

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

April 9, 2026

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 10:01.

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; **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; **Jim Haussener (A)**, CMANC; **Paul Hendricks (A)**, Baydelta Maritime; **Lucas Juon (M)**, Marathon Petroleum; **Tammie Lasiter (M)**, SSA Terminals; **Gerard Olson (A)**, Port of Oakland; **Erin Pierson (M)**, Crowley; **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 March 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. The Wan Hai 176 incident took place four years ago on April 8, 2022. The vessel lost propulsion offshore in heavy seas and was dragging anchor. Emergency tugs were dispatched and rescued the ship with difficulty. A fire at the Port of Benicia broke out on April 9, 2022, requiring emergency departure of ships from the dock facilitated by pilots and tugs. The USCG set up two Command Centers to manage the incidents. The American Pilots Association has issued a report highlighting the issue of DHS funding for USCG Vessel Traffic Service operations.

Coast Guard Report-

- Scott Humphrey advised that USCG representatives were unable to attend the meeting due to the ongoing federal government shutdown.

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- Scott Humphrey provided USCG updates: Admiral Buzzella has assumed USCG Pacific Area command. MSIB 26-01 was issued related to activation of the VTS Continuity Reporting Protocol. Waterside security will be increased for upcoming FIFA World Cup and Fourth of July events. Merchant mariner credentials have been extended until June 30, 2026. Exam centers are closed due to the government shutdown. The USCG is planning to disestablish the Oakland Inner Harbor Turning Basin Light B ATON. Comments are welcome by May 19th. Capt. Toczko will replace Capt. Balduenza as Sector San Francisco Commander at the USCG Change of Command on July 10th. The USCG Academy Alumni Association is hosting an event on May 12th to celebrate the contributions of women to the Coast Guard Academy.
- Scott Humphrey read from the March- 2026 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY25 MOTCO dredging is complete. Planning for FY26 dredging is ongoing and the Work Plan was published. Debris removal for March was below average. Two dead whales were towed to disposal sites. The Dillard assisted with replacement of the Scripts waverider buoy on March 17th. Surveys are posted, and a channel condition report is included.
- Jim Haussener thanked USACE for planned Essayons dredging of both Pinole Shoal Channel and Richmond Outer Harbor in FY26.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- HSC membership updates: Capt. Maggie Hallahan has been appointed as the alternate member representing pleasure boat operators. Term ends on March 22, 2029. Robert Barley, Golden Gate Bridge Highway and Transportation District, has applied to be the alternate member representing ferry operators.
- An updated HSC membership vacancy announcement will be distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for April 2026 (attached). ENC re-gridding is ongoing. There are funding opportunities for removal of marine debris. New members are sought for the NOAA Hydrographic Services Review Panel with nominations due by April 30th. Vessel Speed Reduction

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(VSR) for whale protection is being expanded statewide and will be in effect from April 22nd through December 31st. The NWS predicts El Nino conditions developing with the possibility of a strong El Nino.

State Lands Commission Report- Robert Davila (report attached)

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. The next current buoy service will be performed this summer. 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>
- Jim Hausener asked about funding for PORTS in other regions. Marcus Freeling advised that regional PORTS programs are independently operated via contracts with NOAA and maintenance funding is separate. SF PORTS maintenance is currently funded by a grant from OSPR. Scott Humphrey advised that alternate funding for SF PORTS maintenance by the maritime community is being considered to upgrade and keep the system operational into the future. SF PORTS is relied on for navigation and maritime safety.

Report on Illuminate's Lights for America Event- Ben Davis, Illuminate

- Ben Davis, Illuminate, gave a presentation to the committee on the planned Lights for America event in San Francisco for Fourth of July. Leading up to the event, the Running Lights project will feature light beams projected by laser cannons from several locations including Pier 13, Fort Point, and Pier 7. The light beams have the potential to impact mariners when they cross the water and safety is the priority. A test of light projection from Pier 13 onto the Bay Bridge is planned. The light beams can be shut off in an emergency. Coordination with FAA and USCG is ongoing. Guidance from the maritime community was requested.
- Capt. Corbett advised that light beams could impair pilot vision during transit. Ben Davis advised that crew will have handheld radios and can turn the lights off immediately if pilots are impeded. Tests with different colors of light can be conducted to determine impact on navigation. Erin Pierson asked about USCG approval and reporting protocol if there is an issue. Scott Humphrey advised that VTS will act as an intermediary which is complicated by the ongoing government shutdown. Robert Estrada advised of potential impact on SAR capabilities. Capt. Hallahan suggested providing a backup phone number for contacting the light crew.

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Robert Barley asked about the height of the light projectors at Pier 7. Ben Davis advised that the lights will be elevated 30 feet. Radar will be monitored to avoid interference with aircraft and ships. Lucas Juon advised that further collaboration is needed with stakeholders including pilots, tugs, and ferries. Scott Humphrey advised that additional questions or concerns can be submitted in writing and will be provided to the USCG.

Report on the National Harbor Safety Conference- Patrick Gallagher

- Patrick Gallagher, Marine Exchange of Puget Sound, reported on the National Harbor Safety Conference held in Seattle. Lessons learned will be published. The USCG was unable to participate due to the government shutdown. Lithium battery firefighting was discussed, and a presentation was given by Capt. Tony Heeter. Kathi George presented a documentary video on whale conservation. Event sponsors included Norton Lilly, PMSA, Crowley, and Foss.

Subcommittee / Work Group Reports-

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

Navigation Subcommittee- Capt. David Corbett: The subcommittee met last month. There is interest in holding a combined meeting with the Tug Subcommittee and Ferry Issues Subcommittee on overlapping issues. There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations.

Ferry Operations Subcommittee- Robert Barley: A combined subcommittee meeting is planned. Compliance with meeting regulations and the Brown Act is a priority.

Dredge Issues Subcommittee- Jim Haussener: A spreadsheet detailing CMANC's recommendations for 2027 project funding was provided (attached). The President's Budget request was delayed but has been released. The budget does not include funding for the Oakland Turning Basin project. Humbolt Bay, Redwood City, Richmond, and San Joaquin River dredging has been funded in the USACE Work Plan. Debris removal funding was reduced, which is a concern. There is also reduced funding for the Bay Model. Emergency dredging was performed last year by the Essayons.

