

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

June 11, 2026

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:00.

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; **Jim Haussener** (M), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Tammie Lasiter** (M), SSA Terminals; **Eric Napralla** (M), Port of Oakland; **Richard Ogg** (M), F/V Karen Jeanne; **Erin Pierson** (M), Crowley; **CDR Krysia Pohl** (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 May 14, 2026, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Over forty years ago, on May 26, 1986, the tank ship Golden Gate collided with the fishing vessel Jack Jr. off Point Reyes in what is now the Northern TSS. The Jack Jr. was fishing in near zero visibility and the Golden Gate failed to see them despite radio contact which was played for the committee. All three fishermen aboard the Jack Jr. were lost. The incident impacted maritime regulations with the implementation of the USCG VTS Offshore Vessel Traffic Advisory broadcast. Analysis of the incident highlighted multiple violations including USCG Rule 5 on the need for lookouts, Rule 6 on safe speed, Rule 7 on use of radar, Rule 19 on detecting radar targets, and Rule 18 on vessel right of way. USCG Marine Safety Alert 06-26 was issued on the importance of visibility and lookouts in accordance with Rule 5 after a recent incident in Miami.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Richard Ogg advised that conflict between fishing vessels and ships does occur offshore especially near Bodega Canyon which is a primary fishing area with heavy ship traffic. AIS is monitored to track ship positions in addition to radio communication. Fishing vessels cannot move out of the way when nets are being brought in. USCG VTS assists with offshore broadcasts, vessel monitoring, and traffic coordination.

Coast Guard Report- CDR Krysia Pohl

- USCG Change of Command is on July 10th, and Capt. Toczko will be replacing Capt. Baldueza as Sector SF Commander.
- The Jack Jr. incident highlights the importance of the HSC and partnerships for maritime safety.
- The Port of Oakland has drafted a Damage Assessment Plan as part of port recovery planning.
- There is a new online process for USCG Marine Event Permit applications:
www.navcen.uscg.gov. Submit applications at least 135 days prior to the proposed event.
- USCG read from the May- 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). FY26 bidding and contract awards are ongoing. The Essayons dredged the Main Ship Channel and is currently dredging Richmond Outer Harbor before moving on to Pinole Shoal Channel. Debris removal for May was below average, and the Dillard is out of service for repairs until August. Surveys are posted, and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- HSC membership updates: Jared Wilkey, Port of Stockton, has applied to join the committee and will be appointed.
- 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 June 2026 (attached). ENC re-gridding is ongoing. NOAA is offering matching funds for survey projects and information is provided. The NWS has issued an El Nino Advisory and predicts a 60% chance of a very strong El Nino developing. Warmer water leads to increased algae blooms.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

State Lands Commission Report- Robert Davila (report attached)

- Marine Invasive Species Program fees are shared by CA State Lands, CA Department of Fish and Wildlife, and the Water Resources Board. Website: www.slc.ca.gov

PORTS Report- Marcus Freeling

- The Bay Bridge air gap sensor went offline and was serviced earlier today. The DCP was rebooted, firmware upgraded, and data is back online. The Martinez-Amorco visibility sensor is offline due to a system fault and troubleshooting is ongoing. Martinez-Amorco current meter hardware upgrades were performed and the sensor was cleaned. 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.

Report on the SF Beach Street Offshore Remediation Project- Kathryn Purcell, Port of San Francisco

- Kathryn Purcell, Port of San Francisco, and Luke Wegener-Vernagallo, PG&E, gave a presentation to the committee on the Beach Street Offshore Sediment Remediation Project along the northern San Francisco waterfront (slides attached). Kathryn Purcell advised that sediment in the region was contaminated by a historic gas plant. PG&E and the Port of San Francisco are responsible for ongoing remediation to be completed by 2030. Remediation includes surveying, dredging, and capping with clean rock and soil. Turbidity curtains are used while dredging to minimize water contamination and water quality monitoring is conducted. Contaminated dredge material is transported to the Montezuma disposal site in Collinsville. The remediation project began in 2025 with work off SF Pier 43 and 43½. Port tenants were shifted to accommodate the work and returned upon completion. Work included installation of slope stability piles. Extensive community engagement was conducted. No safety incidents or violations were reported. Luke Wegener-Vernagallo advised that 2026 remediation work will focus off SF Pier 41 and 41½. Capping systems include a grout filled mattress for added scour protection. Dredging and pile installation will be conducted. Work hours are 5am-5pm, M-F and Saturday if needed. Meetings with stakeholders are being held. A remote survey vessel is being used to confirm dredging depth. Dredge material will be shipped to Montezuma for disposal and

Harbor Safety Committee of the SF Bay Region

June 11, 2026

Page 3

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

to a facility at the Port of Redwood City. Notice to Mariners was issued and radios are being monitored onsite. Security is a priority. Permitting and plans have been approved and the San Francisco Bay Water Quality Control Board is overseeing the project. Community outreach is being made including informational kiosks and signage. Project website:

www.sfport.com/beachstreet

- Robert Estrada asked about the grout filled mattress to be installed under Pier 41½. Luke Wegener-Vernagallo advised that it will be approximately 100 by 200 feet and 4 – 30 inches thick depending on location. Capt. McIntyre, SF Bar Pilots, asked about project funding and cost. Luke Wegener-Vernagallo advised that PG&E is funding the project with a total cost of several hundred million dollars.

HSC Vote – Letter to BCDC on Proposed Closure of Gashouse Cove Fuel Dock

- Scott Humphrey advised that an HSC vote will be held to approve sending a letter from HSC to BCDC highlighting maritime safety considerations related to proposed closure of Gashouse Cove fuel dock (vote announcement and letter attached). Minor edits will be made to the letter before sending.
- A San Francisco Sea Scout commented in support of keeping the Gashouse Cove fuel dock in place. Law enforcement, firefighting, and emergence response vessels use the dock which is the only fuel available along the city front for small boats. Maritime rescue operations often use the dock to offload victims. There is no reason to close the fuel dock despite ongoing remediation work in the vicinity, and the fuel tanks are relatively new.
- The HSC vote was held to approve sending the letter. Cody Aichele-Rothman, BCDC, abstained. The letter was approved without dissent.

HSC Vote – 2026 Harbor Safety Plan (HSP) Update

- Scott Humphrey advised that an HSC vote will be held to approve the 2026 San Francisco Harbor Safety Plan (HSP) Update. The HSP Update Transmittal Memo and the 2025-2026 SF HSC Executive Summary were distributed (attached). The Executive Summary highlights HSC activities over the past year. Updates approved by the committee since June 2025 will be added to the plan including new Ferry Routing Protocol Guidelines. Annual statistical reports and subcommittee/work group reports will be included.
- The HSC vote was held, and the 2026 HSP Update was approved without dissent.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

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- Nothing to report.

Ferry Operations Subcommittee- Capt. Tony Heeter: A Whale Spotter thermal camera was installed on a ferry boat to collect data on gray whales in the bay. Whale Smart training is being implemented.

Dredge Issues Subcommittee- Jim Haussener: A subcommittee meeting will be held on July 30th. USACE dredging program changes are being proposed and comments are welcome. A contract was awarded to Montezuma for beneficial reuse, and a BCDC meeting will be held on July 7th.

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

Prevention through People Subcommittee- Jim Haussener: Thanked the committee for approving the letter to BCDC in support of the Gashouse Cove fuel dock.

Marine Mammals Subcommittee- Kathi George (A), The Marine Mammal Center: Many whale sightings have been reported including humpbacks. Two dead whale carcasses were reported with vessel strike injuries. The Whale Smart training program was launched for ferry and commercial vessel operators. For information about whale sightings: www.whalesafe.com.

Ari Friedlaender, UCSC, reported on a recent whale tracking project in partnership with The Marine Mammal Center. Minimally invasive LIMPET tags were affixed to two gray whales in the bay last week and biopsies were taken. Tracking data indicates that the whales are spending much of their time in the central bay near the surface within the upper ten meters of water. Behavior consistent with foraging was observed. Gray whales are usually bottom foragers and data will be compared with depth charts. Tag deployment was successful for short-term data. Planning is underway for additional whale tracking next year. Capt. Heeter advised that whale location data compared to currents in the bay would be useful for ferry traffic lane positioning to avoid conflict. Robert Barley, Golden Gate Ferry, asked about whale data AIS integration. Ari Friedlaender advised that a satellite tracking system is used with LIMPET tags, but the tags are temporary and designed to fall off within weeks. Longer working tags are being considered for future use, but potential for AIS integration is uncertain. Capt. Corbett advised that whale location data is helpful for safe navigation.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Tsunami Ready Maritime Work Group – Scott Humphrey: USCG is reviewing proposed best practices, and a work group meeting is scheduled on June 22nd to consider feedback. An HSC vote to approve the best practices will be scheduled when they are finalized.

Tanker Tug Escort Work Group – 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.

MERIT Work Group – Capt. David Corbett: The next work group meeting will be held on June 29th. The Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group was established to review the PAWSA 2025 report and identify key safety concerns.

