

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 12, 2026

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 10:01.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman (M)** Bay Conservation and Development Commission; **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; **Kathi George (A)**, The Marine Mammal Center; **Kevin Hartley (M)**, Crowley Petroleum Services; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Lucas Juon (M)**, Marathon Petroleum; **Tammie Lasiter (M)**, SSA Terminals; **Eric Napralla (M)**, Port of Oakland; **Erin Pierson (M)**, Crowley; **Randy Scott (M)**, Port of Benicia; **Jessica Vargas (A)**, US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the February 12, 2026, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. USCG representatives were unable to attend due to the ongoing federal government shutdown. The Marine Exchange has launched an updated website and association management system. Users, including HSC members, can establish an account to access features and update contact information. There are also subcommittee and work group pages with posting access for the chairs. All HSC documents are online: www.sfmex.org. The new system will allow for the development of an online version of the Marine Exchange Ports Handbook.

Coast Guard Report- (February- 2026 Prevention/Response Report attached)

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Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY25 dredging is complete at Redwood City but still ongoing at Oakland Harbor and MOTCO. Planning for FY26 dredging is ongoing and a schedule is provided. Debris removal for February was below average. Surveys are posted, and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- HSC membership updates: Ben Eichenberg (M), Baykeeper, and Jim Haussener (M), CMANC, have renewed their memberships. Terms end on March 8, 2029. Alex Kryska (A), PROP SF, is leaving the HSC.
- An updated HSC membership vacancy announcement will be distributed. There are seven vacant positions and applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for March 2026 (attached). ENC re-gridding is ongoing. NOAA has released new user guides for coastal flooding products and tide data. The NWS predicts a warming trend. El Nino conditions are developing.

State Lands Commission Report- Robert Booker (report attached)

- Local refineries are producing more renewable fuels in addition to petroleum products.

PORTS Report- Marcus Freeling

- The Martinez-Amorco visibility sensor is offline due to a system fault and troubleshooting is ongoing. Hardware upgrades are planned for the Martinez-Amorco current meter. Aging PORTS equipment requires increased service. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website: <https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Work Group Reports-

Tug Subcommittee- Erin Pierson: There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations.

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Navigation Subcommittee- Capt. David Corbett: The subcommittee met last month. Rule 9 violations involving recreational boaters near ferry terminals are being addressed. There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations.

Ferry Operations Subcommittee- Capt. Tony Heeter: A Passenger Vessel Association conference was recently held in Kentucky, and the value of regional HSCs was discussed. Conflicts with recreational boaters near ferry terminals are a concern and community outreach is planned. Maritime firefighting issues will be presented at the National HSC Conference in Seattle. Facilitating approval of lithium battery firefighting equipment is an ongoing focus.

Dredge Issues Subcommittee- Nothing to report.

Prevention through People Subcommittee- Nothing to report. Scott Humphrey advised that a new subcommittee chair will be appointed.

PORTS Subcommittee- Eric Napralla: Nothing to report.

Marine Mammals Subcommittee- Kathi George: Report whale sightings to USCG VTS. Report dead whales to the Marine Mammal Center for examination. Disposal sites for whale carcasses are being sought. Six whales have been observed in the bay from February 1st through March 11th. The subcommittee is developing the Whale Smart safety training and certification program for small commercial vessel operators. Collaboration with ferry operators is ongoing and training will be provided for all captains.

Tsunami Ready Maritime Work Group – Scott Humphrey: Best practices have been developed for tsunami response and are awaiting USCG review. An HSC vote to approve the best practices will be scheduled. Targeted tsunami messaging can minimize damage.

Tanker Tug Escort Work Group – Paul Hendricks (A), Baydelta Maritime: Work Group meetings are scheduled bi-weekly. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing. Updates will be approved by the HSC and submitted to OSPR for consideration. Substantive changes to the regulations will be addressed separately. Changes to crewing requirements are not being considered.

MERIT Work Group – Capt. David Corbett: The first Work Group meeting was held yesterday at the Metro Center in San Francisco. The Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group was established to review the PAWSA 2025 report and identify key safety concerns. Hazard mitigation is a primary focus.

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Old Business-

- CARB Clean Air Letter Review: Scott Humphrey advised that the HSC has drafted a Clean Air Safety Letter to address safety concerns relating to CARB regulations (letter attached). The letter was approved by the HSC and will be sent to the appropriate CARB representative. Capt. Heeter advised that language in the letter is being reviewed by the USCG and edits will be made before sending.

New Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan (HSP) Update is underway. Work Group annual reports are needed. Voting on the HSP Update will be held at the June HSC meeting.
- Capt. Corbett advised that VTS operations could be suspended due to the ongoing federal government shutdown. VTS is critical for maritime safety and funding should be restored as soon as possible. Scott Humphrey stressed advocating for VTS reinstatement including increased press coverage of the issue.