Prevention through People Subcommittee- Jim Haussener: Jim Haussener has been appointed Chair of the subcommittee. Updating subcommittee informational pamphlets is a priority including the one on Rule 9 violations. Recreational boater outreach is planned. Capt. Corbett advised of collaboration on Rule 9 violation outreach. Recreational boater conflict with ferry terminals is a concern.

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PORTS Subcommittee- Gerald Olson: Nothing to report.

Marine Mammals Subcommittee- Bill Keener, The Marine Mammal Center: There have been twelve whales sighted in the bay so far this year. Five dead whales have been reported, including two due to possible vessel strikes. A KRON-4 TV series on whales was published featuring The Marine Mammal Center. A windsurfer struck a whale, and outreach is planned to minimize conflict. Scott Humphrey advised that new shoreline locations to deposit dead whale carcasses are needed.

Tsunami Ready Maritime Work Group – Scott Humphrey: Best practices have been developed for tsunami response. USCG participation is needed to review the proposals but is lacking due to the government shutdown. An HSC vote to approve the best practices will be scheduled when ready. A grant was applied for to conduct tsunami exercises and modeling. Jim Haussener proposed State Lands involvement regarding mooring regulations.

Tanker Tug Escort Work Group – Paul Hendricks: Work Group meetings are scheduled bi-weekly. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing. Updates will be presented to the committee and submitted to OSPR for consideration upon HSC approval. A change to the Zone 6 speed limit is being considered. Substantive changes to the regulations will be addressed separately.

MERIT Work Group – Capt. David Corbett: The first Work Group meeting was held in March at the Metro Center in San Francisco. The next meeting is being scheduled, and a draft agenda will be provided. 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. The Work Group charter was published (attached).

Public Comment-

- Steven Welch, Sea Scouting Council, advised that keeping the Gashouse Cove fuel dock is critical for recreational boaters in San Francisco. Boats will have to fuel in Berkeley if the dock is removed. Vessel draft issues can be mitigated, and most recreational boats draft less than four feet.
- Capt. Maggie Hallahan advised that research on draft requirements for recreational boats and small emergency response vessels is being conducted. It was advised that lack of local fuel is a safety issue in case of emergency. It was proposed that the new fuel dock be built before the old one is decommissioned.

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Old Business-

- Scott Humphrey advised that the Gashouse Cove fuel dock issue will be added back to Old Business. The issue was first brought to the committee by Capt. Hallahan in June 2025. Removal of the fuel dock is proposed due to an environmental remediation project led by PG&E and the Water Board. BCDC is reviewing the remediation project permit application. Jim Haussener advised of concerns that removal of the fuel dock may impact rescue vessel fueling in the event of a mass casualty incident.
- Scott Humphrey advised that the HSC sent the revised CARB Clean Air Safety Letter out to the appropriate CARB representative (attached). The letter was previously approved by the HSC.
- Stephen Brown, Marine Exchange, advised HSC members and stakeholders to register on the new Marine Exchange website to update contact information and access the associate management system.
- 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.

New Business-

- Paul Hendricks advised of an AWO presentation on boating regulations and Rule 9.

Next Meeting-

1000-1200, May 14, 2026
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 12:13.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (March 2026)

MARINE CASUALTIES

Loss of Propulsion (01MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while operating between the Golden Gate Bridge and Harding Rock. The vessel's crew received a low oil pressure alarm on the starboard main diesel engine and the master immediately shut down the engines to investigate. Upon investigation, a lube oil leak was found causing the low oil pressure alarm. The vessel safely navigated back to homeport on one engine where repairs were successfully made. A vessel technical representative attended the vessel and witnessed satisfactory operation of the starboard main engine. Case closed.

Loss of Propulsion (04MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while underway from Alameda to San Francisco when the port engine's high crankcase pressure alarm activated resulting in a shut down. The circuit breaker for a dampener was found in the "OFF" position which caused the air supply to that engine to be cut off. The crew reset the breaker and the engine tested satisfactorily. USCG confirmed the satisfactory test. Case closed.

Allision (06MAR26): A U.S. flagged passenger vessel experienced an allision while getting underway from San Francisco, CA. As the vessel was preparing to depart, sustained winds of 9 knots pushed the vessel's stern out, and the master decided to bring the vessel back in to readjust. The vessel's port quarter allied with the adjacent pier. The vessel was soon moored back onto its pier and passengers were disembarked safely. The allision resulted in damage to the vessel's port side, above the waterline. USCG approved satisfactory repairs. Case pends.

Equipment Failure (10MAR26): A U.S. flagged passenger vessel experienced an equipment failure while moored in San Francisco, CA. The vessel was preparing to get underway when the port main engine's reduction gear cooling system failed. A sheen was observed on the water alongside the vessel and was reported to NRC. Case pends.

Loss of Propulsion (17MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while underway near Larkspur, CA when the port engine's jets began to vibrate. Company engineers reported that the vector control system required maintenance. USCG verified satisfactory operation tests. Case closed.

Loss of Propulsion (18MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while underway near Martinez, CA. The port main engine experienced intermittent shutdowns due to a chafed control cable arcing against a metal bracket. This grounding event tripped a breaker, cutting power to the Engine Control Module. Class witnessed satisfactory operation of the port main engine following repairs. Case closed.

Loss of Propulsion (19MAR26): A U.S. flagged towing vessel experienced a loss of propulsion while underway near Collinsville, CA. The starboard propeller shaft broke and fell into the water and vessel began taking on water through the damaged shaft seal. The vessel safely moored and deployed 02 electric submersible pumps to conduct dewatering. The pump's output kept up with the intake flow of water, and a diver was deployed to assess and conduct temporary repairs to seal the shaft tube. Case pends.