Public Comment-

- A group of San Francisco Sea Scouts advised about gray whales in the bay. Twenty dead gray whales were reported last year, and vessel strikes were a primary cause. Mariners are urged to help protect whales by slowing down, keeping a lookout, and reporting sightings to USCG VTS. Gray whales can be hard to see since they feed underwater. Ferries are asked to slow down when whales are in traffic lanes. AIS speed analysis of vessels is useful.

Old Business-

- Scott Humphrey advised that a meeting with CARB is scheduled for June 22nd regarding the Clean Air Safety Letter previously approved and sent by HSC. Ferry and tug representatives will participate. Collaboration is a priority.
- Scott Humphrey advised that the annual Marine Exchange Mayday Party was held on May 27th.
- Cody Aichele-Rothman advised that a presentation on bridge safety will be scheduled for a July or August BCDC meeting.

New Business-

- Scott Humphrey advised that Finland is experiencing increased GNSS jamming issues which impacts port operations. The HSC will consider the potential effects of GNSS jamming in the San Francisco Bay region.

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Next Meeting-

1000-1200, July 9, 2026
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:20.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (May 2026)

MARINE CASUALTIES

Equipment Failure (07MAY26): A U.S. flag passenger vessel experienced an unexpected shut down of the starboard engine while underway enroute to Richmond, CA. Contracted technicians found that there was severe bearing, cylinder, and rod damage to the engine. Current hypothesis is oil starvation, possibly caused by a blockage or pump failure. Case pends.

Loss of Propulsion (08MAY26): A foreign flag tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. A reduction of engine RPMs was found to be caused by a faulty tachometer. Case pends.

Allision (08MAY26): A U.S. flag towing vessel experienced an allision while transiting downbound in Suisun Bay in the Bulls Head Channel. The vessel allided with Red Buoy "2A" and Pier 7 of the I-680 Northbound bridge. At the time of the allision, the vessel was pushing ahead six mini-scows on the port side, and two barges, one center line and one starboard. The approximate width of the tow was 120 feet. The leftmost mini-scow sustained an approximate 10-foot dent and damage was sustained to five fenders on Pier 7. Case pends.

Loss of Propulsion (09MAY26): A U.S. flag passenger vessel experienced a loss of propulsion while transiting through San Francisco Bay, CA when the port engine unexpectedly shutdown. Case pends.

Loss of propulsion (15MAY26): A U.S. flag passenger vessel experienced a loss of propulsion while getting underway from the Port of San Francisco when the vessel lost all propulsion from its starboard jet-drive propulsion unit. Case pends.

Equipment Failure (18MAY26): A U.S. flag container vessel transiting 400 nautical miles off the California coast discovered a leak on the vessel's primary fire main system. The crew isolated the affected section of fire main and conducted a satisfactory test of the system. The vessel maintained primary fire-fighting capabilities except for one isolated fire station on the aft weather deck. Case pends.

Loss of Propulsion (21MAY26): A U.S. flag ferry vessel experienced a loss of propulsion while transiting from Rio Vista down the Sacramento River across Cashe Slough. The starboard drive shaft separated from the thrust tube and hung on by hydraulic lines. No spillage or pollutant was reported. Case pends.

Allision (24MAY26): A U.S. flag passenger vessel experienced an allision while mooring at the Port of San Francisco. Vessel was actively mooring when reported current and winds of 20+ kts pushed the vessel into the adjacent pier. The allision resulted in 9-10 windows broken and damage to the hull. The pier also suffered some damage. Case pends.

Equipment Failure (26MAY26): A U.S. flag towing vessel experienced a fuel leak in the engine room while transiting from the Port of San Francisco to the Port of Redwood City. A leaking fuel line prompted the master to shut down the starboard main engine to prevent engine damage and possible engine room fire. Case pends.

Loss of Propulsion (27MAY26): A U.S. flag passenger vessel experienced a loss of propulsion while underway when the master shut down the starboard main engine due to erratic coolant temperatures. The engine shutdown was conducted to prevent any further damage. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (07MAY26): A US flag oceanographic research vessel had been issued a Captain of the Port Order for a loss of steering. A satisfactory report of repair was received, and the Captain of the Port Order was lifted. Case closed.

Operational Control (07MAY26): A foreign flag chemical tanker had been issued a Captain of the Port Order for loss of propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

Operational Control (23MAY26): A foreign flag chemical tanker had been issued a Captain of the Port Order for abnormal sounds coming from the tail shaft at certain speeds. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), In-op AIS, (26MAY2026): A foreign flagged vehicle carrier was issued an inbound LOD for an in-op AIS. A satisfactory class report was received and the LOD was lifted. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (05MAY26): A fishing vessel was reported to have discharged 02 gallons of oily bilge slop into Bodega Bay, CA. The report was investigated, and the sighting of the sheen was confirmed by the duty team. The harbor master deployed boom and the owner took steps to ensure the vessel would be removed from the waterway. 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 and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (05MAY26): A houseboat was reported to have discharged 01 gallon of unknown petroleum-based product into the San Francisco Bay. The initial report stated that the houseboat was actively sinking in its slip but had no fuel onboard due to having no means of propulsion. The local fire department responded on scene and updated the report to state that the vessel completely sunk and actively discharging an unknown product. The owner took remedial action and secured the sheen before towing the vessel to Army Corps of Engineers for salvage. 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 and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (13MAY26): A sailing vessel was reported to have discharged approximately 02 gallons of diesel into Monterey Bay Harbor. It was reported that the vessel's bilge contained an oily-water mixture that discharged as bilge slop while maintenance was being conducted. The harbor master deployed boom and absorbent pads to secure the discharge while the owner secured the source of the pollution. 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 and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (18MAY26): A fuel dock was reported to have discharged approximately 5-10 gallons of gasoline into the San Francisco Bay. The duty team responded on scene and was notified that the local fire department responded earlier and deployed soft sorbent boom around the affected area. It was determined that low tide had caused the dock to become misaligned, causing the fuel line to bend. The source of the pollution was closed off and repairs to the fuel line were made. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded that no further environmental threat existed and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (27MAY26): A recreational vessel was reported to have discharged 01 gallon of gasoline into the Mare Island Strait. It was reported that while the vessel was fueling, 2-3 gallons of gasoline leaked into the bilge and when the bilge pumped, about 01 gallon of gasoline went into the waterway. The harbor master deployed boom to contain the product while the owner of the vessel cleaned the bilge and secured the source. The product in the water dissipated naturally. The owner was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded that no further environmental threat existed and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (28MAY26): A recreational vessel was reported to have discharged 01 gallon of red dye diesel into Monterey Bay Harbor. During the investigation, it was revealed that the discharge was due to an overfill while fueling and that absorbent pads and boom were laid around the vessel to contain the product. The source was secured and remedial action was taken to remove product from the water. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat existed. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (31MAY26): It was reported that a vessel caught fire and discharged an estimated 50-75 gallons of fuel into the Sacramento River. The local fire department responded and extinguished the fire, and the reporting party notified the USCG that boom and absorbent pads had

been deployed in the area. The owner reported that the vessel's max capacity was 50 gallons but was only halfway full during the time of the incident. The owner hired a contractor through their insurance to conduct vessel recovery and salvage. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the vessel owner. IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2026			
PORT SAFETY CATEGORIES*	May-2026	May-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:	3	2	1.83
Navigation Safety (3), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	15	8	7.94
Allision (2), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (6), Personnel (3), Other (3), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	0	1.44
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	19	10	11.36
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2026	May-2025	**3yr Avg
U.S. Commercial Vessels	1	1	0.94
Foreign Freight Vessels	1	0	0.28
Public Vessels	1	1	1.31
Commercial Fishing Vessels	2	1	0.94
Recreational Vessels	9	4	7.72
Pollution Discharge Sources (Facilities)	May-2026	May-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.36
Other Land Sources	4	2	3.83
Mystery Spills - Unknown Sources	7	8	6.31
Number of Pollution Incidents (By Spill Size)	May-2026	May-2025	**3yr Avg
Spills < 10 gallons	10	4	11.78
Spills 10 - 100 gallons	3	0	1.61
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00

Spills - Unknown Size	12	17	8.14
Total Pollution Incidents	25	21	21.81
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2026	May-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	0.00	4.87
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	1.00	115.00	21.65
Estimated spill amount from Commercial Fishing Vessels	3.00	800.00	23.32
Estimated spill amount from Recreational Vessels	32.00	67.00	30.23
Estimated spill amount from Regulated Waterfront Facilities	0.00	10.00	0.64
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	106.00	81.00	62.37
Estimated spill amount from Unknown Sources (Mystery Sheens)	7.00	12.00	5.08
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	150.00	1085.00	150.78
Penalty Actions	May-2026	May-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	7	3	3.19
Total Penalty Actions	7	3	3.33
* 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
June 11, 2026**

