

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

May 14, 2026

Port of San Francisco, South Beach Harbor

The Embarcadero, San Francisco, 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 10:04.

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; **Ben Eichenberg (M)**, San Francisco Baykeeper; **Robert Estrada (M)**, Inlandboatmen's Union; **John Fadeeff (M)**, Chevron Shipping Co.; **Jeff Ferguson (M)**, NOAA; **Patrick Forrester (M)**, Port of San Francisco; **Capt. Maggie Hallahan (A)**, Recreational Boating; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Paul Hendricks (A)**, Baydelta Maritime; **Tammie Lasiter (M)**, SSA Terminals; **Eric Napralla (M)**, Port of Oakland; **Erin Pierson (M)**, Crowley; **Randy Scott (M)**, Port of Benicia; **Capt. Jared Toczko (A)**, United States Coast Guard; **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 April 9, 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 Metropolitan Transportation Commission (MTC) and Bay Area Toll Authority (BATA) were briefed on toll bridge maritime risk analysis and the HSC's participation. The Ports and Waterways Safety Assessment (PAWSA) conducted in 2025 was recognized for informing bridge safety and risk reduction. The ongoing partnership is aimed at improving navigation safety and emergency response. Older bridges require additional mitigation measures to maintain safety. The MERIT Work Group met this Tuesday at the Metro Center in San Francisco. The Work Group will review the PAWSA 2025 Report and other sources to identify risk and strengthen navigation safety. The NOAA Physical Oceanographic Real-Time System (PORTS) program was established in response to the 1980 Sunshine Skyway Bridge collapse in Tampa, FL. A vessel struck the bridge during a sudden storm prompting NOAA to develop PORTS.

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Coast Guard Report- Capt. Jared Toczko

- The federal government has reopened and USCG is back at full force.
- USCG Marine Safety Alert 06-26 was issued on the importance of adequate navigation visibility and lookouts in accordance with Rule 5. A case in Miami involving a construction barge colliding with a sailboat prompted the alert.
- Mariner exam centers were closed due to the government shutdown and there is a backlog. Expiring credentials have been extended until June 30th.
- There are plans to disestablish the Oakland Inner Harbor Turning Basin Light B ATON and comments are welcome through June 10th.
- USCG is reviewing the HSC Tsunami Ready Maritime Work Group draft report and will provide feedback.
- CWO Dressler read from the April- 2026 Prevention/Response Report (attached). USCG is conducting a WAMS study of San Leandro Channel, Alameda, San Francisco, South Bay, and Redwood Creek to evaluate ATONs and waterway safety concerns. A public user survey is open through August 18th with information posted in the Local Notice to Mariners.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY25 projects are closed out. Bidding for FY26 dredge contracts is underway. The Essayons will dredge the Main Ship Channel in late May. Debris removal for April was below average, and the Dillard is out of service for repairs. USACE assists with towing of dead whales. The Regional Dredge Material Management Plan was approved and is available. Surveys are posted, and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report-

- HSC membership updates: Robert Barley (A), Golden Gate Bridge Highway and Transportation District, was appointed as the HSC alternate member representing ferry operators.
- An updated HSC membership vacancy announcement will be distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

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NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for May 2026 (attached). ENC re-gridding is ongoing. Vessel Speed Reduction (VSR) for whale protection was expanded statewide and is in effect from April 22nd through December 31st. The NWS predicts El Nino conditions developing although the strength is still unknown. El Nino can be categorized as moderate, strong, or very strong but it is too early to predict at this time. El Nino is associated with warmer ocean water which can lead to more storms and wildfire risk in the region.

State Lands Commission Report- Robert Davila (report attached)

- Scott Humphrey asked for information about the regional fuel sector and increased product imports. Robert Davila advised that the Jones Act has been suspended which is allowing imports of oil products from US ports. Product has also been imported from Singapore and the UK. CA State Lands assesses fees for oil spill prevention and marine invasive species.
- Stas Margaronis, Popeller Club, asked about the Jones Act suspension's impact on trade. Robert Davila advised that finding sources of finished product can be challenging and more foreign tankers are expected. Robert Estrada advised that the current situation is self-created and is undermining American workers. Suspending the Jones Act threatens national security and may cause long term damage.

PORTS Report- Marcus Freeling

- The Martinez-Amorco visibility sensor is offline due to a system fault and troubleshooting is ongoing. Martinez-Amorco current meter hardware upgrades are planned. The next buoy-mounted current meter service will be performed this summer. Old windbird nosecones are being replaced. 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>
- Scott Humphrey advised that the HSC PORTS Subcommittee will be developing a plan for ongoing SF PORTS maintenance funding. OSPR funding has been flat for many years. SF PORTS is relied on for navigation and maritime safety in the bay.

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Report on the International Transport Workers Federation (ITF)- Sam Levens, ITF

- Sam Levens, International Transport Workers Federation (ITF), gave a presentation to the committee (slides attached). ITF is a global federation of trade unions. Regional ITF inspectors assist foreign seafarers with labor rights issues including wage theft, abandonment, repatriation, substandard conditions, forced labor, and abuse. There are 126 ITF inspectors worldwide. A video was shown documenting the plight of foreign seafarers stuck in the Strait of Hormuz and suffering food shortages. There have been over 2,000 calls for assistance from mariners inside of the strait or on route. Mariners are due bonus hazard pay when in warlike areas and have the right to refuse. Criminalization and blacklisting are concerns. There is also increased abandonment of vessels and seafarers. Legal issues that are being addressed by ITF include repatriation, forced labor, wage theft, and food security. CBP is restricting foreign crew from leaving their ships when in US ports and the Jones Act waiver has increased the problem. ITF enforcement is conducted via Maritime Labor Convention, collective bargaining agreements, and the Seaman's Wage Act. ITF partners with Port State Control and USCG. Report suspected labor rights violations to ITF.
- Sam Levens announced that an event for international seafarer mental health and wellbeing will be held on May 20th at the International Maritime Center in Oakland.