Equipment Failure (20MAR26): A U.S. flagged container vessel experienced an equipment failure while underway off the coast of Eureka, CA. The crew investigated a loud noise coming from the main engine room and found a broken stud bolt on the #7-cylinder head cover. The engine was intentionally shutdown for repairs to be conducted using onboard supply parts. Class will be attending the vessel to witness satisfactory operation when the vessel ports in Yokohama, Japan. Class report to USCG pends. Case pends.

Loss of Propulsion (28MAR26): A U.S. flagged passenger vessel experienced a loss of propulsion while moored in San Francisco, CA. The port engine failed to start and was attributed to a faulty starter motor. USCG verified satisfactory repairs and operational tests. Case closed.

Loss of Propulsion (30MAR26): A U.S. flagged passenger vessel experienced a reduction of propulsion while transiting from Alcatraz Island to San Francisco, CA. The master of the vessel noted erratic RPM changes when engaging the starboard main diesel engine. Case pends.

VESSEL SAFETY CONDITIONS

NTR

NAVIGATIONAL SAFETY

NTR

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (05MAR2026): A recreational vessel was reported to have run aground and discharged approximately 1 gallon of gasoline into the San Francisco Bay. The owner contracted a company to successfully secure the fuel tanks and remove the vessel from the water. USCG issued a Notice of Federal Interest (NOFI), a Letter of Warning (LOW) and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (13MAR2026): USCG received a report that a strong petroleum odor was emitting from a drainage outlet in Crockett, CA. The odor seemed to originate from a pipeline in EPA's jurisdiction; however, a sheen was observed entering USCG jurisdiction. The owner of a nearby pipeline conducted an excavation and discovered that their pipeline was potentially the source of the odor. The pipeline owner hired an OSRO to deploy boom into the waterway and engaged in repairs to the pipeline. There was an estimated 22 barrels of pollutant to have been discharged from the pipeline, however, an investigation into the cause of damage and source of the discharge into the waterway is still ongoing. USCG issued a Notice of Federal Interest (NOFI) and will be issuing a Letter of Warning (LOW) to the owner once the pipeline is proven to be the source. USCG concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Notice of Violation (13MAR2026): A sunken vessel was reported to have discharged an unknown amount of diesel into the San Francisco Bay. Boom was deployed to contain the discharge, and a contractor was hired by the owner to refloat the vessel and remove the remaining diesel product that was onboard. The vessel had a max potential of 760 gallons of fuel oil onboard. The hired contractor successfully refloated the vessel and removed 40 gallons of diesel. An investigation revealed this vessel as having been guilty of a similar offence that occurred within a 2-year period. USCG issued a Notice of Federal Interest (NOFI) and a Notice of Violation (NOV) to the owner. USCG concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant 33 USC 1321(b)(3).

Letter of Warning (16MAR2026): A report was received that a vacuum truck discharged approximately 3-4 gallons of a mixed oily product into the San Francisco Bay. The facility reported that a cleaning company was hired to clean pipes but a malfunction on the vac truck caused a pipe to burp an oily mixture onto the dock. Containment boom was already in place. Additional boom and sorbents were deployed for cleanup and containment. USCG issued a Notice of Federal Interest (NOFI), Letter of Warning (LOW) and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (23MAR2026): A report was received that a bilge pump emitted approximately 1 gallon of diesel into Emeryville Harbor. The harbor master was contacted and confirmed presence of diesel odor and sheen around the vessel. They also stated that sorbent boom had been deployed. Personnel from the marina were able to secure the discharge and fix the issue with the vessel. USCG issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner of the vessel and concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
March 2026			
PORT SAFETY CATEGORIES*	Mar-2026	Mar-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:	0	2	1.81
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	13	8	7.64
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (9), Personnel (0), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	0	0	1.53
Radar (0), 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	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	13	10	11.11
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Mar-2026	Mar-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.89
Foreign Freight Vessels	0	0	0.25
Public Vessels	5	1	1.22
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	3	4	7.58
Pollution Discharge Sources (Facilities)	Mar-2026	Mar-2025	**3yr Avg
Regulated Waterfront Facilities	1	2	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	4	2	3.92
Mystery Spills - Unknown Sources	7	8	6.06
Number of Pollution Incidents (By Spill Size)	Mar-2026	Mar-2025	**3yr Avg
Spills < 10 gallons	11	4	11.31
Spills 10 - 100 gallons	0	0	1.64
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	17	8.03
Total Pollution Incidents	20	21	21.25
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Mar-2026	Mar-2025	**3yr Avg

Estimated spill amount from U.S. Commercial Vessels	0.00	10.00	5.12
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	4.02	1.00	20.12
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	23.85
Estimated spill amount from Recreational Vessels	3.00	0.00	29.62
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	0.64
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	11.00	1.76
Estimated spill amount from Other Land Sources	4.00	0.00	61.23
Estimated spill amount from Unknown Sources (Mystery Sheens)	5.00	12.00	4.75
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	17.02	36.00	147.95
Penalty Actions	Mar-2026	Mar-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.11
Letters of Warning	4	4	3.03
Total Penalty Actions	5	4	3.19
* 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 9, 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 and is ongoing. **Much progress has been made, and dredging is completed pending post-dredge survey results. Two large objects remain above grade that the team will try and move them, but if we cannot move them we have COAs for leaving in place and have coordinated with MOTCO and ARTRANS and can buoy them until Phase 2 if need be.**
2. **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 ongoing. Estimated completion is mid to late 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. **San Pablo Bay (Pinole Shoal)** – Following the recent adoption of the **Regional Dredged Material Management Plan and programmatic permits, Pinole Shoal and Richmond Outer Harbor are returning to an annual dredging schedule. Essayons is scheduled to move to Pinole Shoal for about three days of dredging once the MSC is completed. Then it will move on to Richmond Outer Harbor.**
 3. **Richmond Outer Harbor** – **Following three days of work at Pinole Shoal, the Essayons will move to Richmond Outer Harbor in mid-June and perform maintenance dredging until end of June. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.**
- 2. EMERGENCY (URGENT & COMPELLING) DREDGING:** Emergency dredging was conducted in the Chevron Long Wharf area and the Oakland Harbor Entrance Channel in early November 2025.