Public Comment-

- Jennifer Cohen, PMSA, advised that VTS is a vital system impacted by the government shutdown. Outreach, including contacting legislators, is a priority to fund VTS.
- Scott Humphrey advised that the USCG is considering a public-private partnership for future SF VTS operation. Capt. Matt Fine, USCG, gave a presentation at the February HSC meeting on the initiative. Prospective vendors will submit proposals and present their VTS solutions to the USCG. More information will be provided.

Next Meeting-

1000-1200, April 9, 2026
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 11:22.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

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SIGNIFICANT PORT SAFETY AND SECURITY CASES (February 2026)

MARINE CASUALTIES

Equipment Failure (01FEB26): A U.S. flag passenger vessel experienced an equipment failure while mooring in San Francisco, CA. The vessel's port main diesel engine failed to respond to helm commands as the master of the vessel was maneuvering alongside the pier. Engineers investigated and found the reduction gear box was low on fluid with no indication of leakage in bilge, cooler, or overboard. The gear on the clutch was worn down, unit to be replaced. Case pends.

Equipment Failure (01FEB26): A foreign flagged container vessel experienced an equipment failure while transiting outbound from the San Francisco Bay area. The vessel experienced a failure of the main engine telegraph response when shifting command from Half Ahead to Full Ahead. Complete inspection and resets of the Diesel Maneuvering System (DMS) were completed with no issues found and could not replicate alarms. Class attended the vessel and witnessed satisfactory operation of the DMS. Case closed.

Capsize (07FEB26): Sixteen ft recreational vessel was underway in Santa Cruz, CA with a family of six onboard when the vessel was hit by a large wave and capsized with all six personnel entering the water. Nearby surfers swam over to assist the family out of the water and were able to safely transport everyone to shore. Case pends.

Loss of Propulsion (10FEB26): A U.S. flag tug experienced a loss of propulsion while transiting from Anchorage 8 to Martinez, CA. While transiting the San Francisco Bay, the port main engine RPM's slowed and master intentionally shutdown engine to troubleshoot. Case pends.

Loss of Propulsion (10FEB26): A U.S. flag container vessel experienced a loss of propulsion while underway 174 nautical miles west from San Francisco Bay enroot to Oakland, CA. The crew had been conducting their pre-arrival checklist when their astern propulsion showed no response. During troubleshooting, the start air system was determined to be involved in the vessel's loss of propulsion control. New gaskets were renewed on the start air pilot valve and the spare turning gear block valve. Class attended the vessel and witnessed satisfactory operation of the start air system. Case pends.

Loss of Propulsion (14FEB26): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway offshore of Point Reyes, CA. Loss of propulsion occurred due to having a line from a crab pot becoming entangled in their propellor. Case pends.

Equipment Failure (17FEB26): A U.S. flag passenger vessel experienced an equipment failure that caused an intentional shutdown while moored in Sausalito, CA. During morning checks, a fuel leak was discovered from the port engine due to two internal fuel injectors O-ring failures. O-rings were replaced and tested satisfactory. Coast Guard witnessed satisfactory operation of the fuel system. Equipment failure was attributed to the fuel leak. Case pends.

Equipment Failure (18FEB26): A U.S. flag container vessel experienced an equipment failure while getting underway from the Port of Oakland. The main engine stopped unexpectedly while turning dead slow ahead. Investigation concluded that the fuel oil return backpressure valve and the control air valves were malfunctioning causing a restriction in fuel to the engine. All associated valves were renewed. Class attended the vessel and witnessed satisfactory operation of the start air and fuel system tests. Equipment failure was attributed to the start air leak causing the fuel restriction. Case pends.

Loss of Propulsion (20FEB26): A U.S. flag bulk freight vessel experienced a loss of propulsion while underway 80 NM south of the San Francisco Bay Sea Buoy enroot to Port of Oakland, CA. A report of loss of propulsion due to a fuel leak caused by a sheared tubing. A sheared off fuel return line was replaced. Class attended the vessel and witnessed satisfactory operation of the fuel system. LOP was attributed to fuel leak. Case pends.

Loss of Propulsion (22FEB26): A U.S. flag container vessel experienced a loss of propulsion while underway offshore of Portland, OR enroot to Oakland, CA. Vessel experienced pitching in heavy weather and suffered a momentary loss of propulsion due to an overspeed of the main engine. Main engine was restarted after completion of safety inspections of the main engine and auxiliary machinery. LOP was attributed to heavy weather environment. Case pends.

Injury (27FEB26): A U.S. flag tank vessel crewmember experienced an injury while transiting within the San Francisco Bay, CA. While crewmember was using an electrical saw-zaw onboard conducting work, an injury occurred causing a laceration to their forearm. Crewmember was taken to a nearby urgent care facility for stitches. Case pends.

