safety or may cause serious injury or death; (3) Disclosure or unauthorized access directly or indirectly of nonpublic personal information of a significant number of individuals; (4) Other potential operational disruption to critical infrastructure systems or assets; or (5) Incidents that otherwise may lead to a transportation security incident as defined in 33 CFR 101.105.

Are there waivers or equivalents to this final rule for small entities?

Yes, per § 101.665, an owner or operator, **after completing the required Cybersecurity Assessment**, may seek a waiver or an equivalence determination for the requirements in subpart F consistent with the waiver and equivalence provisions in 33 CFR [105.130](#), [105.135](#), [106.125](#), and [106.130](#).

§ 105.130 Waivers.

Any facility owner or operator may apply for a waiver of any requirement of this part that the facility owner or operator considers unnecessary in light of the nature or operating conditions of the facility, prior to operating. A request for a waiver must be submitted in writing with justification to the Commandant (CG-5P), Attn: Assistant Commandant for Prevention Policy, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501. The Commandant (CG-5P) may require the facility owner or operator to provide data for use in determining the validity of the requested waiver. The Commandant (CG-5P) may grant, in writing, a waiver with or without conditions only if the waiver will not reduce the overall security of the facility, its employees, visiting vessels, or ports.

§ 106.125 Waivers.

Any OCS facility owner or operator may apply for a waiver of any requirement of this part that the OCS facility owner or operator considers unnecessary in light of the nature or operating conditions of the OCS facility. A request for a waiver must be submitted in writing with justification to the cognizant District Commander. The cognizant District Commander may require the OCS facility

owner or operator to provide additional data for use in determining the validity of the requested waiver. The cognizant District Commander may grant a waiver, in writing, with or without conditions only if the waiver will not reduce the overall security of the OCS facility, its personnel, or visiting vessels.

What are the requirements for the waiver submissions for small entities?

- Waivers should be submitted on signed formal correspondence and include:
 - Copy of the Cybersecurity Assessment.
 - Specific requirement(s) requested to be waived.
 - Justification for why a requirement is not applicable or why a facility or an OCS facility is unable to comply with the specific requirement(s).

§ 105.135 Equivalents.

For any measure required by this part, the facility owner or operator may propose an equivalent as provided in § [101.130](#).

§ 106.130 Equivalents.

For any measure required by this part, the OCS facility owner or operator may propose an equivalent, as provided in § [101.130](#).

What are the requirements for equivalence submissions for small entities?

- Requests for approval of equivalent cybersecurity measures should be submitted on signed formal correspondence and include:
 - Specific requirement(s) requested for equivalency.
 - Justification of the proposed equivalency.
 - Comparison on how the alternative complies with the intent of a requirement in question.

Additionally, as noted in § 101.660, the Alternative Security Program (ASP) provisions apply to cybersecurity compliance documentation and are addressed in 33 CFR [105.140](#) for facilities, and 33 CFR [106.135](#) for OCS facilities. Given the unique nature of cybersecurity threats, vulnerabilities, and mitigation strategies, owners and operators must ensure that use of ASPs includes those items specific to each facility and OCS facility. The Coast Guard will evaluate each ASP's cybersecurity component to ensure full regulatory compliance with each applicable requirement. The owners and operators will not be required to submit separate Plans to the Coast Guard and will be able to include a Cybersecurity Plan as part of an approved ASP.

To further reduce the burden for impacted entities, the Coast Guard has extended the compliance deadline for the required Cybersecurity Assessment from 12 months to 24 months, and the compliance deadline for the Cybersecurity Plan from after the second annual audit of the existing physical security plan to 24 months.

Does the Coast Guard provide credit, equivalence, or exemption to owners and operators of small entities who already have similar structures in place to comply with these regulations?

The Coast Guard does not provide a blanket credit, equivalence, or exemption based on a regulated entity's compliance with similar regulations or requirements. An owner or operator of a facility or an OCS facility may use those structures to inform their Cybersecurity Assessment, Cybersecurity Plan, and compliance with this final rule and, as needed, may follow the procedures in § 101.665 to request a waiver or equivalence determination.