1. CORPS O&M DREDGING PROGRAM

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 2026 CONTRACT DREDGING PROGRAM

1. **San Joaquin River (Port of Stockton)** –The dredging contract solicitation was posted on April 10 with bid opening held on May 11. **The contract was awarded to Dutra on May 26.**
2. **Sacramento River Deep Water Ship Channel** – The dredging contract solicitation was posted on April 21 **with bid opening held on May 28. Award is pending review of bids.**
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 proposals due by June 4. Bid proposals are currently under review.**
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 12.
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. **The dredging contract solicitation was posted on May 18 with bid opening scheduled for June 17.**
6. **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 mid-September.
7. **Richmond Inner Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late 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.
1. **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. **The team plans on including removal of the two large obstructions in this contract. In the meantime, the locations have been marked.**

FY 2026 GOVERNMENT HOPPER DREDGING PROGRAM

1. **San Francisco Main Ship Channel – The Government Hopper Dredge Essayons arrived in the Bay Area on May 16 and began dredging the San Francisco Main Ship Channel on May 17. She worked for 16 days and departed for Richmond Outer Harbor on June 2. The dredged material placement was at the near-shore site, SF-17, as in previous years.**
 2. **Richmond Outer Harbor – Following completion of work at the SF Main Ship Channel, Essayons moved to Richmond Outer Harbor and began dredging on June 3. She is expected to spend approximately 15 days working the Outer Harbor and then will move on to Pinole Shoal on or about June 19.**
 3. **San Pablo Bay (Pinole Shoal) –Essayons is scheduled to move to Pinole Shoal for about three days of dredging once Richmond Outer Harbor is completed. Upon completion of Pinole Shoal, 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	26-May													150kcy	TBD	Cutterhead or Clamshell	Upland or BU
Sacramento River (30ft)	21-Apr	28-May	4-Jun													75kcy	TBD	Cutterhead or Clamshell	Upland or BU
Oakland Harbor (50ft)	28-Apr	4-Jun	11-Jun													800kcy	TBD	Clamshell	BU
Redwood City Harbor (30ft)	11-May	12-Jun	22-Jun													200kcy	TBD	Clamshell	SF-11 SF-DODS
Suisun Bay Channel (35ft)	18-May	17-Jun	2-Jul													110kcy	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	26-Aug													350kcy	TBD	Clamshell	SF-10/11 BU
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels (48ft)	30-Jan	2-Mar	23-Mar													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													85kcy	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: 6/2/2026													350kcy	Essayons	Govt Hopper	OBDS SF-8
Richmond Outer Harbor (45ft)	N/A	Start: 6/3/2026	Finish: 6/18/2026													250kcy	Essayons	Govt Hopper	SF-10 SF-11
San Pablo Bay (Pinole Shoal) (35ft)	N/A	Start: 6/19/2026	Finish: 6/23/2026													250kcy	Essayons	Govt Hopper	SF-10 SF-11
Solicitation Bid Opening Contract Award Work Stoppage Env Window Mobilization Physical Dredging Hopper Dredging																			
Date of Last Update: 6/3/2026																			

3. DEBRIS REMOVAL – Debris removal for May was 5 tons. Dillard: 0 tons; Raccoon: 5 tons. Average debris removal for May from 2016 to 2025 is 76 tons (Range: 22 – 114.5). The Dillard is currently down, staff expect a contract to be awarded this week and work to be completed by August.

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	5	0	0	5
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
126.9

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/SurveysStudiesStrategy/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: [Condition survey of May 12, 2026.](#)
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: [Condition survey of May 14, 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 May 20-22, 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 May 13, 2026.](#)
Richmond Outer Harbor (Southampton Shoal): [Condition survey of May 13, 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 Placement Site): Condition survey of April 18, 2024.
SF-09 (Carquinez): Condition survey of April 9, 2026.
SF-10 (San Pablo Bay): [Condition survey of May 22, 2026.](#)
SF-11 (Alcatraz Island): [Condition survey of May 5, 2026.](#)
SF-16 (Suisun Bay Disposal Site): Condition survey of April 16, 2026.
SF-17: 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 **08 JUNE 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

Page 1 of 2
Date 6/8/2026

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	05-13-2026	600 1291	3.25	45.0	38.5	42.5	45.2	41.8
Richmond Outer Harbor Longwharf Turning Basin	05-13-2026	2188 5598	0.88	45.0	29.9	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	05-12-2026	544 1997	4.62	50.0	47.3	48.4	48.0	46.6

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 2 of 2
Date 6/8/2026

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						
Oakland Outer Channel	05-14-2026	1761	2.52	50.0	46.0	48.3	47.9	47.6
Humboldt Bay		500						
Bar and Entrance Channel	05-20-2026	2113	2.6	48.0	28.9	42.6	39.2	35.4
Humboldt Bay		400						
Eureka Channel	05-20-2026	416	1.69	26.0	3.8	4.7	10.0	6.9
Humboldt Bay		300						
Fields Landing Channel	05-20-2026	770	2.35	26.0	12.7	26.5	25.1	20.9
Humboldt Bay		400						
North Bay Channel	05-20-2026	657	3.04	38.0	35.1	37.3	34.2	17.9
Humboldt Bay		400						
Samoa Channel	05-20-2026	1000	1.83	38.0	33.3	34.5	34.0	17.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	05-20-2026	1644	10.4	35.0	25.7	35.8	34.8	32.0
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

Page 1 of 2
Date 6/8/2026

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	05-06-2026	300 1069	2.11	20.0	4.4	4.5	5.0	6.2
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	05-02-2026	97 150	0.67	10.0	6.5	9.0	9.9	8.0
Noyo River Channel	05-02-2026	97 150	0.67	10.0	4.8	6.5	4.5	4.3
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

Page 2 of 2
Date 6/8/2026

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

June 11, 2026

- 👉 In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In May 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 May there were 117 tank vessel arrivals: 23 ATBs, 5 Chemical Tankers, 24 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 31 Product Tankers, and 10 Tugs with Barges.
- 👉 In May there were 258 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	84		81	
ATB arrivals	23		18	
Barge arrivals to San Francisco Bay	10		14	
Total Tanker and Barge Arrivals	117		113	
Tank ship movements & escorted barge movements	432		397	
Tank ship movements	352	81.48%	329	82.87%
Escorted tank ship movements	173	40.05%	161	40.55%
Unescorted tank ship movements	179	41.44%	168	42.32%
Tank barge movements	80	18.52%	68	17.13%
Escorted tank barge movements	25	5.79%	29	7.30%
Unescorted tank barge movements	55	12.73%	39	9.82%

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	234		412		0		185		831	
Unescorted movements	118	50.43%	218	52.91%	0	0.00%	114	61.62%	450	54.15%
Tank ships	106	45.30%	167	40.53%	0	0.00%	89	48.11%	362	43.56%
Tank barges	12	5.13%	51	12.38%	0	0.00%	25	13.51%	88	10.59%
Escorted movements	116	49.57%	194	47.09%	0	0.00%	71	38.38%	381	45.85%
Tank ships	105	44.87%	170	41.26%	0	0.00%	65	35.14%	340	40.91%
Tank barges	11	4.70%	24	5.83%	0	0.00%	6	3.24%	41	4.93%

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	381		888	
ATB arrivals	90		201	
Barge arrivals to San Francisco Bay	54		173	
Total Tanker and Barge Arrivals	525		1,262	
Tank ship movements & escorted barge movements	1,854		4,253	
Tank ship movements	1,516	81.77%	3,249	76.39%
Escorted tank ship movements	785	42.34%	1,690	39.74%
Unescorted tank ship movements	731	39.43%	1,559	36.66%
Tank barge movements	338	18.23%	1,004	23.61%
Escorted tank barge movements	95	5.12%	339	7.97%
Unescorted tank barge movements	243	13.11%	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	1,044		1,774		0		794		3,612	
Unescorted movements	540	51.72%	911	51.35%	0	0.00%	439	55.29%	1,890	52.33%
Tank ships	469	44.92%	688	38.78%	0	0.00%	342	43.07%	1,499	41.50%
Tank barges	71	6.80%	223	12.57%	0	0.00%	97	12.22%	391	10.83%
Escorted movements	504	48.28%	863	48.65%	0	0.00%	355	44.71%	1,722	47.67%
Tank ships	462	44.25%	772	43.52%	0	0.00%	322	40.55%	1,556	43.08%
Tank barges	42	4.02%	91	5.13%	0	0.00%	33	4.16%	166	4.60%

Notes:

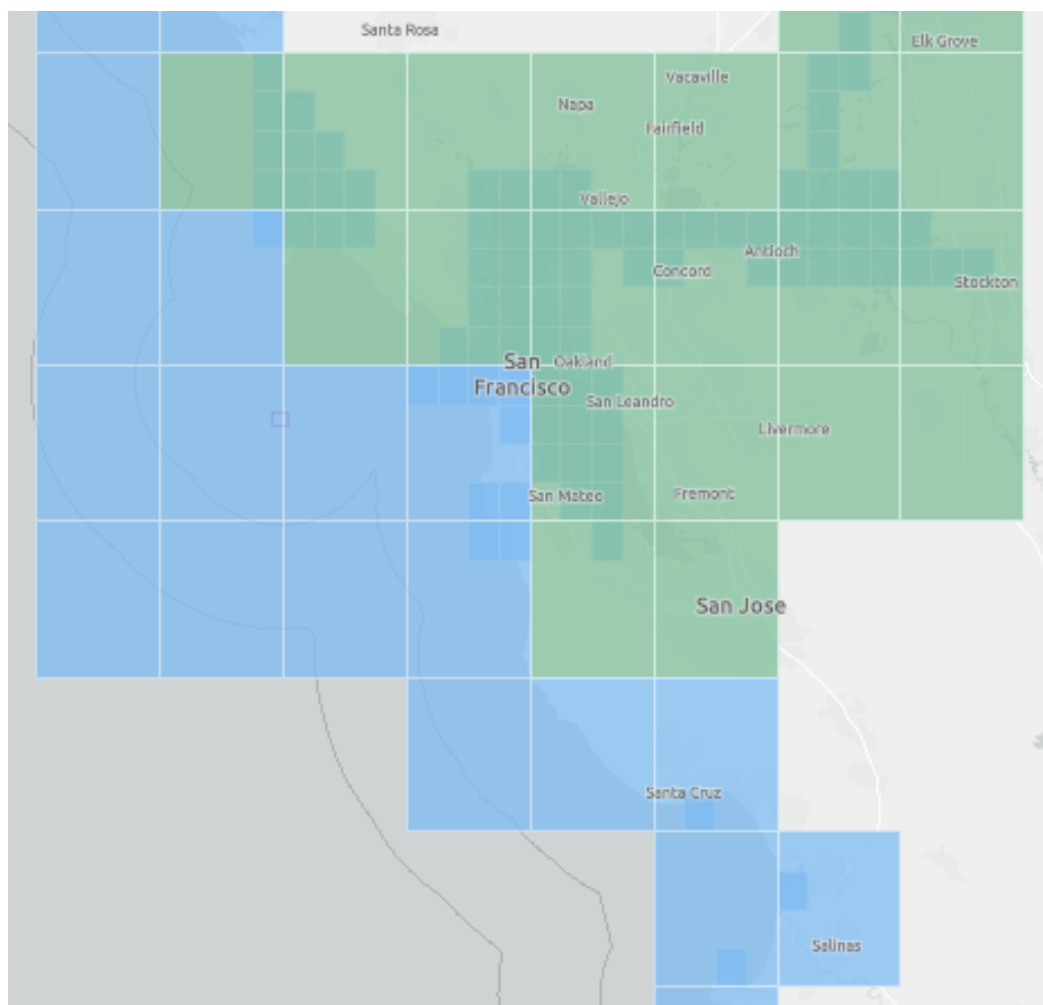
1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

NOAA Report to the San Francisco Bay Harbor Safety Committee June 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.)



NOAA Surveying Matching Fund Opportunity

On June 3, 2026, the FY28 Brennan Ocean Mapping Fund opportunity was released in the Federal Register. The notice invites non-Federal entities to partner with the ocean and coastal mapping programs of NOAA's National Ocean Service on jointly-funded projects of mutual interest and establishes selection criteria and submission requirements for such projects.

With this funding opportunity and subject to the availability of funds, NOAA will match selected non-Federal partners at a 70/30 NOAA/partner ratio for projects proposing to contract for ocean, coastal, and/or Great Lakes mapping data totaling up to \$1,000,000 per project.

There is an Informational Webinar on August 13, 2026. For additional details, see one page summary attached below.

National Weather Service

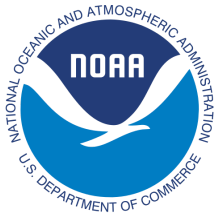
More articles in the press about a possibly strong El Nino. It is possible, but still too early to predict with confidence.

Currently an 82% chance of El Nino conditions this summer, increasing to a 96% chance this Winter. Strength and impacts to local conditions, still to be determined.

Stand by, more precision and details about the 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



NOAA announces matching fund program opportunity

Request for proposals and letters of interest

Due October 16, 2026

NOAA's Office of Coast Survey and National Geodetic Survey announces the FY2028 Rear Admiral Richard T. Brennan Ocean Mapping Fund program. This program invites non-Federal entities to partner on jointly funded ocean and coastal mapping projects of interest. Proposers benefit from this opportunity by leveraging NOAA's contracting expertise, including its pool of pre-qualified technical experts in surveying and mapping, as well as data management to ensure that the mapping data are fit for purpose and are usable for a broad set of purposes. Proposals will be evaluated based on the review process described in section V of the [Federal Register Notice](#).

Bottom Line Up Front!

- NOAA will match selected non-Federal partners at a 70:30 NOAA: partner ratio for contract mapping projects totaling up to \$1,000,000 for ocean, coastal and/or Great Lakes mapping data (subject to appropriations).
- Projects will leverage NOAA's geospatial contracting vehicles and NOAA mapping and data management expertise.
- Proposals are due October 16, 2026, by 5PM ET to iwgocm.staff@noaa.gov.

GOALS

Leverage NOAA and non-Federal partner funds to acquire more ocean and coastal mapping data collected by qualified contract surveyors during FY 2028.

Increase hydrographic surveying and coastal mapping to support:

- | | |
|---|--|
| ☐ Maritime commerce | ☐ Domestic energy and seafood production |
| ☐ Hazard mitigation and emergency response | ☐ Deeper understanding of natural resources |
| ☐ Tourism and recreation | ☐ MANY other activities |

Successful FY28 Brennan Ocean Mapping Fund proposals support national priorities as well as strategic mapping goals within three plans:

- **Map U.S. Waters:** National Strategy for Mapping, Exploring, and Characterizing the U.S. Exclusive Economic Zone, Goal 2.
- **Expand Alaska Coastal Data Collection to Deliver the Priority Geospatial Products Stakeholders Require:** Alaska Coastal Mapping Strategy, Goal 2.
- **Collaborate to Increase Ocean and Coastal Mapping in U.S. Waters:** Office of Coast Survey Strategic Plan 2023-2027.

Eligibility: Non-Federal entities must demonstrate the ability to provide at least 30% matching funds for transfer to NOAA by October 1, 2027 via a memorandum of agreement.

Federal Register Notice at <https://www.federalregister.gov/d/2026-11051>.

Informational Webinar on August 13, 2026 at 1PM ET, registration at <https://vimeo.com/event/5912341/register>.

Virtual Office Hours on September 8, 2026 between 10AM-5PM ET, schedule by emailing iwgocm.staff@noaa.gov

Cost Estimator Worksheet available by contacting iwgocm.staff@noaa.gov

For reference, materials from the previous FY27 Matching Fund Webinar are available at <https://iocm.noaa.gov/planning/contracts-grants-agreements.html>.

- For more information, contact iwgocm.staff@noaa.gov •

National Oceanic and Atmospheric Administration • Integrated Ocean and Coastal Mapping



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

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of	CRUDE OIL / PRODUCT TOTALS (BBLS)	GRAND TOTAL
	Total Arrival	Monitored	Vessel Monitored		
May 1-31, 2025	192	75	39.06		
May 1-31, 2026	203	100	49.26		
Difference					

DATE	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	(D) / (L)
May 1-31, 2025	11,744,167	257,109	9,288,786	0	1,438,557	5,109,724	27,838,343
May 1-31, 2026	10,763,895	87,204	9,710,150	380,000	1,384,210	5,122,203	27,447,662
Difference	980272	169905	-421364	-380000	54347	-12479	390681

OIL SPILL REPORTED

VESSEL	Total		Gallons Spilled
May 1-31, 2026	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
May 1-31, 2025	19%	432	82	103	21
May 1-31, 2026	31%	383	118	92	-26
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.