Subcommittee / Work Group Reports-

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

Navigation Subcommittee- Capt. David Corbett: Collaboration continues with the Tug Subcommittee and Ferry Operations Subcommittee on navigation safety concerns. There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations. Participation with the PORTS Subcommittee is planned to address funding issues.

Ferry Operations Subcommittee- Capt. Tony Heeter: Combined subcommittee meetings are planned to address overlapping issues. A VMAP tabletop exercise will be held in late October. Work continues on lithium battery firefighting issues, and a national working group was formed. Existing supplemental firefighting equipment is not approved for maritime use. Whale Smart training is being implemented. License renewals for ferry captains and pilots have been delayed and there is a backlog. Capt. Toczko advised that extensions are possible.

Dredge Issues Subcommittee- Nothing to report.

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Prevention through People Subcommittee- Capt. Maggie Hallahan: An ad-hoc subcommittee meeting was held with the San Francisco Recreation and Parks Department regarding proposed removal of the Gashouse Cove fuel dock. A CEQA report is being used as justification for condemning the fuel dock. Research was conducted showing that several regional fuel docks have been closed, limiting fueling options for small boats. A document detailing the fuel dock issue has been posted to the May HSC meeting website in Gas House Cove Documents: www.sfmex.org/events/hsc-may-2026-meeting

Capt. Heeter advised that removal of the Gashouse Cove fuel dock could impact regional SAR capabilities. Capt. Hallahan advised that ninety-five percent of boats draft under 5.5 feet. The Gashouse Cove fuel dock can accommodate vessels with 8.5 feet of draft and does not need to be removed. Ben Eichenberg advised that the fuel dock issue concerns maritime safety and public access. Maintaining fuel availability for recreational boats and emergency response vessels is critical. Patrick Forester advised that fueling for special events at the port would also be impacted by the fuel dock closure.

Capt. Hallahan advised that an HSC endorsed letter in support of retaining the Gashouse Cove fuel dock is being drafted and a vote to approve will be held at the June HSC meeting.

PORTS Subcommittee- Eric Napralla: A meeting will be scheduled to consider future PORTS maintenance funding. Maintaining and upgrading SF PORTS is important for navigation.

Marine Mammals Subcommittee- Bill Keener, The Marine Mammal Center: There are currently five gray whales in the bay, but no humpbacks have been reported yet. Dead whales were towed to Angel Island. The Whale Smart training program was launched for ferry operators. It was recently reported that a ferry slowed down to minimize impact on a nearby whale. Whale sightings are managed by USCG VTS.

Tsunami Ready Maritime Work Group – Scott Humphrey: Best practices have been developed for tsunami response. USCG is reviewing the proposals and will provide feedback to the work group. An HSC vote to approve the best practices will be scheduled when complete.

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. Changes to training requirements and the escort checklist are being considered. Updates will be presented to the committee and submitted to OSPR for consideration upon HSC approval.

MERIT Work Group – Capt. David Corbett: The work group held its second meeting on May 12th 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. The next meeting will be scheduled.

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Public Comment-

- Chrissy Kaplan, Gashouse Cove fuel dock operator, advised that there is no regulatory reason to close the fuel dock and supported preservation efforts. Emergency service vessels use the fuel dock regularly.
- Dan Clarke advised that San Francisco Recreation and Parks Department is not committed to keeping the Gashouse Cove fuel dock and urged community support to convince them of the importance of maintaining fuel access.
- Capt. Anne McIntyre, SF Bar Pilots, advised that pilots use the Gashouse Cove fuel dock and support keeping it in place.
- Capt. Heeter advised that retaining the Gashouse Cove fuel dock is a public safety issue.

Old Business-

- Scott Humphrey advised that a meeting with CARB is scheduled regarding the Clean Air Safety Letter previously approved and sent by the HSC.
- Scott Humphrey advised that a report on the new Marine Exchange website and associate management system will be given: www.sfmex.org. The annual Marine Exchange Mayday Party is on May 27th at Scott's Seafood in Oakland.
- Cody Aichele-Rothman advised that the annual Harbor Safety Plan (HSP) Update is ongoing. Voting on the HSP Update will be held at the June HSC meeting.

New Business-

- Paul Hendricks suggested a monthly update on fuel supply issues from State Lands.

Next Meeting-

1000-1200, June 11, 2026
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:22.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (April 2026)

MARINE CASUALTIES

Crew Member Injury (05APR26): A foreign flagged cruise ship experienced a crewmember injury while on an inbound transit to San Francisco, CA. The injured crewmember slipped and fell on a wet deck, resulting in an injury. The crewmember was scheduled to return to their home country for further care. Case closed.

Loss of Propulsion (10APR26): A U.S. flagged articulated tug & barge experienced a loss of propulsion while underway off the coast of Washington State during a transit to San Francisco, CA. A faulty fuel pump caused a failure of the ship's starboard service generator resulting in a loss of propulsion. The vessel continued course and had parts ordered to effect repairs after arrival to port in San Francisco, CA. Case pends.

Crew Member Injury (11APR26): A U.S. flagged towing vessel experienced a crew member injury while moored. The crew member suffered a hand injury while attempting to put the gangway in place and was transported for care. Case pends.

Equipment Failure (19APR26): A U.S. flagged small passenger vessel experienced an equipment failure while getting underway from the pier. The vessel was unable to shift from astern to ahead propulsion, so the Master continued to astern maneuver into an empty berth, re-moored, and disembarked the passengers. USCG reviewed a report on repairs and witnessed satisfactory operation of the vessel. Case pends.