Collision (28FEB26): A U.S. flag commercial fishing vessel collided with a recreational sailboat while underway in Half Moon Bay, CA. CFV was inbound towards Pillar Point around midnight when a sailboat on autopilot, reported to have no navigation lights, crossed paths with CFV. CFV hit port side of sailboat causing fiberglass hull damage and ingress of water. Crew from CFV assisted single mariner on sailboat until STA GG arrived on scene to tow vessel into safe harbor. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (07FEB26): A foreign flag container vessel was issued a Captain of the Port Order for a main engine failure. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control (10FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of astern propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control (10FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of astern propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

Operational Control, (20FEB26): A U.S. flag container vessel was issued a Captain of the Port Order for a loss of propulsion. Coast Guard received a Class report attesting to satisfactory repair. COTP Order lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop AIS (11FEB2026): A foreign flag chemical tanker was issued an inbound LOD for an inoperable AIS. Coast Guard received a Class report attesting to satisfactory repair. LOD lifted. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (10FEB2026): A fishing vessel was reported to have discharged approximately 2 mL of hydraulic oil into the Pacific Ocean due to equipment failure. The suspected responsible party was contacted but stated that no sheen was observed in the water, only on the vessel's deck. The suspected responsible party provided IMD the vessel owner's information, however, the owner was unresponsive. The IMD duty team found no evidence of discharge coming from the fishing vessel but issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Pollution Incident (11FEB2026): A sunken vessel in the San Joaquin River was reported to have discharged an unknown amount of product, creating a sheen. The IMD duty team contacted the reporting party and attempted to locate the owner of the vessel, however, the registered owner did not have a known address and could not be located. Due to the discharge coming from the vessel, IMD federalized the case and mitigated 30 gallons of potential discharge. IMD did not issue a Notice of Federal Interest (NOFI) or Letter of Warning (LOW) due to unknown responsible party. No further action was taken.

Letter of Warning (14FEB2026): A recreational vessel was reported to have discharged an unknown amount oily bilge water into the Alameda harbor, creating a sheen. The owner was a new boat owner, and was unaware that the vessel's bilge contains oil and had no knowledge of pertinent vessel regulations. The amount in the water was unrecoverable and the IMD duty team aided in educating the new boat owner of regulations and basic vessel owner items. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the vessel owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

Letter of Warning (16FEB2026): A recreational vessel was reported to have sank and discharged approximately 5 gallons of hydraulic oil into Brisbane Marina, creating a sheen. The harbormaster deployed boom and the IMD duty team issued a Notice of Federal Interest (NOFI) and Admin Order to compel the owner to take remedial action. The owner removed a few containers from the vessel, however, discharge was still being observed and other sources of pollution product was seen on board the vessel. IMD found the owner in violation of the Admin Order and federalized the incident to take over pollution removal actions. Approximately 400 gallons of product was removed from the vessel. IMD issued a Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

Letter of Warning (19FEB2026): A trawling vessel was reported to have sank and discharged approximately 1 gallon of diesel into the San Rafael Bay, creating a sheen. The harbormaster and the owner were contacted. The owner was unaware that the vessel had sank and was actively discharging. The owner called their insurance and hired a contractor to contain the product and remove the vessel from the waterway to be demolished. Approximately 50 gallons of product was removed from the vessel. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

February 2026

PORT SAFETY CATEGORIES*	Feb-2026	Feb-2025	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	4	2	1.81

Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	14	8	7.28
Allision (0), Collision (1), Fire (0), Capsize (1), Grounding (0), Sinking (0)			
Steering (0), Propulsion (11), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.50
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	19	10	10.72
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2026	Feb-2025	**3yr Avg
U.S. Commercial Vessels	0	0	0.89
Foreign Freight Vessels	0	1	0.25
Public Vessels	3	2	1.08
Commercial Fishing Vessels	3	0	0.89
Recreational Vessels	7	4	7.50
Pollution Discharge Sources (Facilities)	Feb-2026	Feb-2025	**3yr Avg
Regulated Waterfront Facilities	0	0	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	3	1	3.81
Mystery Spills - Unknown Sources	5	7	5.86
Number of Pollution Incidents (By Spill Size)	Feb-2026	Feb-2025	**3yr Avg
Spills < 10 gallons	10	9	11.00
Spills 10 - 100 gallons	1	2	1.64
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	6	7.78
Total Pollution Incidents	21	17	20.69
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2026	Feb-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.12
Estimated spill amount from Foreign Freight Vessels	0.00	25.00	0.86
Estimated spill amount from Public Vessels	1.06	26.00	20.01
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.85
Estimated spill amount from Recreational Vessels	20.00	2.00	29.53
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.61
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	1.00	0.00	61.12
Estimated spill amount from Unknown Sources (Mystery Sheens)	5.00	12.00	4.61
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	27.06	65.00	147.48
Penalty Actions	Feb-2026	Feb-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06

Notice of Violations	0	0	0.08
Letters of Warning	5	4	2.92
Total Penalty Actions	5	4	3.06

* 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 12, 2026**

1. CORPS O&M DREDGING PROGRAM

FY25 dredging is essentially complete except for two projects still in progress – MOTCO and Oakland Harbor.

