

## Executive Summary 2024-2025

The State of California regulates Harbor Safety Committees (HSCs) in state harbors. Regional HSCs are responsible for planning safe maritime navigation and developing best practices as part of their Harbor Safety Plans. Critical maneuvering areas, ferry routing protocol, anchorage designations, emergency planning, and bridge management are considered. The Harbor Safety Committee of the San Francisco Bay Region (SF HSC) continues its collaborative process to engage the maritime community in supporting navigation safety in the San Francisco Bay. The SF Harbor Safety Plan is updated annually in June to include all changes approved by the committee since the previous update.

These are some notes and highlights showcasing the work of the SF HSC from June 2024 to May 2025:

- The SF HSC has continued to hold monthly hybrid meetings, with options available online, as well as rotating physical locations around the bay including sites in San Francisco, Oakland, Richmond, and Sausalito. Meetings are always open to the public.
- New SF HSC members were appointed by OSPR including Kevin Hartley, Crowley Petroleum Services, representing Tank Barge Operators, and Joseph Vezzali, Levin Richmond Terminal, representing Dry Cargo Vessel Operators II.
- The SF Marine Exchange is updating the SF HSC distribution list database to facilitate increased committee participation. The SF Marine Exchange conducted USCG industry orientation training for newly arrived servicemembers and invited them to the November 2024 SF HSC meeting to learn about the committee.
- The SF HSC voted in June 2024 to approve a petition for the addition of an at-large HSC member position focused on cybersecurity. OSPR denied the petition, but cybersecurity issues will continue to be addressed by the committee.
- In response to the Baltimore Bridge Collapse incident in early 2024, the SF Marine Exchange, in partnership with the SF HSC, conducted an IALA Risk Assessment of the San Francisco Bay region. The Metropolitan Transportation Commission (MTC) funded the risk assessment which included a quantitative IWRAP analysis of AIS data and a qualitative PAWSA workshop held on April 15-17, 2025, with over forty participants. Risk assessment results will be published and included in the SF Harbor Safety Plan. Results will also be provided to Caltrans and MTC for future infrastructure planning.
- The Tug Work Group held meetings on tug assist issues and is participating in the OSPR Tanker Escort Program review.
- The Navigation Work Group continued to engage on Vessel Speed Reduction (VSR) issues. The San Francisco Bar Pilots have revised their operational guidelines to include daylight and visibility restrictions. Conventional tugs are not permitted to conduct tanker escorts. Tide data for the delta is critical for navigation safety. The port of West Sacramento installed a new NOAA tide station, and the data is being used to improve local tide predictions.
- The Ferry Operations Work Group held regular meetings to consider issues including lithium battery firefighting. Lithium battery fires are a major concern for the ferry industry considering the prevalence of electric scooters and bikes on board. Supplemental and specialized firefighting equipment is needed. The Ferry Operations Work Group continued collaboration with The Marine Mammals Work Group on whale protection measures. Ferries have adopted a proactive approach to report and avoid whales in the bay. Updated ferry routing protocol traffic lanes were voted on and approved by the SF HSC in September 2024. A new downbound traffic lane was established and added to navigational charts. A second vote will be held for final approval of updated ferry routing protocol guidelines.

- The Dredge Issues Work Group focused on regional dredging priorities and funding considerations. Pinole Shoal Channel shoaling continues to be a concern.
- The PORTS Work Group is considering proposed upriver expansion of SF PORTS into the delta although funding has not been acquired. The Oakland Berth 67 Weather Station will need to be relocated due to future construction at the Port of Oakland.
- The Prevention Through People Work Group focused on recreational boating issues. The Bay Area Marina Operators (BAMO) group met quarterly. There are plans to remove the Gas House Cove fuel dock and move it to a new location in 2027. The Gas House Cove fuel dock is the only remaining fuel dock in San Francisco.
- The Marine Mammals Work Group held regular meetings to consider VSR issues and proposals for marine mammal protection. The VSR program in the SF Bay region runs from May 1<sup>st</sup> to December 31<sup>st</sup>. Ships are asked to reduce speed offshore for whale safety. There have been an increased number of whales in the bay in 2025. Local ferries have implemented policies to monitor whales and minimize impact. Outreach to recreational boaters is a priority. The June 2025 SF HSC Meeting will be held at The Marine Mammal Center in Sausalito.
- In response to confusion generated by a West Coast Tsunami Warning issued on December 5, 2024, the SF HSC established the Tsunami Ready Maritime Work Group tasked with developing guidelines and creating best practices for tsunami response in the bay.
- The new Tanker Tug Escort Work Group was established to review and propose updates to OSPR Tanker Escort Program regulations.
- Significant maritime events reported on by the USCG included San Francisco Fleet Week which was held on October 6-14, 2024. SEAR rated events were also held in San Francisco for Fourth of July and New Year's Eve.