Loss of Propulsion (23APR26): A foreign flagged container vessel experienced a loss of propulsion while underway 08 nautical miles west of Half Moon Bay, CA enroute to San Francisco, CA. The crew discovered a faulty fuel pressure valve which rendered the vessel unable to maintain RPM. The vessel is currently in Anchorage 9 while troubleshooting the issue. Case pends.

Flooding (23APR26): A U.S. flagged passenger vessel experienced flooding while moored to the pier. The crew found excessive water in the port engine room bilge and located the source of water as a pinhole sized leak on the port shaft flange. A diver applied soft patches to the hull exterior blocking additional water ingress and epoxy was applied to the flange. The vessel has been removed from service and additional roving watches have been introduced until permanent repairs have been made. Case pends.

Loss of Steering (25APR26): A U.S. flagged fishing vessel experienced a loss of steering while underway approximately 04 nautical miles off Ocean Beach in San Francisco, CA. The vessel was towed by USCG to the Port of San Francisco. While in port the crew discovered a broken weld at a u-joint that connected the shaft and rudder. Case pends.

Flooding (25APR26): A U.S. flagged fishing vessel experienced flooding while underway approximately 14 nautical miles off Daly City, CA. The vessel was safely towed by USCG to Port of San Francisco. Case pends.

Crew Member Injury (27APR26): A U.S. flagged passenger vessel experienced a crew member injury while mooring. A crew member rolled an ankle while stepping off the vessel causing significant injury and was transported for care. Case pends.

Loss of Propulsion (29APR26): A foreign flagged bulk freight vessel experienced a loss of propulsion while transiting inbound through the San Bruno Channel to Redwood City, CA. The pilot reported no response to full ahead position and a delayed response to astern propulsion. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (23APR26): A foreign flag container vessel was issued a Captain of the Port Order for a Loss of Propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

Operational Control (29APR26): A foreign flag bulk carrier was issued a Captain of the Port Order for a Reduction of Propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop S-Band Radar (18APR2026): A foreign flagged tank vessel had been issued an inbound LOD for an inop S-band radar. Repairs were conducted and the equipment is working properly. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (02APR26): A recreational vessel was reported to have discharged approximately 1 gallon of diesel fuel into a marina in Brisbane, CA. The vessel's owner arrived at the scene and notified USCG to confirm the report and offered knowledge that a fuel filter had leaked fuel into the bilge and was then discharged into the water when the bilge pump activated. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (08APR2026): A derelict vessel was reported to be discharging an unknown quantity of oil product into the San Francisco Bay, creating a sheen. The vessel had no identifying marks and the party responsible could not be initially identified. The case was federalized and an OSRO was hired to conduct a pollution assessment and deploy boom to contain and clean up the discharge. Upon further investigation, an earlier that involved this vessel was found, and it included the owner's name and information. USCG issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (22APR2026): A US flagged container vessel was reported to have discharged approximately 40 liters of an unknown substance onto its deck with approximately 10 liters entering the water in Oakland Harbor, creating a sheen. The initial report stated that the discharge was believed to be due to heavy rains causing a leak in one of the containers that was believed to be empty. Upon further investigation with the captain and crew of the vessel, the leaking container was found to be holding undisclosed inoperable vehicles, and the leaking substance was determined to be oil. The product on the ship's deck was cleaned in accordance with the vessel's SOPEP, though the quantity in the water was found to be unrecoverable. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the captain of the vessel. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (30APR2026): A fishing vessel was reported to have discharged approximately 1 gallon of oily bilge water into Bodega Bay, creating a sheen. The marina the vessel was moored in reported that the vessel had been secured, boom deployed and clean up actions were underway. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner. USCG concluded that no further environmental threat exists. USCG pursued enforcement against the owner pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

April 2026

PORT SAFETY CATEGORIES*	Apr-2026	Apr-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:	2	2	1.75
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.53
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (3), Personnel (0), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.42
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	10	10.83
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2026	Apr-2025	**3yr Avg
U.S. Commercial Vessels	3	1	0.92
Foreign Freight Vessels	0	0	0.25
Public Vessels	5	1	1.28
Commercial Fishing Vessels	1	1	0.89
Recreational Vessels	8	4	7.47
Pollution Discharge Sources (Facilities)	Apr-2026	Apr-2025	**3yr Avg
Regulated Waterfront Facilities	1	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	0	2	3.72
Mystery Spills - Unknown Sources	6	8	6.11
Number of Pollution Incidents (By Spill Size)	Apr-2026	Apr-2025	**3yr Avg
Spills < 10 gallons	14	4	11.50
Spills 10 - 100 gallons	2	0	1.53
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	17	7.81
Total Pollution Incidents	24	21	21.11
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2026	Apr-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	11.00	0.00	4.84
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	59.00	1.00	21.62
Estimated spill amount from Commercial Fishing Vessels	1.00	0.00	23.24

Estimated spill amount from Recreational Vessels	16.00	200.00	29.34
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	0.64
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	0.00	0.00	59.42
Estimated spill amount from Unknown Sources (Mystery Sheens)	9.00	12.00	4.89
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	96.00	213.00	146.62
Penalty Actions	Apr-2026	Apr-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	1	0.08
Letters of Warning	4	2	3.00
Total Penalty Actions	4	3	3.14
* 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
May 14, 2026**

1. CORPS O&M DREDGING PROGRAM

The FY25 dredging season wrapped up on April 30 when dredging at Oakland Harbor completed.