FY 2026 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
				FY2026						FY2027									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
San Joaquin River	10-Apr	11-May	18-May		▶	◆	▶	▶								175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	17-Apr	18-May	1-Jun		▶	◆	▶	▶								75kcy	TBD	Cutterhead or Clamshell	Various Upland
Oakland Harbor	28-Apr	28-May	11-Jun	▶	▶	◆	▶	▶								800kcy	TBD	Clamshell	BU
Redwood City Harbor	8-May	8-Jun	22-Jun		▶	◆	▶	▶								200kcy	TBD	Clamshell	SF-11 SF-DODS
Suisun Bay Channel	18-May	18-Jun	2-Jul		▶	◆	▶	▶								100kcy	TBD	Clamshell	SF-16
Richmond Inner Harbor	12-Jun	13-Jul	27-Jul			▶	◆	▶	▶							350kcy	TBD	Clamshell	SF-10/11 BU
San Rafael Creek	26-Jun	27-Jul	10-Aug				▶	◆	▶	▶						200kcy	TBD	Clamshell	SF-10/11
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	30-Jan	2-Mar	23-Mar				▶									Base:600kcy Opt:300kcy	Manson	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	Start: 4/19/2026	Finish: 5/6/2026			▶										150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Start: 5/8/2026	Finish: 5/17/2026			▶										600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 5/18/2026	Finish: 6/5/2026				▶									350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	Start: 6/6/2026	Finish: 6/11/2026				▶									250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	N/A	Start: 6/11/2026	Finish: 6/22/2026				▶									250kcy	Essayons	Govt Hopper	SF-10 SF-11
																			

Date of Last Update: 4/7/2026

3. DEBRIS REMOVAL – Debris removal for March was 30.3 tons. Dillard: 26.5 tons; Raccoon: 3.8 tons. Average debris removal for March from 2016 to 2025 is 72 tons (Range: 15.5 – 112). Two whales were towed in collaboration with MMC and CA Academy to Angel Island on March 17th and 30th.

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	3.8	26.5	0	30.3
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
107.1



On March 17th, DILLARD assisted SCRIPS to pull the old SF Bar Waverider buoy (right) and replaced it with one that had been serviced (left). 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 March 11-12, 2026.
Northship Channel: Condition survey of March 26, 2026.
Oakland Inner Harbor: Reach 4 Post Dredge Survey of March 12, 2026.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Reach 8 Post Dredge survey of February 2, 2026; Reach 11 Post Dredge survey of February 21, 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: Post Dredge surveys of December 1, 19-20, 23, 31, 2025; January 1, 8-9, 17, 28, 2026, March 9-10, 2026.
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 March 24, 2026.
Richmond Outer Harbor (Southampton Shoal): Condition survey of March 25, 2026.
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 March 5, 2026.
San Rafael (Creek): Condition survey of March 5, 2026.
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 January 22, 2026.

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 **7 APR 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	12-01-2025	300 943	3.94	30.0	16.6	29.3	29.2	29.4
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	03-25-2026	600 1291	3.25	45.0	38.7	42.7	45.3	41.6
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	03-05-2026	100	2.25	8.0	3.9	4.9	5.1	4.4
San Rafael River Inner Canal Channel	03-05-2026	60 160	1.55	6.0	3.0	1.8	1.7	3.3
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	03-11-2026	75 245	3.19	15.0	0.6	8.5	9.0	6.1
Napa River Asylum Slough to Napa City	03-11-2026	102 183	9.92	10.0	2.6	2.5	2.0	0.2
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	03-04-2026	544 1997	4.62	50.0	46.5	47.3	47.7	44.8

**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 Oakland Outer Channel	02-02-2026	296 1761				No Data	No Data	No Data
Humboldt Bay Bar and Entrance Channel	01-24-2026	500 2113	2.6	48.0	31.6	37.8	39.4	35.9
Humboldt Bay Eureka Channel	01-24-2026	400 416	1.69	26.0	2.8	3.6	10.0	7.1
Humboldt Bay Fields Landing Channel	01-24-2026	300 770	2.35	26.0	11.5	26.8	25.0	21.0
Humboldt Bay North Bay Channel	01-24-2026	400 657	3.04	38.0	33.2	35.7	34.6	23.0
Humboldt Bay Samoa Channel	01-24-2026	400 1000	1.83	38.0	32.9	34.3	33.5	17.3
Pinole Shoal Channel Pinole Shoal Channel	02-11-2026	600 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 Suisun Bay Channel Anchorage	02-03-2026	400	0.9	35.0	36.1	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	02-03-2026	400 411	4.42	35.0	33.2	35.0	35.5	34.3
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	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	03-26-2026	3576 4769	5.97	45.0	23.7	39.4	38.5	34.2
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

April 9, 2026

- 👉 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 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 March there were 98 tank vessel arrivals: 18 ATBs, 3 Chemical Tankers, 29 Chemical/Oil Tankers, 21 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 10 Tugs with Barges.
- 👉 In March there were 227 total vessel arrivals.

San Francisco Bay Clearinghouse Report For March 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	70		81	
ATB arrivals	18		12	
Barge arrivals to San Francisco Bay	10		16	
Total Tanker and Barge Arrivals	98		109	
Tank ship movements & escorted barge movements	356		319	
Tank ship movements	295	82.87%	255	79.94%
Escorted tank ship movements	163	45.79%	134	42.01%
Unescorted tank ship movements	132	37.08%	121	37.93%
Tank barge movements	61	17.13%	64	20.06%
Escorted tank barge movements	12	3.37%	26	8.15%
Unescorted tank barge movements	49	13.76%	38	11.91%

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	198		335		0		163		696	
Unescorted movements	96	48.48%	165	49.25%	0	0.00%	85	52.15%	346	49.71%
Tank ships	83	41.92%	120	35.82%	0	0.00%	65	39.88%	268	38.51%
Tank barges	13	6.57%	45	13.43%	0	0.00%	20	12.27%	78	11.21%
Escorted movements	102	51.52%	170	50.75%	0	0.00%	78	47.85%	350	50.29%
Tank ships	94	47.47%	159	47.46%	0	0.00%	73	44.79%	326	46.84%
Tank barges	8	4.04%	11	3.28%	0	0.00%	5	3.07%	24	3.45%