Planning for the FY26 dredging program is currently underway based on amounts identified in the FY26 Energy and Water Appropriations bill signed into law on January 23, 2026. Final project funding is pending release of the Corps' FY26 Work Plan. A tentative schedule, subject to final FY26 appropriations actions and Work Plan funding can be found at the end of this report.

As always, future project schedules provided in this report are tentative and adjustments may be made as circumstances warrant.

FY 2025 CONTRACT DREDGING PROGRAM

- 1. Military Ocean Terminal Concord (MOTCO) –** A dredging contract solicitation was posted on sam.gov on June 10 with bid opening held on July 24. Contract awarded to Dutra on August 5. **Dredging is ongoing. Progress is being slowed by the need to screen the material before pumping from scows to the bermed, upland placement area.**
- 2. Redwood City Harbor –** A dredging contract solicitation was posted on sam.gov on July 16 with bid opening held on August 18. Bids were determined too high, and the solicitation was converted to a Request for Proposals (RFP). Following receipt of proposals and negotiations, a contract was awarded to CAM-Dutra Joint Venture on September 19. Dredging started on November 13 and **completed on March 10.**
- 3. Oakland Harbor –** A dredging contract solicitation was posted on sam.gov on October 6 with proposals due by November 7. **Dredging started on January 12 and is expected to be completed in mid-May.**

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- 1.** All FY25 hopper dredging work completed as of end of July 2025, not counting the emergency dredging events discussed below.

FY 2026 CONTRACT DREDGING PROGRAM

- 1. San Joaquin River (Port of Stockton) –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.

2. **Sacramento River Deep Water Ship Channel** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early June and dredging estimated to start mid-July.
3. **Oakland Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start late July.
4. **Redwood City Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late Jun and dredging estimated to start early August.
5. **Suisun Bay Channel / New York Slough** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.
6. **Richmond Inner Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September.
7. **San Rafael Creek** – Planning and design for maintenance dredging of the San Rafael Creek is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.
8. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Dredging at the service craft berthing area (end of the pier) is postponed pending analysis of alternative solutions to the excessive shoaling seen following the 2024 dredging event. [Planning and design for maintenance dredging of the “Pass,” from Suisun Bay Channel to Anchorage 26 is underway with contract award tentatively scheduled for summer of 2027.](#)
9. **Military Ocean Terminal Concord (MOTCO)** – Planning and design for the second phase of maintenance dredging at MOTCO is currently underway. Contract award has been postponed to summer 2027 due to lack of permitted placement sites.

FY 2026 GOVERNMENT HOPPER DREDGING PROGRAM

1. **San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel on or about end of May to mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
2. **Richmond Outer Harbor** – Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-June and perform maintenance dredging there until end of June. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.
3. **San Pablo Bay (Pinole Shoal)** – [Dredging is deferred to FY27 but will resume on an annual cycle in accordance with the recently adopted Regional Dredged Material Management Plan \(RDMMP\).](#)

2. EMERGENCY (URGENT & COMPELLING) DREDGING: USACE San Francisco District, in coordination with U.S. Coast Guard Sector San Francisco, performed emergency dredging operations at both the Chevron Long Wharf area and the Oakland Harbor Entrance Channel due to excessive shoaling in these areas. USACE Portland District Government Hopper Dredge Essayons arrived at the Long Wharf on October 31, 2025, conducted dredging operations there for 4 days, transited to the Oakland Harbor Entrance Channel on November 4, 2025, worked that area for 4 days, returned to the Richmond Long Wharf for one more day of dredging, and then returned to Portland.