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 and **release of the Corps' FY27 Work Plan on April 23, 2026**. 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. **Dredging is complete except for two large objects on the bottom. The team continues to search for removal solutions.**
- 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 concluded on April 30. Contract closeout is in progress.**

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. **The dredging contract solicitation was posted on April 10 with bid opening held on May 11. Award is pending review of bids.**
- 2. Sacramento River Deep Water Ship Channel –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start mid-July. **The dredging contract solicitation was posted on April 21 with bid opening scheduled for May 28.**
- 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. **The dredging contract solicitation was posted on April 28 with bid opening scheduled for June 4.**

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. **The dredging contract solicitation was posted on May 11 with bid opening scheduled for June 11.**
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. Following that, 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

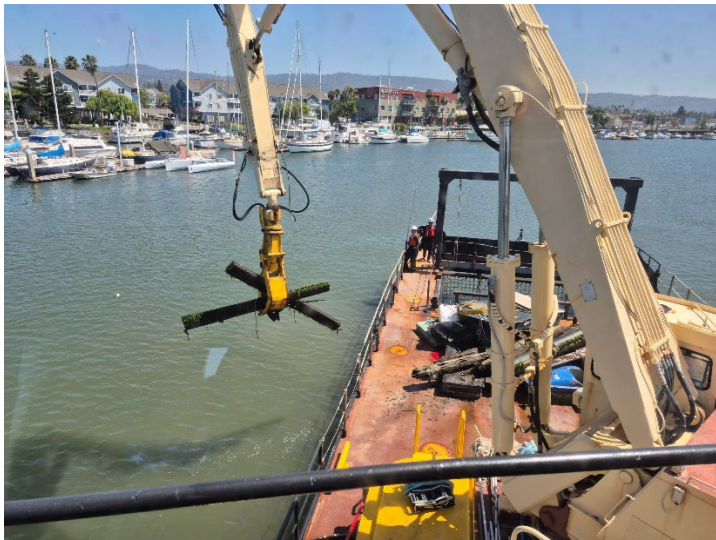
Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2026						FY2027									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
San Joaquin River (35ft)	10-Apr	11-May	18-May		→	◆	→	▨						175kcy	TBD	Cutterhead or Clamshell	Upland or BU		
Sacramento River (30ft)	21-Apr	28-May	11-Jun		→	◆	→	▨						75kcy	TBD	Cutterhead or Clamshell	Upland or BU		
Oakland Harbor (50ft)	28-Apr	4-Jun	18-Jun	▨			→	◆	→	▨						800kcy	TBD	Clamshell	BU
Redwood City Harbor (30ft)	11-May	11-Jun	25-Jun		→	◆	→	▨						200kcy	TBD	Clamshell	SF-11 SF-DODS		
Suisun Bay Channel (35ft)	18-May	17-Jun	1-Jul		→	◆	→	▨						100kcy	TBD	Clamshell	SF-16		
San Rafael Creek (6ft / 8ft)	26-Jun	27-Jul	10-Aug				→	◆	→	▨						200kcy	TBD	Clamshell	SF-10/11
Richmond Inner Harbor (37ft)	6-Jul	6-Aug	20-Aug				→	◆	→	▨						350kcy	TBD	Clamshell	SF-10/11 BU
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels (48ft)	30-Jan	2-Mar	23-Mar			6/20	→				→					Base:600kcy Opt:300kcy	Manson	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels (35ft / 26ft)	N/A	Start: 4/24/2026	Finish: 5/8/2026		→											150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels (48ft)	N/A	Start: 5/7/2026	Finish: 5/16/2026		→											300kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel (55ft)	N/A	Start: 5/17/2026	Finish: 6/3/2026			→										350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal) (35ft)	N/A	Start: 6/4/2026	Finish: 6/8/2026				→									250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor (45ft)	N/A	Start: 6/9/2026	Finish: 6/23/2026				→									250kcy	Essayons	Govt Hopper	SF-10 SF-11
																			
																Date of Last Update: 5/12/2026			

3. DEBRIS REMOVAL – Debris removal for April was 14.8 tons. Dillard: 0 tons; Raccoon: 14.8 tons. Average debris removal for April from 2016 to 2025 is 104 tons (Range: 20 – 142.5). The Dillard is currently down, staff are working on getting a contract in place for an overhaul of the main engines. The impact to the debris mission is expected to be several months.

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	14.8	0	0	14.8
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
121.9



The Raccoon working on debris removal (right) and Raccoon assisting with towing a whale from Pier 19 at the Port of SF (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.** One study to address data gaps identified by the Interagency Working Group (IWG) remains in progress - Ecological Modeling. **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 2 Post Dredge Survey of April 16, 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: Condition survey of April 14, 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 April 9, 2026.

SF-10 (San Pablo Bay): Condition survey of April 9, 2026.

SF-11 (Alcatraz Island): Condition survey of April 3, 2026.

SF-16 (Suisun Bay Disposal Site): Condition survey of April 16, 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 [FY25](#).

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **23 APRIL 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	04-14-2026	300 943	3.94	30.0	19.4	29.2	29.0	27.5
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	03-24-2026	2188 5598	0.88	45.0	20.7	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		296				No	No	No
Oakland Outer Channel	02-02-2026	1761	2.52	50.0	50.1	Data	Data	Data
Humboldt Bay		500						
Bar and Entrance Channel	04-15-2026	2113	2.6	48.0	28.4	37.1	38.4	36.2
Humboldt Bay		400						
Eureka Channel	04-15-2026	416	1.69	26.0	3.8	4.0	10.1	7.0
Humboldt Bay		300						
Fields Landing Channel	04-17-2026	770	2.35	26.0	11.2	26.5	24.9	20.3
Humboldt Bay		400						
North Bay Channel	04-15-2026	657	3.04	38.0	32.5	35.4	34.8	20.0
Humboldt Bay		400						
Samoa Channel	04-15-2026	1000	1.83	38.0	33.0	34.7	33.3	17.4
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	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

May 14, 2026

- ✎ In April the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In April 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 April there were 129 tank vessel arrivals: 18 ATBs, 11 Chemical Tankers, 35 Chemical/Oil Tankers, 26 Crude Oil Tankers, 1 LPG, 26 Product Tankers, and 12 Tugs with Barges.
- ✎ In April there were 275 total vessel arrivals.