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	198		888	
ATB arrivals	49		201	
Barge arrivals to San Francisco Bay	32		173	
Total Tanker and Barge Arrivals	279		1,262	
Tank ship movements & escorted barge movements	1,012		4,253	
Tank ship movements	806	79.64%	3,249	76.39%
Escorted tank ship movements	430	42.49%	1,690	39.74%
Unescorted tank ship movements	376	37.15%	1,559	36.66%
Tank barge movements	206	20.36%	1,004	23.61%
Escorted tank barge movements	56	5.53%	339	7.97%
Unescorted tank barge movements	150	14.82%	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	552		972		0		432		1,956	
Unescorted movements	285	51.63%	494	50.82%	0	0.00%	232	53.70%	1,011	51.69%
Tank ships	242	43.84%	356	36.63%	0	0.00%	169	39.12%	767	39.21%
Tank barges	43	7.79%	138	14.20%	0	0.00%	63	14.58%	244	12.47%
Escorted movements	267	48.37%	478	49.18%	0	0.00%	200	46.30%	945	48.31%
Tank ships	242	43.84%	423	43.52%	0	0.00%	177	40.97%	842	43.05%
Tank barges	25	4.53%	55	5.66%	0	0.00%	23	5.32%	103	5.27%

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.

Marine Debris Removal - Special Funding Opportunity

Ocean Conservancy is soliciting applications under their Large Marine Debris Removal Project to remove large marine debris from remote and hard to reach environments. Using funding provided by a 2024 award from the NOAA Marine Debris Program, Ocean Conservancy will provide up to \$2.2 million in grants to remove large marine debris and derelict fishing gear throughout coastal waterways of the United States. Projects may range from \$50,000 to \$200,000.

Eligible debris for removal includes bulky debris requiring special resources to remove, such as boat parts, construction materials and tires; and abandoned, lost, or discarded fishing gear, including large fishing nets and tangled masses of rope traps and other fishing equipment. Vessel removals are not eligible for this funding opportunity. Successful projects will benefit local fishers; coastal economies dependent on seafood, tourism, and recreation; and coastal and marine habitats. Projects throughout the coastal United States, including United States territories and Freely Associated States, are eligible for consideration.

Proposals are due on May 31, 2026 by 5:00 PM Eastern Daylight Time (EDT). To apply, please visit [Ocean Conservancy's website](#) for eligibility and submission information.

NOAA Hydrographic Services Review Panel (HSRP)

NOAA is seeking candidates for the Hydrographic Services Review Panel, or HSRP, a federal advisory committee that advises the NOAA administrator on the agency's hydrographic programs, products, and technology. Applications must be received by April 30, 2026.

The panel advises NOAA on operations and research issues related to hydrographic surveying, nautical charts, tides and currents, geodetic and geospatial measurements, and coastal resilience. Applicants should have expertise in marine navigation; port administration; marine shipping or other intermodal transportation industries; cartography and geographic information systems; geodesy; physical oceanography; coastal resource management, including coastal resilience and emergency response; or other science-related fields.

For more information on how to apply, see the [Federal Register notice](#) or visit the [HSRP website](#).

2026 Voluntary Vessel Speed Reduction (VSR) Season

The program area has expanded under California Assembly Bill 14 as a statewide voluntary program, with California's Ocean Protection Council as a new stakeholder.

For the 2026 season, the VSR request will go into effect **April 22 through December 31** off the coast of California. Oceangoing vessels 300 gross tons (GT) or larger are asked to travel at 10 knots or less in the VSR zone during the program dates. This will reduce the risk of fatal ship strikes to whales, reduce ocean noise, and protect public health along the California coast. Please see the attached 2026 VSR zone, as well as further context below on the updated map.

For more information, including a commercial incentive program, see the Blue Whales and Blue Skies web site: <https://bluewhalesblueskies.org/>

National Weather Service

Increasing articles in the press about a possibly strong El Nino. It is possible, but still too early to predict with much confidence.

In short, yes, transition to El Niño is expected spring into summer, which could lead to warm-hot summer. Fire danger increases earlier. Likely will have more southerly swell events this summer due to an active East and Central Pacific tropical season. Look for drought conditions to return to the state at some point this summer.