3. DEBRIS REMOVAL – Debris removal for February was 31.3 tons. Dillard: 18.0 tons; Raccoon: 13.3 tons. Average debris removal for February from 2016 to 2025 is 93 tons (Range: 37 – 198).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2026	TONS	TONS	TONS	TONS
JAN	10	35.5	0	45.5
FEB	13.3	18	0	31.3
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
76.8



DILLARD working on debris removal near Alcatraz Island (left). RACCOON working on debris collection near private slips (right). 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 management plan has been approved and is available on the RDMMP website. **The Finding of No Significant Impact was signed on 8 FEB 2026.** Three studies to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling, Ecological Modeling, and Benefits Analysis/Decision Support Tools. **Those final reports will be posted to the website and utilized for future updates via Beneficial Use Decision Document Integration into the Federal Standard Base Plan. New site identification and coordination is ongoing as new information 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 January 28, 2026.
Berkeley Marina (Entrance Channel): Condition survey of January 30, 2026.
Islais Creek Channel: Condition survey of November 25, 2025.
Larkspur Ferry Channel: Condition survey of December 12, 2023.
Mare Island Strait: Condition survey of December 10, 2025.
Marinship Channel (Richardson Bay): Condition survey of October 2-3, 2025.
Napa River: Condition survey of July 30-31, 2025.
Northship Channel: Condition survey of December 2-10, 2024.
Oakland Inner Harbor: Condition Survey of March 4-5, 2026.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Reach 9 Post Dredge survey of January 20, 2026.
Petaluma River (Across-the-Flats): February 27, 2025.
Petaluma River (Main Channel): Post Dredge surveys of October 22, November 19, and December 11, 2025.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of February 11 to 20, 2026.
Redwood City Harbor: Condition survey of June 11, 2025.
Richmond Inner Harbor: Condition survey of March 3, 2026.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of November 18, 2025.
Richmond Outer Harbor (Southampton Shoal): Condition survey of July 29, 2025.
Sacramento River Deep Water Ship Channel: Condition survey of January 5-7, 2026.
San Bruno Shoal: Condition survey of December 16, 2025.
San Francisco Main Ship Channel: Condition survey of October 7-8, 2025.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 11, 2025.
San Rafael (Creek): Condition survey of September 11, 2025.
Stockton Ship Channel: Condition survey of January 2-5, 2026.
Suisun Bay Channel: Condition survey of February 3-5, 2026.
Suisun Bay Channel (Bullshead Reach): Condition survey of February 3-5, 2026.
Suisun Bay Channel (New York Slough): Condition survey of February 3-5, 2026.
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 January 14, 2026.
SF-10 (San Pablo Bay): Condition survey of January 14, 2026.
SF-11 (Alcatraz Island): Condition survey of March 6, 2026.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 28, 2025.
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 FY24.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **10 MAR 2026**. 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.

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY 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	10-07-2025	2000	4.96	55.0	51.8	55.2	55.3	54.2
Redwood City Harbor Redwood City Harbor	06-11-2025	300 943	3.94	30.0	17.8	29.1	28.2	25.1
Richmond Inner Harbor Entrance Channel	03-03-2026	809 1021	0.96	38.0	35.8	36.2	36.3	35.9
Richmond Inner Harbor Approach Channel	03-03-2026	809 1201	3.09	38.0	33.2	34.5	36.3	35.8
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38.0	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	07-29-2025	600 1291	3.25	45.0	39.3	43.5	45.2	41.9
Richmond Outer Harbor Longwharf Turning Basin	11-18-2025	2188 5598	0.88	45.0	21.3	No Data	No Data	No Data
San Rafael ATF Across the Flats	09-11-2025	100	2.25	8.0	4.5	5.2	5.5	5.1
San Rafael River Inner Canal Channel	09-11-2025	60 160	1.55	6.0	3.7	5.1	4.3	4.3
Petaluma River Main Channel	12-11-2025	100 361	4.06	8.0	1.9	1.7	1.8	0.3
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8.0	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	07-30-2025	75 245	3.19	15.0	3.3	8.3	8.7	6.3
Napa River Asylum Slough to Napa City	07-30-2025	102 183	9.92	10.0	2.6	2.5	1.9	1.9
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35.0	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35.0	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	11-07-2025	544 1997	4.62	50.0	44.7	47.5	48.2	45.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY 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			No			
Oakland Outer Channel	01-20-2026	1761	2.52	50.0	Data	50.3	50.2	50.2
Humboldt Bay		500						
Bar and Entrance Channel	07-19-2025	2113	2.6	48.0	33.1	44.2	44.4	35.8
Humboldt Bay		400						
Eureka Channel	07-19-2025	416	1.69	26.0	7.2	3.9	10.0	6.9
Humboldt Bay		300						
Fields Landing Channel	07-19-2025	770	2.35	26.0	11.4	26.6	25.0	20.3
Humboldt Bay		400						
North Bay Channel	07-19-2025	657	3.04	38.0	32.9	35.9	35.8	29.8
Humboldt Bay		400						
Samoa Channel	07-19-2025	1000	1.83	38.0	33.0	35.0	33.7	17.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	02-11-2026	1644	10.4	35.0	26.0	35.5	35.3	32.2
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	02-03-2026	300	2.84	35.0	34.9	34.6	34.4	35.6
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	02-03-2026	300	11.1	35.0	34.5	34.6	34.7	31.3
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	02-03-2026	400	0.9	35.0	36.1	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	02-03-2026	411	4.42	35.0	33.2	35.0	35.5	34.3
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8.0	5.9	5.9	5.9	6.1