San Francisco Bay Clearinghouse Report For April 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>		
Tanker arrivals to San Francisco Bay	99		70		
ATB arrivals	18		17		
Barge arrivals to San Francisco Bay	12		15		
Total Tanker and Barge Arrivals	129		102		
Tank ship movements & escorted barge movements	410		344		
Tank ship movements	358	87.32%	281	81.69%	
Escorted tank ship movements	182	44.39%	130	37.79%	
Unescorted tank ship movements	176	42.93%	151	43.90%	
Tank barge movements	52	12.68%	63	18.31%	
Escorted tank barge movements	14	3.41%	29	8.43%	
Unescorted tank barge movements	38	9.27%	34	9.88%	

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	258		390		0		177		825	
Unescorted movements	137	53.10%	199	51.03%	0	0.00%	93	52.54%	429	52.00%
Tank ships	121	46.90%	165	42.31%	0	0.00%	84	47.46%	370	44.85%
Tank barges	16	6.20%	34	8.72%	0	0.00%	9	5.08%	59	7.15%
Escorted movements	121	46.90%	191	48.97%	0	0.00%	84	47.46%	396	48.00%
Tank ships	115	44.57%	179	45.90%	0	0.00%	80	45.20%	374	45.33%
Tank barges	6	2.33%	12	3.08%	0	0.00%	4	2.26%	22	2.67%

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	297		888	
ATB arrivals	67		201	
Barge arrivals to San Francisco Bay	44		173	
Total Tanker and Barge Arrivals	408		1,262	
Tank ship movements & escorted barge movements	1,422		4,253	
Tank ship movements	1,164	81.86%	3,249	76.39%
Escorted tank ship movements	612	43.04%	1,690	39.74%
Unescorted tank ship movements	552	38.82%	1,559	36.66%
Tank barge movements	258	18.14%	1,004	23.61%
Escorted tank barge movements	70	4.92%	339	7.97%
Unescorted tank barge movements	188	13.22%	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	810		1,362		0		609		2,781	
Unescorted movements	422	52.10%	693	50.88%	0	0.00%	325	53.37%	1,440	51.78%
Tank ships	363	44.81%	521	38.25%	0	0.00%	253	41.54%	1,137	40.88%
Tank barges	59	7.28%	172	12.63%	0	0.00%	72	11.82%	303	10.90%
Escorted movements	388	47.90%	669	49.12%	0	0.00%	284	46.63%	1,341	48.22%
Tank ships	357	44.07%	602	44.20%	0	0.00%	257	42.20%	1,216	43.73%
Tank barges	31	3.83%	67	4.92%	0	0.00%	27	4.43%	125	4.49%

Notes:

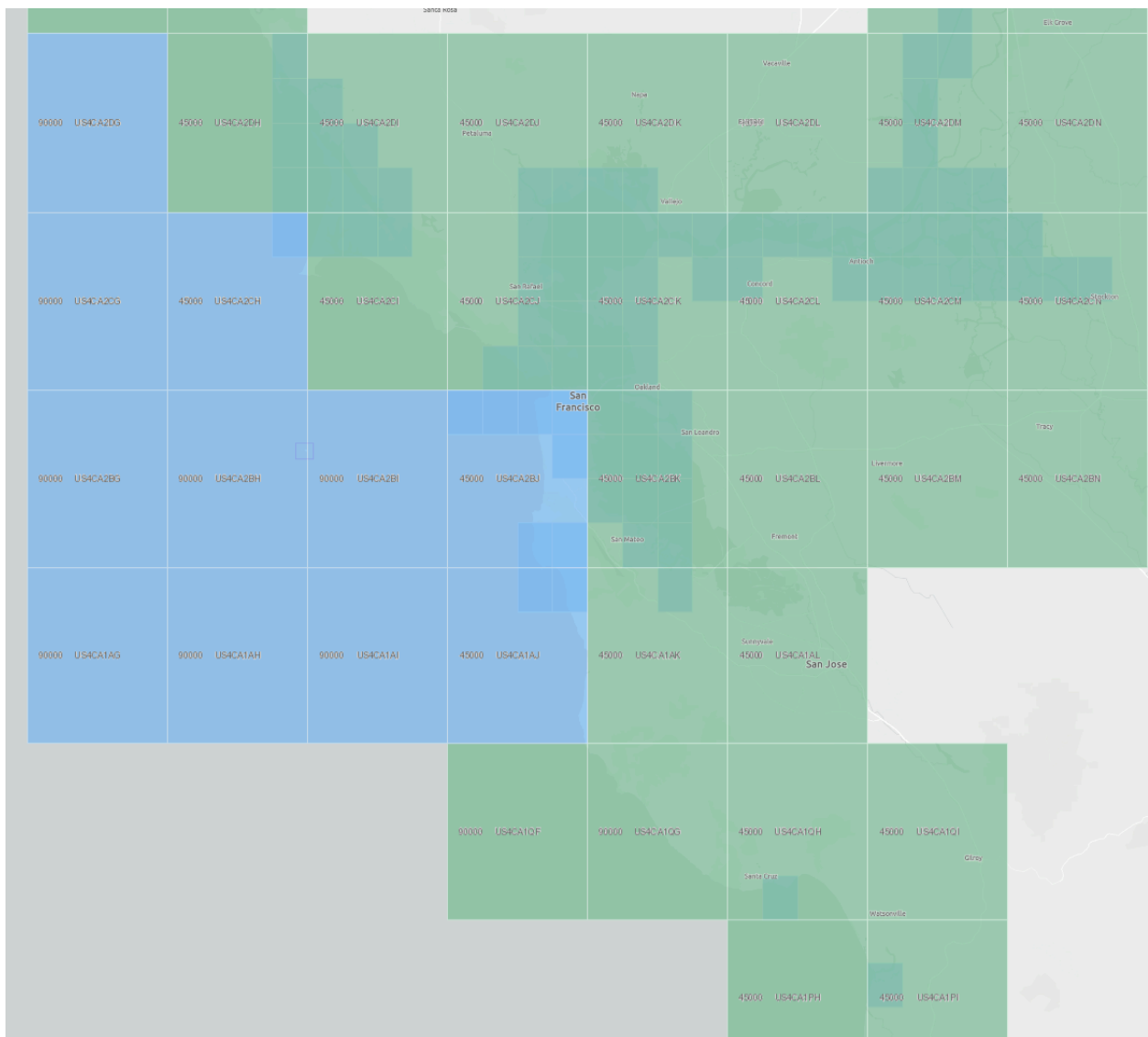
1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