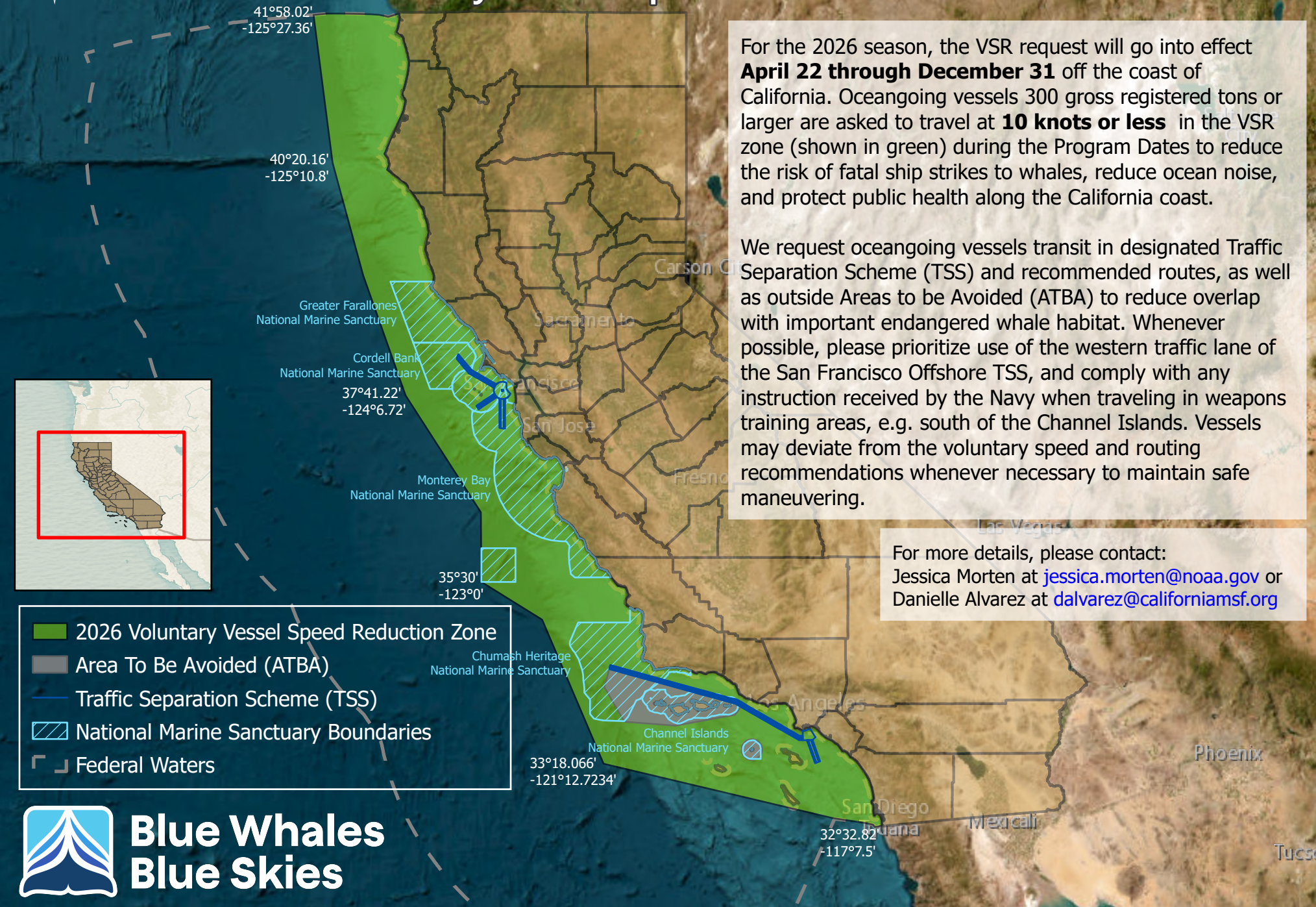
However, currently lots of model variability. And El Nino is only one element of the seasonal forecast. Other puzzle pieces will play a role. We'll know more about winter 26/27 as we move into summer as seasonal models start to handle things better.

Stand by, more precision and details about strength of El Nino and possible impacts at future meetings.

END OF REPORT

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

2026 Protecting Blue Whales and Blue Skies Program Voluntary Vessel Speed Reduction Zone



For the 2026 season, the VSR request will go into effect **April 22 through December 31** off the coast of California. Oceangoing vessels 300 gross registered tons or larger are asked to travel at **10 knots or less** in the VSR zone (shown in green) during the Program Dates to reduce the risk of fatal ship strikes to whales, reduce ocean noise, and protect public health along the California coast.

We request oceangoing vessels transit in designated Traffic Separation Scheme (TSS) and recommended routes, as well as outside Areas to be Avoided (ATBA) to reduce overlap with important endangered whale habitat. Whenever possible, please prioritize use of the western traffic lane of the San Francisco Offshore TSS, and comply with any instruction received by the Navy when traveling in weapons training areas, e.g. south of the Channel Islands. Vessels may deviate from the voluntary speed and routing recommendations whenever necessary to maintain safe maneuvering.

For more details, please contact:
Jessica Morten at jessica.morten@noaa.gov or
Danielle Alvarez at dalvarez@californiamsf.org



- 2026 Voluntary Vessel Speed Reduction Zone
- Area To Be Avoided (ATBA)
- Traffic Separation Scheme (TSS)
- National Marine Sanctuary Boundaries
- Federal Waters





Marine Environmental Protection Division - Northern California Field Office
MARCH 2026 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of
	Total Arrival	Monitored	Vessel Monitored
March 1-31, 2025	174	88	50.57
March 1-31, 2026	185	69	37.30
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)
	March 1-31, 2025	11,842,187	282,813	7,664,989	409,175	531,730	
March 1-31, 2026	10,082,290	59,699	9,559,851	0	1,333,487	5,515,006	26,550,333
Difference	1759897	223114	-1894862	409175	-801757	-24894	-329327

OIL SPILL REPORTED

VESEL	Total	Gallons Spilled
March 1-31, 2026	0	0

MARINE INVASIVE SPECIES INSPECTIONS

DATE	Qualified Voyages	Voyages Inspected	Goal	Shortfall
	Percent			
March 1-31, 2025	393	97	98	
March 1-31, 2026	336	85	81	
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.

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Project	FY 2026 President's Budget	FY 2026 C-MANC Recommends	FY 2026 MiniBus	FY26 Workplan	FY 2027 C-MANC Recommends	FY 2027 President's Budget	FY 2027 - Purpose of Funding
Potential New Shoreline Protection Studies							
Pillar Point Harbor (WRDA 2024)					3000		
Shoreline Protection Studies in Progress							
San Diego County Shoreline (Oceanside) Sect 414							Mitigation Study
Environmental Restoration Studies							
Potential New Navigation Studies							
Fruitvale Avenue Railroad Bridge							
Long Beach Nav Improvement							Funded to Completion
Oakland Harbor Turning Basins Widening Feasibility Study							Funded to Completion
Pillar Point Harbor WRDA 2024					3000		
Suisun Bay Channel (Slough)							Disposition Study Oppose
Navigation Studies in Progress							
Long Beach Nav Improvement							Funded to Completion