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	12-16-2025	500	5.66	30.0	28.5	31.1	30.9	30.2
Richardson Bay/Marinship Richardson Bay/Marinship	10-02-2025	300 1069	2.11	20.0	4.9	4.9	5.0	5.2
Islais Creek Islais Creek	11-25-2025	500 1424	1.71	40.0	31.1	36.8	37.1	23.4
Alameda Naval Air Alameda Naval Air	01-28-2026	1000 4178	2.9	37.0	9.7	10.3	15.9	15.1
Mare Island Strait Mare Island Strait	12-10-2025	400 606	3.37	30.0	28.0	29.8	32.7	32.9
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13.0	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45.0	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	01-30-2026	100 142	1.36	15.0	6.4	6.1	6.4	6.3
Bodega Bay Bodega Bay	05-22-2025	100 400	3.46	12.0	7.2	9.2	9.5	5.5
Moss Landing Moss Landing	08-28-2025	120 405	0.98	15.0	13.2	11.7	11.5	11.4
Noyo River Entrance Channel	12-05-2025	97 150	0.67	10.0	6.2	8.8	9.7	7.9
Noyo River Channel	12-05-2025	97 150	0.67	10.0	4.8	7.2	5.8	0.3
Crescent City Entrance Channel	08-02-2025	200 320	0.42	20.0	16.9	18.4	17.4	16.3
Crescent City Inner Harbor Basin Channel	08-02-2025	200 300	0.39	15.0	11.8	12.5	13.1	12.8
Crescent City Marina Access Channel	08-02-2025	228 170	0.22	15.0	5.7	11.1	11.1	8.6
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.5	7.0	2.8	3.6	3.4	3.2

**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.3	7.0	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.3	7.0	3.3	4.7	4.6	4.8



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

San Francisco Clearinghouse Report

March 12, 2026

- ✎ 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 in 2026 regarding possible escort violations. The clearinghouse did not contact OSPR in 2025, 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 92 tank vessel arrivals: 15 ATBs, 6 Chemical Tankers, 25 Chemical/Oil Tankers, 21 Crude Oil Tankers, 12 Product Tankers, and 13 Tugs with Barges.
- ✎ In February there were 212 total vessel arrivals.

San Francisco Bay Clearinghouse Report For February 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>		
Tanker arrivals to San Francisco Bay	64		66		
ATB arrivals	15		15		
Barge arrivals to San Francisco Bay	13		13		
Total Tanker and Barge Arrivals	92		94		
Tank ship movements & escorted barge movements	339		334		
Tank ship movements	264	77.88%	186	55.69%	
Escorted tank ship movements	141	41.59%	143	42.81%	
Unescorted tank ship movements	123	36.28%	43	12.87%	
Tank barge movements	75	22.12%	148	44.31%	
Escorted tank barge movements	21	6.19%	11	3.29%	
Unescorted tank barge movements	54	15.93%	137	41.02%	

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	179		328		0		135		642	
Unescorted movements	95	53.07%	168	51.22%	0	0.00%	79	58.52%	342	53.27%
Tank ships	80	44.69%	118	35.98%	0	0.00%	57	42.22%	255	39.72%
Tank barges	15	8.38%	50	15.24%	0	0.00%	22	16.30%	87	13.55%
Escorted movements	84	46.93%	160	48.78%	0	0.00%	56	41.48%	300	46.73%
Tank ships	74	41.34%	139	42.38%	0	0.00%	50	37.04%	263	40.97%
Tank barges	10	5.59%	21	6.40%	0	0.00%	6	4.44%	37	5.76%

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 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	128		888	
ATB arrivals	31		201	
Barge arrivals to San Francisco Bay	22		173	
Total Tanker and Barge Arrivals	181		1,262	
Tank ship movements & escorted barge movements	656		4,253	
Tank ship movements	511	77.90%	3,249	76.39%
Escorted tank ship movements	267	40.70%	1,690	39.74%
Unescorted tank ship movements	244	37.20%	1,559	36.66%
Tank barge movements	145	22.10%	1,004	23.61%
Escorted tank barge movements	44	6.71%	339	7.97%
Unescorted tank barge movements	101	15.40%	665	15.64%

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	354		637		0		269		1,260	
Unescorted movements	189	53.39%	329	51.65%	0	0.00%	147	54.65%	665	52.78%
Tank ships	159	44.92%	236	37.05%	0	0.00%	104	38.66%	499	39.60%
Tank barges	30	8.47%	93	14.60%	0	0.00%	43	15.99%	166	13.17%
Escorted movements	165	46.61%	308	48.35%	0	0.00%	122	45.35%	595	47.22%
Tank ships	148	41.81%	264	41.44%	0	0.00%	104	38.66%	516	40.95%
Tank barges	17	4.80%	44	6.91%	0	0.00%	18	6.69%	79	6.27%