NOAA Report to the San Francisco Bay Harbor Safety Committee May 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/> All band 5 ENCs in the San Francisco Bay region are complete. We are now working on the band 4 scale ENCs

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



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

There is an increase in articles in the press about a possibly strong El Niño. It is possible, but still too early to predict with confidence.

The press has used terms such as, Super, Whopper, Record Breaking El Niño, etc. To be clear, the only official terms for El Niño of this magnitude are Strong and Very Strong. All other adjectives are hype words designed to grab the viewer's attention. Currently, nearly all models show the region moving into the El Niño Sea Surface Temperature (SST) anomalies over the summer. This will warm the equatorial tropical Pacific and could have far reaching SST impacts along the US West Coast in conjunction with the ongoing marine heatwave (MWH). With warming tropical and sub-tropical waters expect impacts from fisheries to Eastern North Pacific hurricanes through the summer and into the fall. For winter 26/27, El Niño is only one of several things that play into how wet or dry a season might be. We'll have a better idea of how El Niño will impact winter 26/27 as we move into fall.

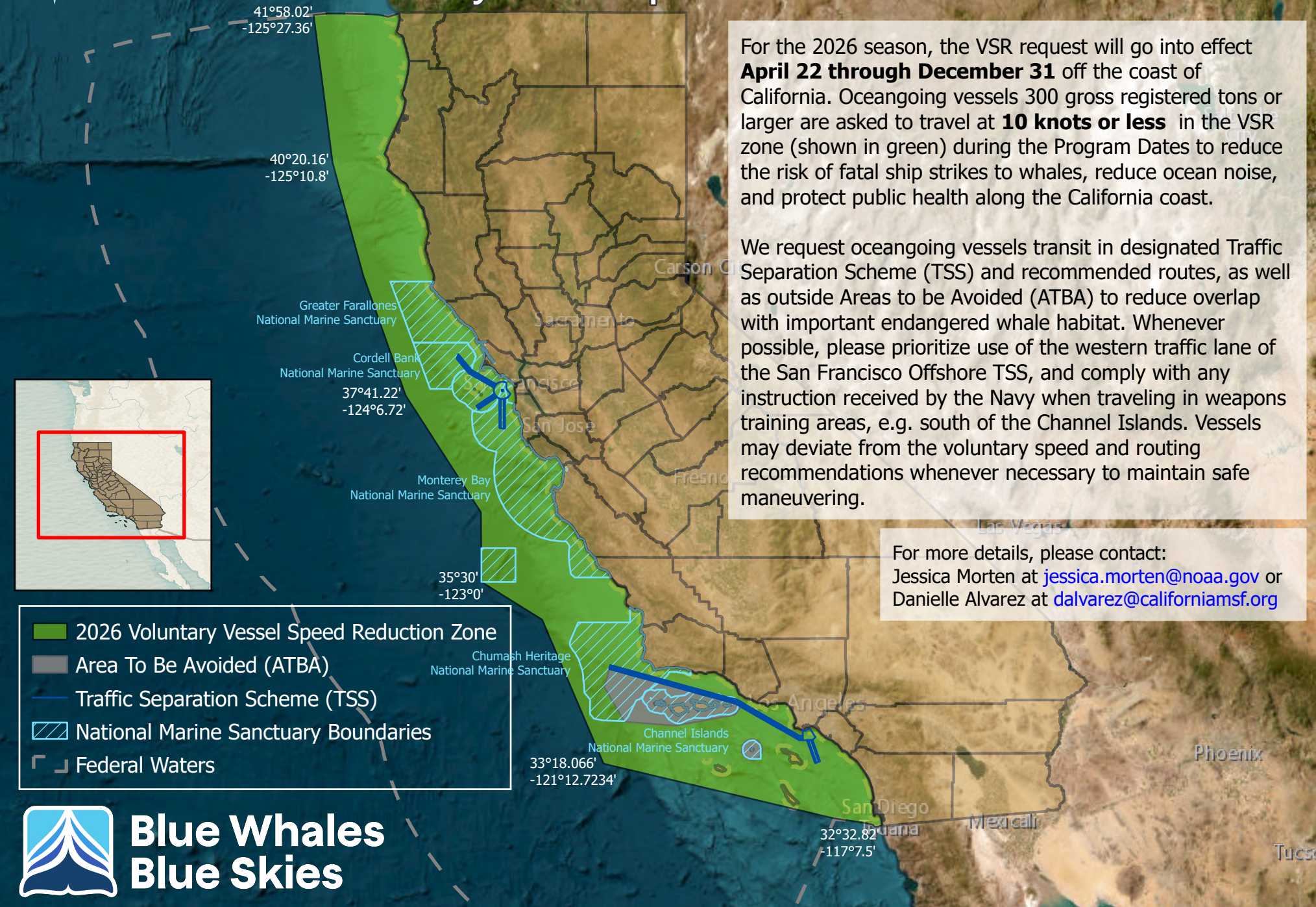
For now we focus on summer, so watch for increasing East Pacific tropical storm activity, south swell from a stormy South Pacific and Eastern North Pacific, and much warmer sea surface temperatures. This summer will have challenges of its own without the need to worry about the hype surrounding next winter's coming El Niño. July and August have the potential for very warm periods. Heat will be an issue this summer, in part due to the warming SSTs. Heat and tropical activity increase the chances of high based thunderstorms, which means the possibility of dry thunderstorms (lightning without rain) and fire starts.