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Project	FY 2026 President's Budget	FY 2026 C-MANC Recommends	FY 2026 MiniBus	FY26 Workplan	FY 2027 C-MANC Recommends	FY 2027 President's Budget	FY 2027 - Purpose of Funding
Preconstruction Engineering and Design							
Malibu Creek Ecosystem Restoration Project							non-member
Oakland Harbor Turning Basins Widening		27000	8000		43000	0	Start Design
San Diego County, CA (Encinitas-Solana Beach) [FDRC]							non-member
Surfside-Sunset & Newport Groins (Stage 14),		3685			3700		Design
Potential New Construction							
San Clemente Shoreline							non-member
Continuing Construction Projects							
Hamilton Airfield Wetlands Restoration		1800	4400		2500		Develop Acquisition Strategy
Imperial Beach (Silver Strand)							non-member
Oakland Harbor (50' Project)		8000			8000	0	Middle Harbor Enhancement
Continuing Authorities Projects							
Beneficial Use of Dredged Material Pilot Program SF Bay				16257			Place adjacent to tidal wetlands
CA Coastal RSM - Sect 204		500					Continue
Carpinteria Shoreline Study (Conversion to Section 103)							non-member
Northern Half Moon Bay Shoreline Improvements - Sect. 111							Feasibility complete in FY14
Energy and Donor Ports							
Port of Long Beach	7702	9776			9776	0	S 2106(WRRDA14) & S 104(WRDA20)
Port of Los Angeles	8460	10739			10739	0	S 2106(WRRDA14) & S 104(WRDA20)
Port of Hueneme	375	375			357	0	S 2106(WRRDA14) & S 104(WRDA20)
Port of San Diego	180	189			189	0	S 2106(WRRDA14) & S 104(WRDA20)
Port of Hueneme		2000		23006	2000	0	S 102(WRDA20)
Port of Long Beach		48000		62838	48000	0	S 102(WRDA20)
Port of Los Angeles		58000		69021	58000	0	S 102(WRDA20)
Port of San Diego		1400		1805	1400	0	S 102(WRDA20)
San Pablo Bay & Mare Island Strait		170			170	0	S 2106(WRRDA14) & S 104(WRDA20)
San Pablo Bay & Mare Island Strait		1200			1200		S 102(WRDA20)

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Operations and Maintenance							
Project	FY 2026 President's Budget	FY 2026 C-MANC Recommends	FY 2026 MiniBus	FY26 Workplan	FY 2027 C-MANC Recommends	FY 2027 President's Budget	FY 2027 - Purpose of Funding
Berkeley Marina				30		0	
Bodega Bay Harbor		500		30	1000	0	Breakwater/Jetties Plans & Specs
Channel Islands Harbor	8230	13200	8230	10416	12000	0	Maintenance Dredging
Crescent City Harbor		1000		30	6000	28	Maintenance Dredging
Dana Point Harbor		1000		40		0	Breakwater Repair Underway
Fisherman's Wharf Area, San Francisco						0	Not needed at this time
Humboldt Harbor and Bay	10234	15000	10234	7034	15000	4656	Maintenance Dredging
Larkspur Ferry Channel						0	Not needed at this time
Los Angeles - Long Beach Harbors (Breakwater)						0	Not needed at this time
Los Angeles - Long Beach Harbors	16					0	Not needed at this time
Marina del Rey		8000		408	10000	0	Maintenance Dredging
Monterey Harbor				30		0	Not needed at this time
Morro Bay Harbor	4120	4120	4120	24	4500	0	Maintenance Dredging
Moss Landing Harbor				2530	3000	0	So Jetty Repair
Napa River	1233	1233	1233		8000	0	Prepare for next cycle
Newport Bay Harbor				30		0	Not needed at this time
Noyo River and Harbor					2000	0	Breakwater Repair Plans/Specs
Oakland Harbor	27959	27959	27959		27676	27676	Maintenance Dredging
Oceanside Harbor	3480	3480	3480	4742	3500	0	Maintenance Dredging
Petaluma River	996	996	996	5000		0	Not needed at this time
Pillar Point Harbor				30		0	Not needed at this time
Port Hueneme						0	Not needed at this time
Port San Luis	12			23		0	Not needed at this time
Project Condition Surveys		2000	986		2000		Annual Surveys
Redondo Beach Harbor (King Harbor)		2000		10	2000	0	Breakwater Repair
Redwood City Harbor	4188	7000	4188	3162	7000	3374	Maintenance Dredging
Richmond Harbor	13180	16000	13180	6708	16000	12326	Maintenance Dredging
Sacramento River (30ft)	4923	4923	4923		5000	3278	Maintenance Dredging
Sacramento River (Shallow Draft)	218	218	218		218	0	Maintain Facilities
Sacramento River and Tributaries (Debris Control)	1996	1996	1996		2000	320	Critical and Routine O & M
San Diego Harbor						0	Not needed at this time
San Diego River and Mission Bay				215		0	Not needed at this time

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Operations and Maintenance (Cont.)							
Project	FY 2026 President's Budget	FY 2026 C-MANC Recommends	FY 2026 MiniBus	FY26 Workplan	FY 2027 C-MANC Recommends	FY 2027 President's Budget	FY 2027 - Purpose of Funding
San Francisco Bay - Delta Model Structure	784	2000	784		1000	205	Operate Model
San Francisco Bay Long Term Mmgt. Strategy	578	2000	578		1000	0	DMMO support
San Francisco Harbor S.F. Bar Channel (55ft.)	5439	5439	5439		5500	4125	Maintenance Dredging
S. F. Harbor and Bay - Debris Removal	4376	4376	4376		4500	1191	Debris Removal
San Joaquin River - Stockton Channel	6237	12000	6237	3604	12000	4595	Maintenance Dredging
San Leandro Marina (Jack D. Maltester Channel)		5000				0	Harbor Status?
San Pablo Bay & Mare Island Strait	343	4000	343		4000	2800	Maintenance Dredging
San Rafael Creek	7370	7370	7370		1000	0	Maintenance Dredging
Santa Barbara Harbor		4000		6150	4000	0	Maintenance Dredging
Santa Cruz Harbor		800		790	800	0	MOA Reimburs S Jetty Repair
Suisun Bay Channel/New York Slough	12621	12621	12621		13000	6089	Maintenance Dredging
Suisun Channel (Slough)		1000			1000	0	Survey, Plans & Specs
Ventura Harbor	5980	9000	5980		5500	0	Maintenance Dredging
Yuba River	1746	2000	1975		2000	1000	Critical and Routine O & M