PG&E Beach Street Offshore Sediment Remediation Project Update

Harbor Safety Committee
Thursday June 11, 2026



Kathryn Purcell, Port of San Francisco Project Manager
Luke W.-Vernagallo, PG&E Project Manager

Agenda

- 1 Overview of Remediation Project and Work Completed in 2025

- 2 Overview of 2026 Remediation Work

- 3 Project Controls & Environmental Protections

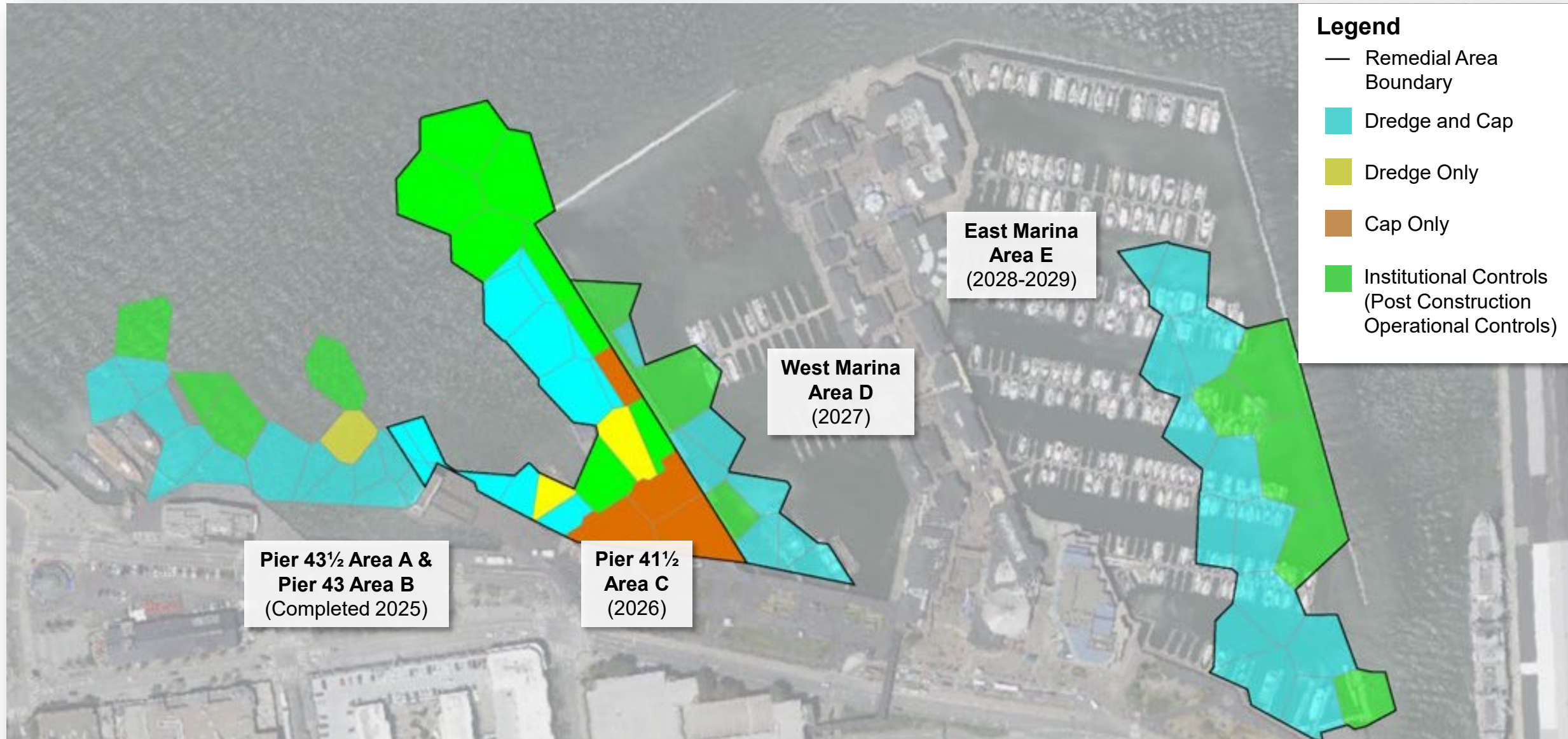
- 4 Outreach & Engagement

Beach Street Remediation Project Overview

- The project addresses environmental impacts from the historic operations of the former Beach Street Manufactured Gas Plant (MGP) that operated in the 1900s.
- Cleanup involves remediating impacted sediment at five remedial areas (Areas A-E) from 2025-2030 during the regulatory in-water work window (June-November).
- Cleanup design includes dredging and capping of remedial areas extending from the shoreline to approximately 1,000 feet offshore.



Timeline for Five Offshore Remedial Areas



Remedial Areas A & B (Pier 43½ & 43) - Work Completed in 2025

- Temporary relocation of the Pier 43.5 and Pier 45 tenant waterside operations.
- Installation and implementation of environmental protection measures and monitoring devices.
- Dredging and marine debris removal.
- Sediment transported by barge to PG&E's Material Handling Facility located at Montezuma for drying and landfill disposal.
- Installation of chemical isolation amended sand cap and erosion protection armoring.
- Installation of slope stability pin piles.
- Site restoration and demobilization.
- Community engagement:
 - Interacted with over 1,000 people at PG&E's staffed kiosk
 - Regular stakeholder email updates



Remediation of Areas A & B - Work Completed in 2025



- Installation of temporary environmental controls, monitoring devices, temporary piles and turbidity curtains to support construction and compliance with safety and environmental protection measures.
- Mobilization of marine construction equipment included barges and scows with barge mounted dredgers, excavators, cranes, piles, and capping materials.

Tenants Return from Temporary Locations to Original Berths

- Red & White Fleet reinstalled its waterside facilities and is operating out from its permanent Pier 43½ location as of June 1st.
- Mobilization for San Francisco Maritime National Parks Association's return of USS Pampanito to Pier 45 south berth began on June 8th.



Remedial Area C (Pier 41 ½) - Work Overview for 2026

Tenant Operational Changes

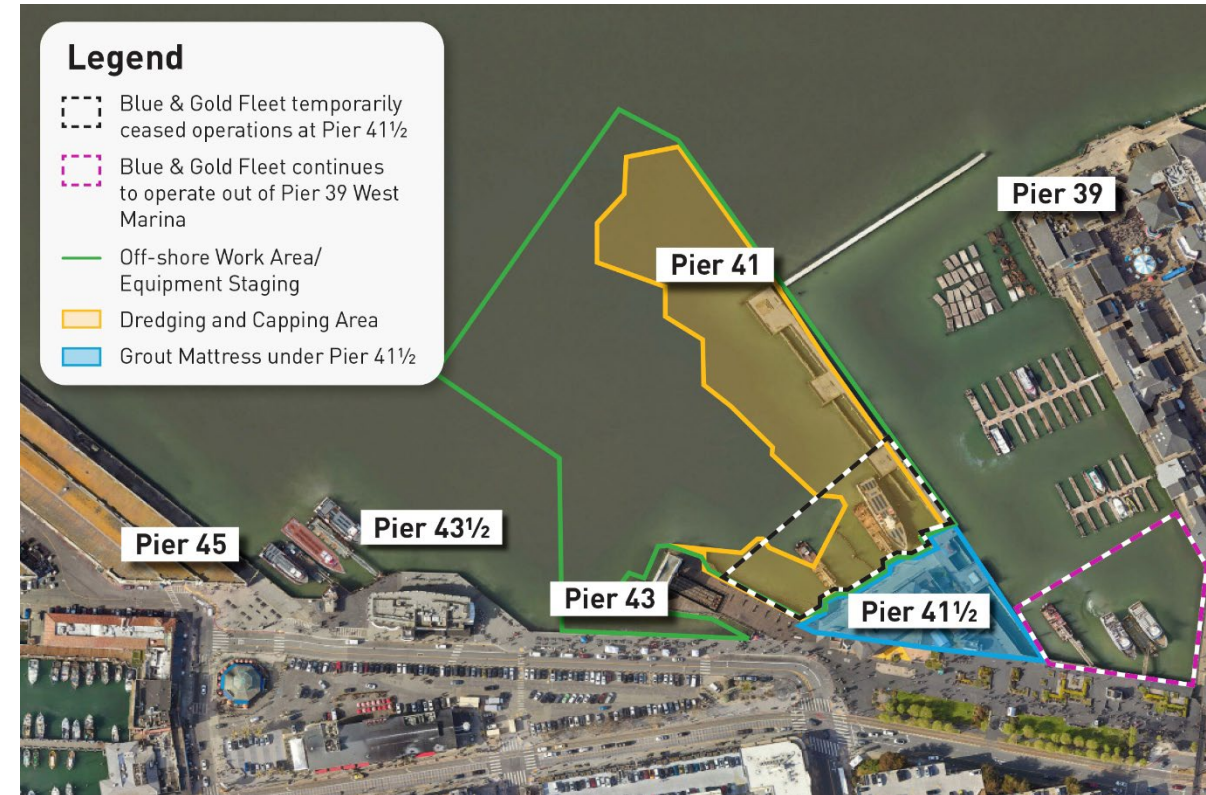
- Blue and Gold Fleet (B&GF) is demolishing its waterside structures including floats, gangways, piles, and utilities.
- Vessel excursions will temporarily operate from Pier 39 West Marina.

Area C1 (under Pier 41½)

- Remove debris from the existing surface.
- Cap with sand to protect from deeper impacts.
- Install concrete mattress system to prevent future erosion.