Notes:

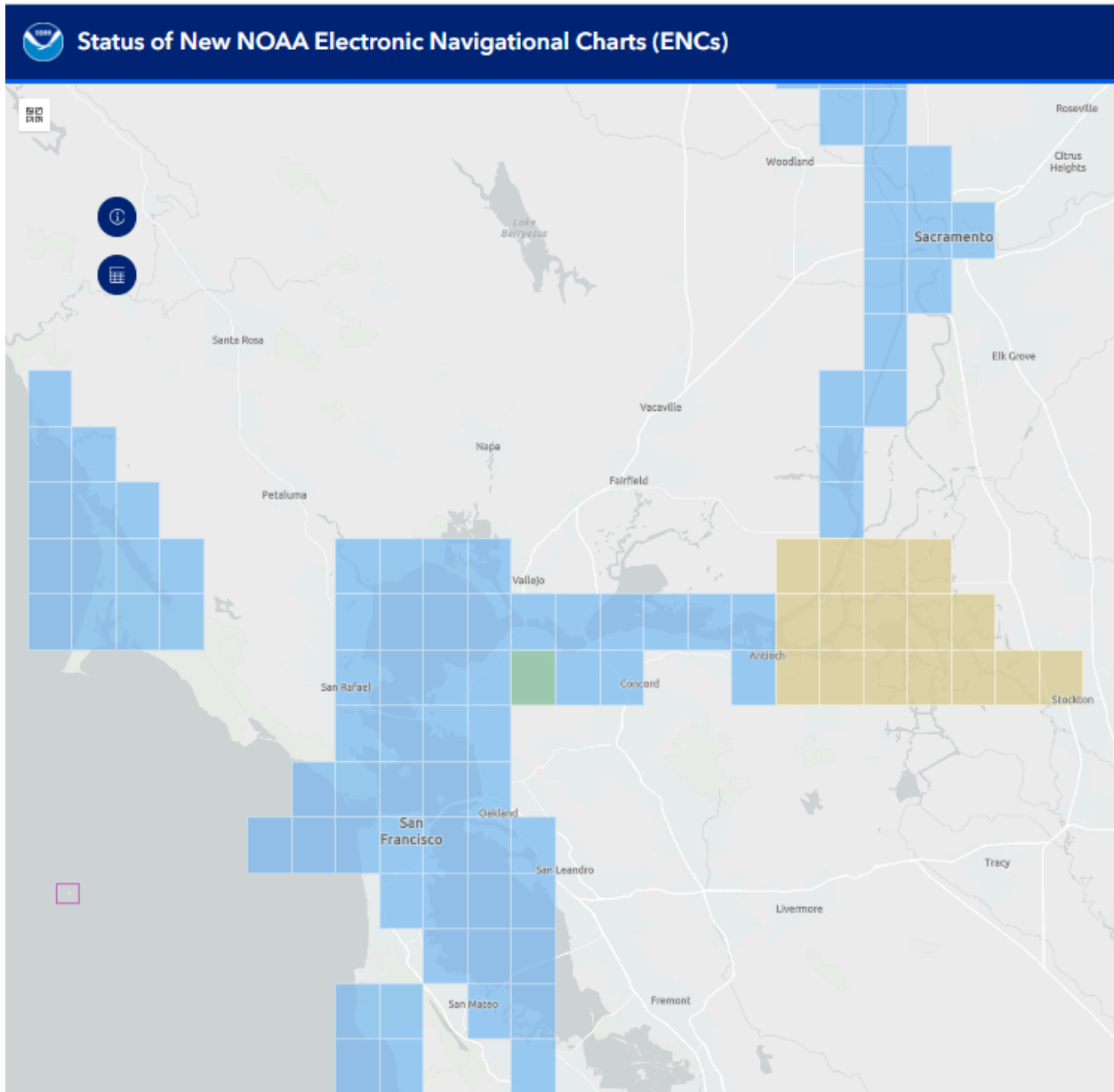
1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

NOAA Report to the San Francisco Bay Harbor Safety Committee March 2026

Electronic Navigational Chart (ENC) Updates

As mentioned in previous meetings, NOAA is in the process of re-gridding our ENC coverage. You can view progress here: <https://distribution.charts.noaa.gov/ENC/rescheme/>

Current view: (Blue is final and publicly available, yellow is in final review, green is in work.)