Stand by, more precision and details about the strength of El Niño 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

APRIL 2026 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of
	Total Arrival	Monitored	Vessel Monitored
April 1-30, 2025	195	93	47.69
April 1-30, 2026	198	90	45.45
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)
	April 1-30, 2025	10,013,194	230,506	7,475,437	50,000	1,345,590	5,764,116
April 1-30, 2026	9,444,000	74,234	10,538,297	0	1,463,227	6,182,911	27,702,669
Difference	569194	156272	-3062860	50000	-117637	-418795	-2823826

OIL SPILL REPORTED

DATE	VESSEL	Total	Gallons Spilled
	April 1-30, 2026	0	0

MARINE INVASIVE SPECIES INSPECTIONS

DATE	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
	April 1-30, 2025	19%	432	83	105
April 1-30, 2026	22%	416	91	101	10
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.



The International Transport Workers' Federation (ITF) is an international trade union federation of transport workers' unions. Any independent trade union with members in the transport industry is eligible for membership of the ITF. 670 unions representing over 18 million transport workers from some 147 countries are members of the ITF.

The ITF organises international solidarity when transport unions in one country are in conflict with employers or governments and need direct help from unions in other countries.

Our principles

The following goals form part of our constitution and inspire everything we do.

- to promote respect for trade union and human rights worldwide
- to work for peace based on social justice and economic progress
- to help our affiliated unions defend the interests of their members
- to provide research and information services to our affiliates
- to provide general assistance to transport workers in difficulty

The primary role of an ITF inspector is to **assist** crew engaged on FOC vessels and other flag vessels as required, in relation to their employment conditions.



126 in the Inspectorate

18 Coordinators

4 Assistant Coordinators

104 Inspectors

4 Contacts

The inspectorate are
located in

111 ports

in **56** countries

ITF Inspectors Assist Seafarers:



- Wage Theft
- Abandonment
- Repatriation
- Forced Labor
- Substandard living conditions
- Hazardous working conditions
- Physical and mental abuse
- Illegal recruitment practices
- Blacklisting
- Criminalization

INSIDE THE STRAIT OF HORMUZ CRISIS

Strait of Hormuz

WSJ



2000+ SEAFARER
REQUESTS FOR
ASSISTANCE



500 SEAFARERS
REPATRIATED



**NEW RIGHTS
FOR SEAFARERS
IN THE STRAIT
OF HORMUZ,
GULF OF OMAN
& PERSIAN GULF**



**WARLIKE
OPERATIONS
AREA
DECLARED**

Saudi
Arabia

Iran

UAE

Oman



If you are on a vessel
in the WOA:

You are entitled to **bonus pay**



If you are on a vessel heading
towards the WOA, you can:

Refuse to sail into this area
Be repatriated at company's cost
Receive two months' basic wage



Global Issues

- Abandonment
- Wage Theft
- Repatriation/forced labor
- Lack of and substandard food
- Criminalization
- Blacklisting
- War Zone Areas





410

**Number of
vessels abandoned**

31% increase on 2024



6,223

**Number of
seafarers abandoned**

32% increase on 2024

Most common issues Locally

- Repatriation/Crew Change
- Forced Labor
- Wage Theft
- Lack of and substandard food
- Shore Leave
- Unpaid Overtime
- Injuries
- Bullying & harassment



They were scared to contact authority maam.

10:02 AM

I just want to help them thats why i contact you maam, thats all maam i'm just hoping that you could help them. Thank you and more power, advance Happy New year maam (Please hide my identity and keeping it confidential maam because the last time i am having difficulty to apply in other manning agency, i suffered and almost lost hope to board a vessel again.

10:08 AM

5:57 AM

PLS HELP US, CAPTAIN OF MV. MERC-
HANT THREE IS BAD EVERYTIME ANGRY
AND SHOOTING THIS SHIP DEPARTURE FROM
FUSHIKI JAPAN ON NOVEMBER 10, 2020.

ALL CREW THIS SHIP IS NO
EATING THE FOOD ONLY RICE SOUP
(NO MEAT) BECAUSE CAPTAIN "SANTOS T.
OCULAM JR." DID NOT ORDER FOOD
PROVISION IN JAPAN
UNTILL NOW ARRIVAL ANCHORAGE
BEULGIA U.S.A ALL CREW HUNGRY
THIS SHIP MV. MERCHANT THREE.