Area C2 (offshore Pier 41½)

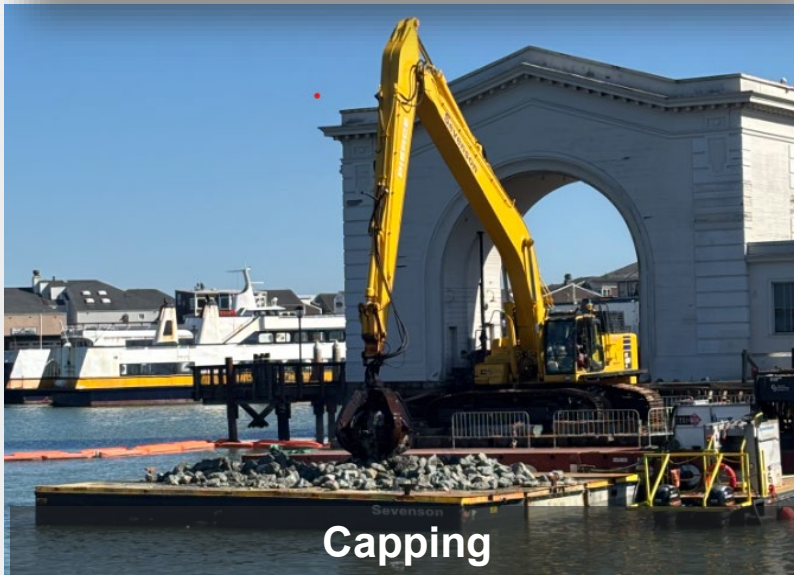
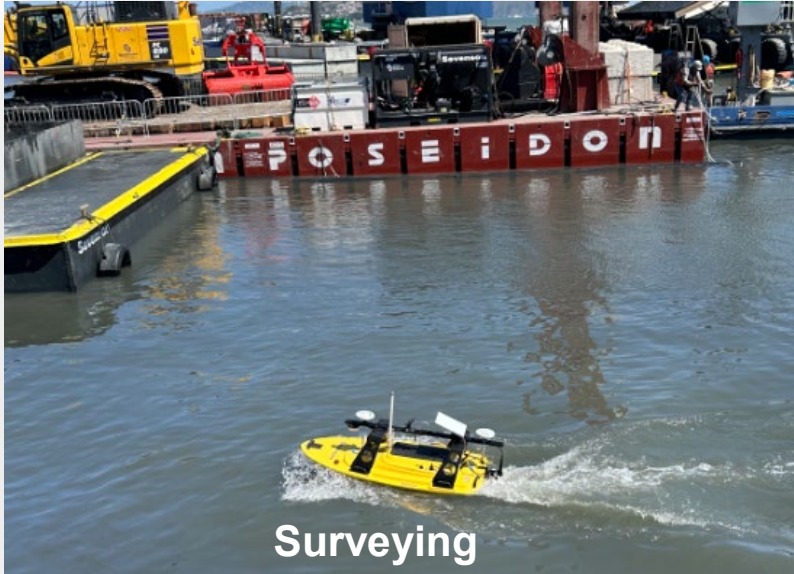
- Dredge ~42,000 cubic yards of impacted sediment.
- Install over 500 pin piles for shoreline stability.
- Cap area with ~ 50,000 tons of sand and rock materials.
- Typical work hours to accommodate dredge volume:
 - Earlier weekday start time 5 a.m. to 5 p.m.
 - Occasional Saturday work, when required.
 - Contingency for night dredging, if required to complete project within work-in water window.



Remedial Area C (Pier 41½) – 2026 Construction Scope & Timeline

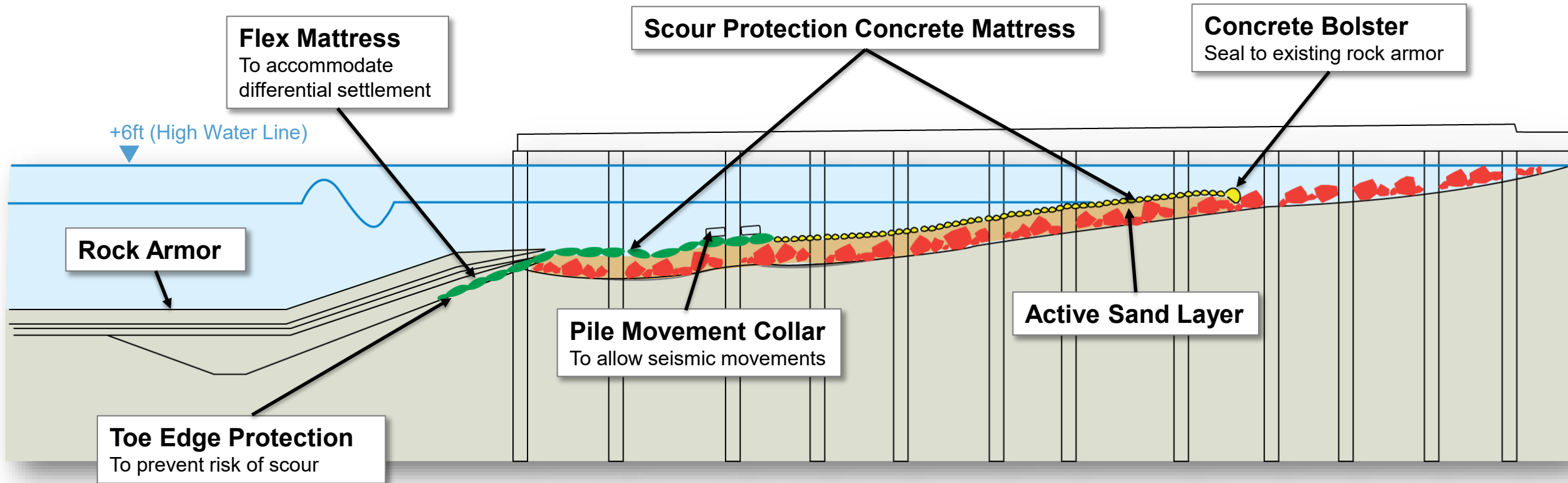
	Mobilization	Initiate In-Water Work	Remediation	B&GF Activities
Approximate Timing	May 2026	Early June 2026	June - November 2026	March - June 2027
Blue and Gold Fleet Operational Changes	▪ Mobilized May 4th. ▪ B&GF temporarily ceased operations at Pier 41½. ▪ Removed B&GF floats, gangways and utilities. ▪ Removed B&GF existing piles.			▪ B&GF to reinstall Pier 41½ waterside infrastructures and resume vessel and ferry operations.
PG&E Remediation	▪ Performed baseline air & water quality sampling. ▪ Mobilized and staging of marine equipment. ▪ Installed turbidity curtain piles.	▪ Mobilized additional marine equipment. ▪ Installed turbidity curtains. ▪ Began dredging operations.	▪ Dredging and marine debris removal. ▪ Placement of amended sand and rock cap materials. ▪ Install slope stability pin piles. ▪ Install concrete mattress system under portion Pier 41½. ▪ Demobilize by Nov 30th	