TOTALS	FY 2026 President's Budget	FY 2026 C-MANC Recommends	FY 2026 MiniBus	FY26 Workplan	FY 2027 C-MANC Recommends	FY 2027 President's Budget
Potential New Shoreline Protection Studies	\$0	\$0	\$0	\$0	\$3,000	\$0
Shoreline Protection Studies in Progress	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Restoration Studies	\$0	\$0	\$0	\$0	\$0	\$0
Potential New Navigation Studies	\$0	\$0	\$0	\$0	\$3,000	\$0
Navigation Studies in Progress	\$0	\$0	\$0	\$0	\$0	\$0
Preconstruction Engineering and Design	\$0	\$27,000	\$8,000	\$0	\$46,700	\$0
Potential New Construction	\$0	\$0	\$0	\$0	\$0	\$0
Continuing Construction Projects	\$0	\$10,800	\$4,400	\$0	\$10,500	\$0
Continuing Authorities Projects	\$0	\$500	\$0	\$16,257	\$0	\$0
Energy and Donor Ports	\$16,717	\$131,849	\$0	\$156,670	\$131,831	\$0
Operation and Maintenance	\$126,259	\$182,231	\$127,446	\$51,006	\$182,194	\$71,663
Totals	\$142,976	\$352,380	\$139,846	\$223,933	\$377,225	\$71,663

MERIT Working Group Charter

Maritime Evaluation for Risk, Insight & Trends

Pronounced: “Merit.”

Purpose

The MERIT Working Group brings together experts from across the regional transportation community to evaluate how navigational, environmental, and operational factors influence exposure and system readiness. Its purpose is to convert complex information into clear, actionable insight that supports safe and efficient maritime operations throughout the San Francisco Bay Region.

Scope

MERIT focuses on identifying, organizing, and prioritizing exposure factors across the regional transportation domain. Using empirical, qualitative, and historical information, the group identifies emerging challenges and develops recommendations to strengthen coordination, preparedness, and risk awareness.

Objectives

1. Review and interpret findings from the Ports and Waterways Safety Assessment (PAWSA) 2025 and related documentation.
2. Integrate operational, environmental, scientific, and historical information to assess exposure trends.
3. Develop an organized taxonomy of exposure types, locations, and contributing factors.
4. Recommend assignment of mitigation or response tasks to existing HSC subcommittees or propose short-term working groups.
5. Identify immediate, practical best practices that can be implemented through HSC coordination.
6. Recommend partnerships or funding opportunities that enhance analytical and implementation capacity.
7. Reassess and update findings as new data, trends, or incidents emerge.

Membership and Participation

Membership: Formal membership—used for quorum recognition—consists of individuals drawn from the Harbor Safety Committee. These members ensure consistency with HSC procedures and coordination across established working bodies. The appointing authority (HSC Chair or Subcommittee Chair) determines formal membership and ensures sector balance.

Contributors: Contributors represent a broad cross-section of the regional transportation community, including both HSC and non-HSC members. This diverse group may include pilots, tug and ferry operators, port and terminal representatives, Vessel Traffic Service, bridge and infrastructure operators, environmental and scientific experts, and agency partners.

Voting: Members and Contributors vote at Working Group meetings. Work Groups operate by consensus of those present, including interested members of the public.

Methods and Procedures

MERIT functions as a temporary advisory working group that reports findings and recommendations through the appropriate HSC channel. The group establishes a consistent analytical framework for evaluating exposure and prioritizing action areas. Findings and recommendations are documented in writing and presented for review through the HSC. The working group may reconvene periodically to review new data, reassess conditions, or update its recommendations. Decisions are made by consensus.

Structure and Reporting

MERIT operates under the Harbor Safety Committee. Formal membership will remain below the quorum threshold of its parent body to preserve flexibility and efficiency. All recommendations and summaries will be transmitted through the Working Group chair for inclusion in regular HSC proceedings.

Future Re-establishment

MERIT is expected to be re-established periodically to review evolving conditions and incorporate the most current risk-assessment references, data, and methodologies available at the time. Each future iteration will update its analytical framework, ensuring the group's work remains timely and relevant to emerging regional risks.

Operating Principles

- Empirical: Ground conclusions in verifiable data and credible analysis.
- Collaborative: Engage a broad network of operational, technical, and scientific expertise.
- Transparent: Maintain clear documentation and accessible summaries of results.
- Action-Oriented: Deliver recommendations that strengthen safety and readiness.
- Adaptive: Adjust focus and methods as conditions change.

Deliverables

- A concise list of specific risk and exposure areas for HSC review and resolution.
- A taxonomy organizing those risks by type, location, and contributing factors.
- Immediate actions and best practices the HSC can implement without further analysis.
- Recommendations for assignment of complex or longer-term issues to existing subcommittees or new working groups.

Duration

Although MERIT operates as a temporary working group, MERIT will remain in place as long as necessary to achieve its objectives. MERIT will be reestablished, as necessary to address new information, updated risk-assessment products, or emerging regional priorities.



MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

10 Commodore Drive
Emeryville, CA 94608

phone: (415) 441-6600
fax: (415) 441-1025

website: www.sfmex.org
email: info@sfmex.org

March 23, 2026

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

Subject: Integrating Maritime Risk Assessment into California Clean Air Rulemaking

Dear Chair Sanchez,

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 clean air rulemaking before agencies finalize regulations.

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 a familiar concern: new technology can introduce operational risk when agencies move forward without a full safety review. California has seen this before. Regulators required exhaust control systems on tugboats, ferries, and other harbor craft before fully evaluating vessel stability and fire risk.

After CARB imposed diesel particulate filter requirements, a U.S. Coast Guard District Commander raised safety concerns in a formal letter to CARB, including fire hazards and feasibility challenges. Safety reviews followed implementation rather than guiding design and development.



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10 Commodore Drive
Emeryville, CA 94608

phone: (415) 441-6600
fax: (415) 441-1025

website: www.sfm.org
email: info@sfm.org

Chair Sanchez – CARB

March 16, 2026

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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 human safety for 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,

Scott Humphrey

Scott Humphrey

Chair, Harbor Safety Committee of the San Francisco Bay Region

ScottH@sfm.org

Digitally signed by Scott Humphrey
Date: 2026.04.01 09:40:27 -07'00'