PLS. DONT SPEAK WHO GIVE THIS
LETTER THANK YOU AND
GOD BLESS

CREW OF
MERCHANT THREE

Enforcement

- **Maritime Labor Convention**
- **Collective Bargaining Agreements (CBA)**
- **Seaman's Wage Act**
- **Inspector network in MLC signatory countries**
- **Port State Control and Flag State relationships**



**\$25.8
million**

in wages owed

28% increase on 2024



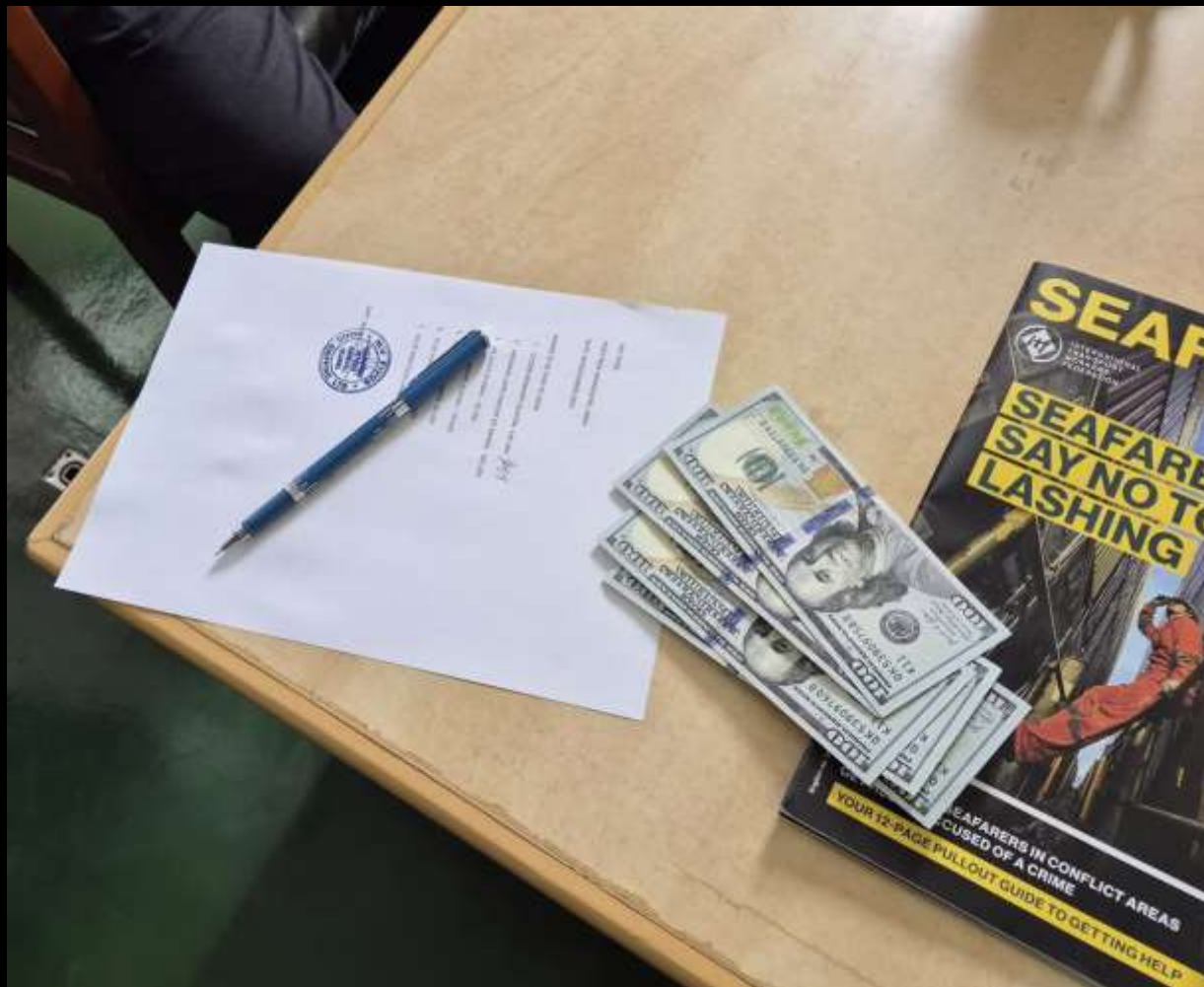
189 3 6

Liked by sushilitf and others

itfglobal 🏆 US\$96,939 in seafarer wages recovered!

Our ITF Inspectors are working in over 120 ports worldwide to make sure that seafarers have decent pay, working conditions and living conditions.

The crew from the St. Kitts & Nevis flagged vessel DIAMOND express their thanks to ITF inspectors on recovering their 4 months owed wages totalling US\$96,939



SMGG  **at The IMC**

Seafarers' Ministry of The Golden Gate at The International Maritime Center
Seafarer Wellbeing / Maritime Promotion / Community Connections



A MARITIME INDUSTRY STAKEHOLDER
KNOWLEDGE AND ADVOCACY RECEPTION



INTERNATIONAL SEAFARER MENTAL HEALTH & WELLBEING



MAY 20TH 2026 | 4:00 PM - 7:00 PM



INTERNATIONAL MARITIME CENTER

BERTH 40 PORT OF OAKLAND | 4001 7TH ST, OAKLAND, CA 94607



4:00 PM - REGISTRATIONS, REFRESHMENTS AND RECEPTION



5:30 PM - PRESENTATION - DR. SYED ASIF ALTAF CHOWDHURY,
ITF WELLBEING COORDINATOR



STRONG MINDS. STRONG SEAFARERS.
STRONGER TOGETHER.

HOSTED BY
ITF
WELLBEING

International Seafarer Mental Health & Wellbeing Maritime Industry Knowledge & Advocacy Reception

May 20th 2026; 4-7PM

International Maritime Center

Berth 40 Port of Oakland 4001 7th St, Oakland

4 pm - Refreshments and Reception

5:30 Presentation - Dr. Syed Asif Altaf

Chowdhury, ITF Wellbeing Coordinator

Contact information

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415-490-8956

Levens_Sam@itf.org.uk