Tides and Water Levels

(As announced on the website on March 6, 2026 here:

https://tidesandcurrents.noaa.gov/news_posts/article.html?post=2517)

NOAA's [Center for Operational Oceanographic Products and Services \(CO-OPS\)](#) released new user guides to help you leverage our coastal flooding products and datasets in your work. The new guides include:

- [Coastal Inundation Dashboard User Guide](#) – a comprehensive resource for navigating, understanding, and applying the dashboard
- [Coastal Ocean Reanalysis User Guide](#) – a step-by-step walkthrough on retrieving CORA data in the cloud using GitHub hosted Jupyter Notebooks
- [Inundation Analysis Tool User Guide](#) – detailed directions for assessing flood frequency and duration at CO-OPS water level stations

The release of these guides is part of CO-OPS' [Technical Assistance program](#), which aims to help stakeholders build capacity in collecting, analyzing, interpreting, and applying data for coastal management applications. CO-OPS continues to develop new user guides, videos, and other resources to better serve stakeholders needs.

END OF REPORT

Submitted by

Jeffrey Ferguson, CA Navigation Manager

NOAA, Office of Coast Survey

jeffrey.ferguson@noaa.gov



Marine Environmental Protection Division - Northern California Field Office

FEBRUARY 2026 Combined Report for Harbour Safety Committee (rev.1)

VESSEL TRANSFERS

DATE	Vessels Total Arrival	Vessels Monitored	Percentage of Vessel Monitored
February 1-28, 2025	176	68	38.64
February 1-28, 2026	162	52	32.10
Difference			

CRUDE OIL / PRODUCT TOTALS (BBLs)

DATE	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	GRAND TOTAL
							(D) / (L)
February 1-28, 2025	7,730,650	148,977	6,466,635	430,000	1,252,679	4,369,801	20,398,742
February 1-28, 2026	9,199,543	189,591	6,894,953	0	562,028	5,849,276	22,695,391
Difference	-1468893	-40614	-428318	430000	690651	-1479475	-2296649

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
	February 1-28, 2026	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
February 1-28, 2025	18%	391	70	98	-28
February 1-28, 2026	23%	331	75	87	-6
Difference					

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



MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

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March 5, 2026

The Honorable Liane Randolph
Chair, California Air Resources Board (CARB)
1001 I Street
Sacramento, CA 95814

Subject: Integrating Maritime Risk Assessment into California Clean Air Rulemaking

Dear Chair Randolph,

California leads the nation in maritime clean air policy. The San Francisco Harbor Safety Committee (HSC) supports the State's zero-emission goals and believes California can advance environmental progress and human safety together while setting an international standard.

The HSC identifies maritime risk before accidents occur. Maritime operators, labor, engineers, port authorities, regulators, and the U.S. Coast Guard work together through the committee. This structure gives CARB a ready forum to test proposed rules against real-world maritime operations before they reach the fleet.

California can achieve zero-emission maritime operations without putting lives at risk if safety and operability shape clean air rules from the beginning. The HSC recommends a practical step: integrate maritime risk assessment into rulemaking before agencies finalize regulations.

DRAFT

Clean air rules reshape vessel design, shipboard systems, shoreside infrastructure, and daily operations. When agencies develop regulations without early maritime input, they introduce avoidable risk and complicate implementation. Working with the HSC allows CARB to identify hazards, test feasibility, and design risk controls early.

Testimony before the National Transportation Safety Board after the collapse of the Francis Scott Key Bridge involving the MV Dali reinforced this point. The NTSB warned that emissions-driven system changes can create operational hazards when agencies do not evaluate safety alongside environmental compliance.

Recent accidents involving emissions-capture barges in Southern California highlight the same concern. New technology can introduce operational risk when agencies move forward without a full safety review. California has seen this pattern before. Regulators required exhaust scrubbing systems on tugboats, ferries, and other harbor craft before fully evaluating vessel stability or fire risk. Safety reviews followed rule implementation rather than guiding design, protocol, and development. Uncertainty about how these systems integrate aboard vessels remains, and the U.S. Coast Guard does not inspect them.



MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

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Chair Randolph – CARB

March 5, 2026

Page 2

The HSC recommends a direct approach:

- Use the HSC as a standing risk-assessment forum during clean air rule development.
- Engage maritime operators and labor before agencies finalize requirements.
- Evaluate scenarios to identify hazards created by new equipment and procedures.
- Build training and risk controls into policy from the start.
- Verify safety and emissions outcomes after deployment.

HSC does not seek delays. We reject cost or inconvenience as reasons to slow environmental progress. California must not trade **DRAFT** clean air gains. The public deserves both.

California can demonstrate that strong clean air regulations protect communities and the mariners who keep the transportation system functioning every day. The HSC stands ready to support CARB with operational expertise, structured risk assessment, and a shared commitment to safe and sustainable progress.

Sincerely,

Frederick Scott Humphrey

Chair, Harbor Safety Committee of the San Francisco Bay Region

ScottH@sfmex.org