The SF HSC also received a number of presentations related to diverse topics including:

- Henry Ruhl, Central and Northern California Ocean Observing System (CeNCOOS), gave a presentation to the committee. CeNCOOS is focused on ocean observation and engaging with maritime stakeholders. CeNCOOS maintains an HF radar network measuring ocean surface currents which can be used to aid Search and Rescue operations. Gliders are used to measure temperature. Water quality stations are useful for harmful algae risk mapping. Data collected by CeNCOOS is used for a variety of modeling applications. The SF Bay Currents mobile app is available and provides access to high-resolution ocean surface current speed and direction data.
- Melanie Roberts, SailGP, gave a presentation to the committee on the Sail Grand Prix Season 4 Grand Final racing event held on July 13-14, 2024, off the San Francisco City Front. An exclusion zone was in place for rehearsal and race days. Course marshal boats were used to enforce the exclusion zone in addition to USCG vessels.
- Omar Eriksson gave a presentation to the committee on maritime risk management and International Organization for Marine Aids to Navigation (IALA) standards. IALA was founded in 1957 and is responsible for developing international standards for VTS and ATON services. IALA is an Intergovernmental Organization partnering with the International Maritime Organization (IMO) to represent coastal member states. IALA risk assessments are conducted using both the PAWSA tool incorporating qualitative stakeholder input and the IWRAP tool for quantitative AIS data analysis. Using these tools together, the probability of collisions in a given area can be calculated. IALA has developed S-200 and S-100 standards for maritime data exchange and nautical charting. Having international data formatting standards for exchanging information is critical for risk management.

- Capt. Samar Bannister, Cal Maritime, gave a presentation to the committee on plans to replace the Vallejo campus pier. Cal Maritime is acquiring a new training ship, the Golden State, in 2027 which will hold 700 crew and passengers. The new ship is larger than the existing training ship, the Golden Bear, and upgrades are planned to accommodate the new vessel including replacement of the main pier, wave screen, and electrical system. The new pier will be larger than the existing pier and will extend out an additional 100 feet. Permitting for the project is ongoing. Cal Maritime partners with MARAD and USCG to train licensed mariners. The Golden State will provide an updated training platform to ensure high standards. The vessel will have twelve classrooms, a fully redundant training bridge, library, and medical facility. The diesel/electric vessel has increased capacity for students and will also be used for FEMA disaster relief efforts.
- Melanie Roberts, SailGP, gave a presentation to the committee on the Sail Grand Prix racing event held on March 22-23, 2025, off the San Francisco City Front. An exclusion zone was put in place for rehearsal and race days. Exclusion zone and racecourse maps were provided.
- LCDR Tammy Bolin, USCG, gave a presentation to the committee on the Coast Guard Investigations Division Sector San Francisco. Sector SF has a seventeen-person team to investigate marine casualty reports. The investigative process includes determining cause, whether misconduct was involved, civil and criminal evidence, and if new regulations could prevent the recurrence of the casualty. Report marine casualties to the USCG Command Center. Sexual Assault and Sexual Harassment (SASH) reports are required for incidents detailed in USCG MSIB 1-23. Marine casualty reporting procedures are detailed in USCG NVIC 01-15.
- Tamara Coffey gave a presentation to the committee on Kale Info Solutions, 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.
- LCDR Kristin Hass, USCG, gave a presentation to the committee on the implementation of new USCG cybersecurity regulations which go into effect on July 16, 2025. Incident reporting, cyber officers, cybersecurity plans, and mitigation measures will be required. A compliance guide is available.
- Kathryn Purcell, Port of San Francisco, and Rob Saur, PG&E, gave a presentation to the committee on the Beach Street Offshore Sediment Remediation Project along the northern San Francisco waterfront. Work is scheduled for June – November 2025. Sediment in the region was contaminated by a historic gas plant. PG&E and the Port of San Francisco are responsible for remediation which includes dredging in 2025 – 2030. Remediation plans and required permits are in place. 2025 work will focus on Piers 43 – 43½ which requires the temporary relocation of the Red & White Fleet and USS Pampanito. Dredged areas will be capped with clean rock and soil. Contaminated dredge material will be transported to the Montezuma disposal site in Collinsville. Notice to Mariners will be issued in addition to public outreach. Plans are in place to protect the environment and public. Work will be paused if whales are detected in the vicinity.

See Appendix C, Annual Work Group reports, for more detailed and specific activities conducted over the previous year.