Work Activity Examples



Scour Protection Concrete Mattress System

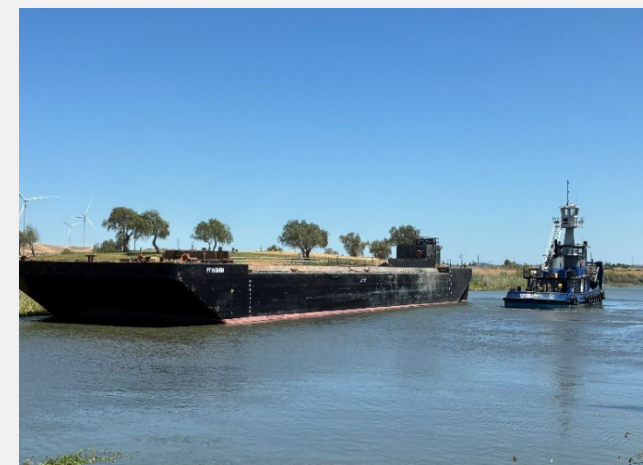
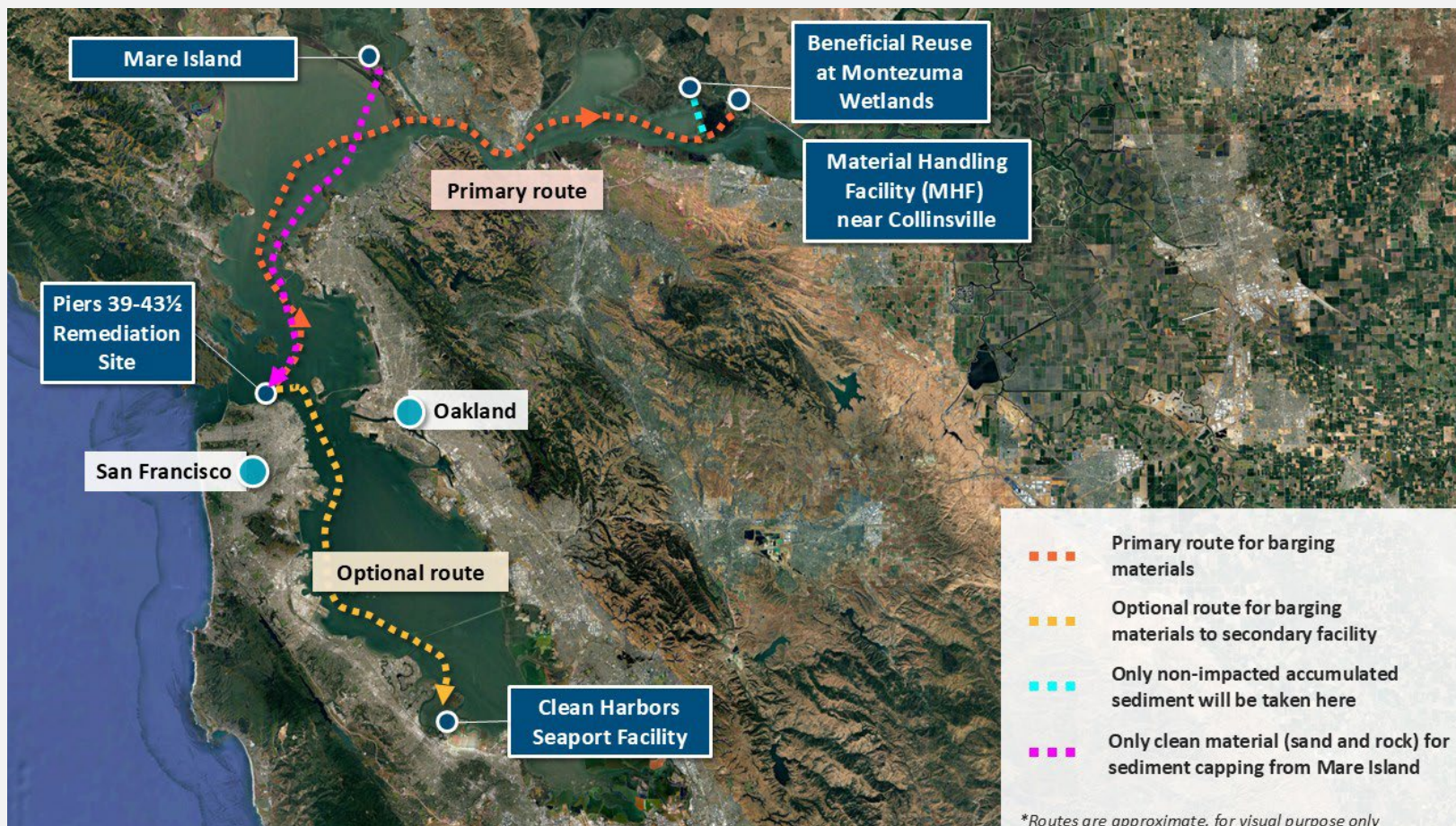
High-strength geotextile mattresses grouted with concrete for coastal erosion control



Project examples for illustrative purposes:



Transportation and Barging Process



Mariner and Barging Communications

- Notice issued to Mariners was coordinated with the U.S. Coast Guard ahead of June 2026 in-water work.
- Multi-channel radio communications systems.
- Real-time coordination and communication with the Port tenant commercial vessel operations (Red & White Fleet, Blue & Gold Fleet, Pier 39 Marina operations, etc.).
- Coordination and communication with the Port Swim and Rowing Clubs on swimming and recreational events.

Project Controls and Environmental Protection Plans

Remediation work will comply with local, state and federal project permits and construction workplans.

- Community Protection Plan
- Health and Safety Plan
- Dredging and Capping Operations Plan
- Water Quality Monitoring Plan
- Marine Mammal Monitoring Plan
- Underwater Noise Monitoring Plan
- Dust, Vapor and Odor Control Plan
- Community Air Monitoring Plan
- Waste Management and Transportation Plan
- Concrete Mattress Quality Control Plan
- Vibration Monitoring Plan



**Project oversight by the
Regional Water Board and
Port staff includes
site inspections to ensure
compliance.**

Project Outreach and Engagement

- Project signage
- Information kiosk near work area
- Updates to stakeholder/advisory groups
- Area C and Marine Mammal Protection Fact Sheets
- Door-to-door business outreach
- Email updates to interested stakeholders
- Port project webpage and fact sheet
www.sfport.com/beachstreet
- Coordination with the Regional Water Board and mailed work notice
- Dedicated phone line and email to PG&E for rapid response to public inquiries



Questions?



CORRECTION to Announcement

Vote Announcement

Harbor Safety Committee of the San Francisco Bay Region

Subject:

HSC Vote on 06/11/2026: Letter from HSC to BCDC Regarding
Proposed Closure of Gashouse Cove Fuel Dock

Announcement:

At the June 11, 2026, Harbor Safety Committee (HSC) meeting, the Committee will vote on whether to send the attached letter to the San Francisco Bay Conservation and Development Commission (BCDC). A yes vote authorizes the Committee Chair to send the letter on behalf of the Harbor Safety Committee. Following the vote, staff may make minor editorial, formatting, or clerical changes, but staff will not make substantive changes to the Committee's position, findings, requests, or recommendations.

Attachment:

Find the draft letter on the following pages.

June 11, 2026

Executive Director Larry Goldzband
San Francisco Bay Conservation and Development Commission (BCDC)
375 Beale Street, Suite 510
San Francisco, CA 94105
Re: Gashouse Cove Fuel Dock and San Francisco Bay Maritime Resiliency

Dear Executive Director Goldzband:

The Harbor Safety Committee of the San Francisco Bay Region (Committee) submits this letter to express concerns regarding the proposed closure of the Gashouse Cove gasoline and diesel fuel dock as part of the San Francisco Marina Improvement and Remediation Project.

The Committee supports environmental remediation within the East Harbor. Environmental remediation and preservation of critical maritime infrastructure can occur at the same time. The proposed removal of the Gashouse Cove fuel dock raises significant concerns about emergency preparedness, navigation safety, maritime resiliency, and public access to San Francisco Bay. Materials reviewed by the Committee and discussions with emergency responders, marina operators, Regional Water Quality Control Board (RWQCB) staff, and maritime stakeholders support those concerns.

The San Francisco Police Department (SFPD) Marine Unit confirmed the San Francisco Police Department (SFPD), San Francisco Fire Department (SFFD), and United States Coast Guard (USCG) actively use the Gashouse Cove fuel dock for emergency response operations, vessel boardings, medical evacuations, and other public safety missions throughout San Francisco Bay. The Bay Area continues to lose publicly accessible marine fuel facilities, particularly gasoline fueling infrastructure. Harbor Safety Committee meeting notes, supporting materials, correspondence, public comments, and related documents remain available for public review.

The San Francisco Bar Pilots rely on marine fuel access near the Golden Gate Bridge to fulfill their statutory and regulatory responsibilities and maintain operational readiness. Significant sedimentation and the lack of dredging over several decades can make the Clipper Yacht Harbor fuel dock in Sausalito effectively unnavigable during low tides, and the East Bay fuel facilities are too far away to support emergency response requirements and operational needs in the Central Bay and Golden Gate Bridge area.

Project teams have conducted remediation projects in San Francisco Bay while adjacent maritime operations remained active. During recent remediation work near SF Pier 39½, ferry operators continued service within approximately ten meters of active remediation areas. The project demonstrated environmental remediation and maritime operations can

safely coexist when operators implement appropriate environmental and operational controls.

Project teams commonly use perimeter float containment systems, turbidity barriers, and phased construction methods to maintain maritime operations during remediation projects. During discussions with San Francisco Recreation and Park Department (SFRPD) staff, Committee members heard two primary concerns about continuing fuel dock operations during remediation: crowding within the work area and increased project costs. SFRPD also included approximately \$25 million in its estimate for dredging a 145-foot-wide access channel to the fuel dock, even though the fuel dock currently operates without dredging and has remained functional for 38 years.

SFRPD did not establish to the Committee's satisfaction that continued operation of the fuel dock during remediation would be technically infeasible, even though remediation activities would occur approximately 167 meters from the fuel dock. Information reviewed by the Committee, including discussions with RWQCB staff, indicates SFRPD could keep the existing fuel dock operational during remediation while still meeting environmental protection requirements.

The Committee requests BCDC exercise its oversight authority over waterfront redevelopment, marina modifications, changes to water-dependent uses, and Bay Plan policies by rejecting the San Francisco Marina plans in their current form. The current proposal does not preserve essential maritime infrastructure and public trust maritime uses, including marine fuel access, continued operation of the only public boat lift in San Francisco, continued operation of the only touch-and-go dock in northern San Francisco, blue-collar boating access, and dedicated areas supporting maritime safety training and youth maritime education.

The Committee also requests BCDC carefully evaluate the maritime safety and resiliency impacts associated with permanently removing the Gashouse Cove fuel dock. The evaluation should determine whether continued operation during portions of the remediation process, or preservation of equivalent centrally located fuel access, would better support the Bay's public trust and maritime uses.

The Committee requests a written response before the next regularly scheduled Committee meeting on July 9, 2026, so Committee members can include BCDC's response and perspective in their continuing review and discussion of this matter.

Thank you for your consideration.