When compliance with similar or parallel regulations or requirements is the basis for an owner or operator to request a waiver, the Coast Guard notes that the owner or operator must still detail the portions of the Coast Guard's regulation they meet, and the specific measures taken under that similar or parallel compliance when requesting a waiver or equivalency. An owner or operator simply stating that they are complying with equivalent measures does not provide the Coast Guard with enough information to ensure regulatory compliance.

What are the responsibilities of owners and operators of small entities if some systems on board the facility are fully managed by the system vendor?

Owners and operators are ultimately responsible for the systems and equipment at their facility or OCS facility. They should work with vendors to identify what security measures are in place that could meet the requirements of these regulations, or how they will adjust to ensure systems and equipment are secured.

What types of grants are available for small entities?

The Coast Guard will seek to work with the Federal Emergency Management Agency (FEMA) to further highlight cybersecurity through the FEMA-administered Port Security Grant Program. Because we do not manage that program, we cannot make any representation about future prioritization of grant funds. As noted in FEMA's Fiscal Year 2024 Notice of Funding Opportunity for this program, all entities subject to an Area Maritime Transportation Security Plan, as defined by 46 U.S.C. 70103(b), may apply for program funding.¹ Eligible applicants include but are not limited to port authorities, facility operators, and State, local, and territorial government agencies. FEMA identified enhancing cybersecurity as a key priority for Fiscal Year 2024. Please visit <https://www.fema.gov/grants/preparedness/port-security> for additional information.

What is the timing of this final rule's requirements?

This final rule is effective July 16, 2025.

Immediately upon the effective date of this final rule:

- Entities that have not reported to the Coast Guard pursuant to, or are not subject to, 33 CFR 6.16-1 begin ensuring that all reportable cyber incidents are reported to the NRC per § 101.620(b)(7).

¹ See FEMA, "The U.S. Department of Homeland Security (DHS) Notice of Funding Opportunity (NOFO) Fiscal Year 2024 Port Security Grant Program," April 16, 2024, <https://www.fema.gov/print/pdf/node/676012>, accessed October 23, 2024.

Within 6 months from the effective date of this final rule and annually thereafter:

- All personnel must complete the training specified in § 101.650(d)(1)(ii) through (v) that includes recognition and detection of cybersecurity threats and all types of cyber incidents, techniques used to circumvent cybersecurity measures, procedures for reporting a cyber incident to the CySO, and operational technology (OT)-specific cybersecurity training (for all personnel whose duties include using OT).
- Key personnel (for example, personnel with access to information technology (IT) or remotely accessible OT systems, including contractors, whether part-time, full-time, temporary, or permanent) must also complete the training specified in § 101.650(d)(2) about their roles and responsibilities during a cyber incident and response procedure and how to maintain current knowledge of changing cybersecurity threats and countermeasures.

Within 24 months from the effective date of this final rule:

- Owners and operators must designate, in writing, the CySO per § 101.620(b)(3) and (c)(1).
- Owners and operators must submit the Cybersecurity Plan to the Coast Guard for approval within 24 months of the effective date of this final rule per § 101.655.
- Owners and operators must conduct the Cybersecurity Assessment within 24 months of the effective date of this final rule and annually thereafter (or sooner than annually if there is a change in ownership) per § 101.650(e)(1).

After receiving approval of the Cybersecurity Plan:

- Owners and operators must conduct cybersecurity drills at least twice each calendar year.
- Owners and operators must also conduct cybersecurity exercises at least once each calendar year with no more than 18 months between cybersecurity exercises per § 101.635(b)(1) and (c)(1).
- Each owner or operator must ensure that the cybersecurity portion of their Plan and penetration test results are available to the Coast Guard upon request per § 101.660.
- All personnel must complete the training specified in § 101.650(d)(1)(i) within 60 days of receiving approval of the Cybersecurity Plan.

We want to assist small entities in understanding this final rule so they can better evaluate its effects on them. If this final rule affects your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please email MTSCyberRule@uscg.mil or call Commander Brandon Link, Office of Port and Facility Compliance at 202-372-1107.