Respectfully submitted,

Frederick Scott Humphrey
Chairman, Harbor Safety Committee of the San Francisco Bay Region

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 4 June 2026

Subject: Annual Update of Harbor Safety Plan

From: Cody Aichele-Rothman, Bay Conservation and Development Commission

California Harbor Safety Committees are required to periodically update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the revised Safety Plans. The Committee will vote at the next Harbor Safety Committee meeting whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2025.

In addition to appendices updated by the San Francisco Marine Exchange (SFMX), appendices were revised by their responsible agencies and will be included in the plan approved by the Administrator.

In an effort to increase the plan's functionality, SFMX will make available substantive changes, including updated Ferry Routing Protocol Guidelines, as they are approved by the Committee. Subcommittee and work group activity reports will continue to be added to the plan on an annual schedule.

Executive Summary 2025-2026

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

These are some notes and highlights showcasing the work of the SF HSC from June 2025 to May 2026:

- SF HSC has continued to hold monthly hybrid meetings, with options available online, as well as rotating physical locations around the bay including sites in San Francisco, Oakland, Richmond, and Sausalito. Meetings are always open to the public.
- New SF HSC members appointed by OSPR include: Joseph Vezzali, Levin Richmond Terminal, as the primary member representing Dry Cargo Vessel Operators II; Tammie Lasiter, SSA Terminals, as the primary member representing Dry Cargo Vessel Operators; Eric Napralla and Gerard Olson as the new primary and alternate members representing the Port of Oakland; Lucas Juon, Marathon, as the primary member representing Tanker or Marine Oil Terminal Operators; Captain Maggie Hallahan as the alternate member representing Pleasure Boat Operators; Robert Barley, Golden Gate Highway and Transportation District, as the alternate member representing Ferry Operators.
- SF Marine Exchange acquired a new camera system for SF HSC meetings to improve online accessibility. A new associate management system and website have been developed to better communicate HSC, subcommittee, and work group information. Efforts are being made to fully comply with HSC meeting regulations and procedures in compliance with the Brown Act. Changes to subcommittees and work groups were made to accurately reflect the purpose of each group.
- SF HSC was impacted by recent federal government shutdowns. The October 2025 HSC meeting was canceled due to lack of attendance related to the 2025 shutdown. Other HSC meetings were held with limited federal participation. USCG SF VTS operations were impacted by the government shutdown requiring temporary activation of the Vessel Continuity Reporting Protocol (VCRP). SF HSC supported VTS reinstatement and increased attention to the issue. SF VTS is essential for safe maritime navigation in the bay.
- SF HSC voted at the November 2025 HSC meeting to approve sending a letter to CARB detailing safety issues related to clean air regulations. Concerns were raised after an incident in Long Beach involving a STAX emissions capture barge. The letter was intended to balance environmental protection with maritime safety considerations. The Clean Air Safety Letter was drafted and sent to the appropriate CARB representative. Follow-up is ongoing.
- SF HSC was well represented at the National HSC Conference held in Seattle on March 24-25, 2026. Patrick Gallagher, Marine Exchange of Puget Sound, reported at the April 2026 HSC meeting that the conference was held successfully with presentations given on whale protection, lithium-ion battery firefighting, and other priority issues.

- The Tug Subcommittee held meetings and participated in the OSPR Tanker Escort Program regulations review process.
- The HSC Navigation Subcommittee continued to engage on Vessel Speed Reduction (VSR) and Rule 9 violation issues. Participation in updating OSPR escort regulations was a primary focus. Continued funding for the San Francisco PORTS program is a priority for safe navigation.
- The Ferry Operations Subcommittee held regular meetings to consider issues including lithium battery firefighting and conflict with recreational boaters near ferry terminals. Public outreach is a priority. Ferries participated in a full-scale multi-agency VMAP exercise hosted by SFO on September 17, 2025. The Ferry Operations Subcommittee continued collaboration with The Marine Mammals Subcommittee on whale protection measures. The Whale Smart training program is being implemented. Updated ferry routing protocol traffic lanes were previously approved by the SF HSC in September 2024. A new downbound traffic lane was established and added to navigational charts. Updated Ferry Routing Protocol Guidelines and Ferry Route Caution Areas were approved at the January 2026 HSC meeting.
- The Dredge Issues Subcommittee focused on regional dredging priorities and funding considerations. Pinole Shoal Channel and Richmond Outer Harbor will now be dredged on a yearly basis, reducing the potential need for emergency dredging. Expanding the number of shipping channels with CATZOC A1 ratings is a priority. There is reduced federal funding for some regional dredging projects.
- The PORTS Subcommittee is considering future funding options for SF PORTS maintenance managed by the SF Marine Exchange. SF PORTS provides real-time meteorological and oceanographic data that is essential for safe navigation in the bay. SF PORTS is relied on by ship pilots and boat captains for the most accurate and up to date data available. Maintenance of the system is currently funded via OSPR grant but alternate funding will be needed for required upgrades, continued regular maintenance due to increased costs, and potential expansion of the system with the addition of new stations. Relocation of the Oakland Berth 67 Weather Station was postponed.
- The Prevention Through People Subcommittee focused on recreational boating issues. The Bay Area Marina Operators (BAMO) group met quarterly. California Boater Cards are required for all recreational boaters. Public outreach and updating Rule 9 pamphlets are priorities. The subcommittee considered plans by the City of San Francisco to remove the Gashouse Cove fuel dock and there is substantial opposition to the proposal. Stakeholders support keeping the fuel dock in place despite planned PG&E environmental remediation in the vicinity. A letter detailing maritime safety and public access concerns is being drafted and will be submitted for full SF HSC approval before sending.
- The Marine Mammals Subcommittee held regular meetings to consider proposals for marine mammal protection. The Vessel Speed Reduction (VSR) program was expanded statewide and runs from April 22nd to December 31st, 2026. Ships are asked to reduce speed offshore for whale safety. Whales have been active in the bay, and deceased whales were towed to shoreline sites for study. The Whale Smart training program was developed and is being implemented for local ferry and small commercial vessel operators. Outreach to recreational boaters is a priority. The June 2025 SF HSC Meeting was held at The Marine Mammal Center in Sausalito.
- The Tsunami Ready Maritime Work Group is developing guidelines and best practices for tsunami response in the bay. Draft proposals are being reviewed by the USCG and feedback will be incorporated. The guidelines will be submitted to the full HSC for approval when complete.
- The Tanker Tug Escort Work Group was established to review and propose updates to OSPR Tanker Escort Program regulations. The process is ongoing with work group meetings held

biweekly in collaboration with the Tug Subcommittee, Navigation Subcommittee, and OSPR. When the process is complete, proposed updates will be submitted for full SF HSC approval before being sent to OSPR for consideration.

- The Maritime Evaluation for Risk, Insights and Trends (MERIT) Work Group was established after being approved by the HSC in November 2025. The work group was proposed by BCDC to review the Ports and Waterways Safety Assessment (PAWSA) 2025 report and identify key safety concerns. Hazard mitigation is a primary focus. The PAWSA was conducted by the Marine Exchange, with MTC funding, to identify regional risk and propose recommended mitigation measures. The PAWSA 2025 Report was released in June 2025, and a review webinar was held in August 2025. The MERIT Work Group first met in March 2026 and again in May 2026.
- USCG reported at the September 2025 HSC meeting that removal of abandoned and derelict vessels in Little Potato Slough was completed. Abandoned and derelict vessels are an ongoing concern in the delta, Oakland Estuary, and around the bay. New USCG cybersecurity regulations went into effect on July 16, 2025. SEAR maritime events reported on by the USCG included San Francisco Fleet Week held on October 5-13, 2025, the 2026 NFL Super Bowl, Fourth of July fireworks, and New Year's Eve. USCG presented a Certificate of Appreciation to Capt. Larwood, SF Bar Pilots, for his actions related to a January 31, 2026, incident involving a ship losing propulsion near the Rio Vista Bridge.
- USACE reported that the hopper dredge Essayons performed Emergency Dredging at the Richmond Long Wharf and Oakland Harbor Entrance Channel. FY26 dredge planning is underway. Debris removal is ongoing, but the Dillard has been out of service for repairs.
- The Marine Exchange reported on SF PORTS maintenance at the November 2025 HSC meeting. Major station upgrades were conducted in August 2025, and buoy-mounted current meters were serviced. The Martinez-Amorco tide house, current meter, and visibility sensor were moved several feet due to dock construction work. Most SF PORTS stations were originally installed over fifteen years ago and require upgrades to maintain continuing operation.
- NOAA reported on Electronic Nautical Chart (ENC) updates at the July 2025 HSC meeting. Changes to the Stockton shoreline were added. ENC re-gridding is ongoing in accordance with S100 standards required by January 2029. Updates are being made to deconflict channel frameworks. CATZOC channel ratings are posted to ENCs. The VSR program is being implemented statewide for whale safety.
- California State Lands Commission reported on regional oil refinery products and imports affected by suspension of the Jones Act.

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

- Zachery Garland, Seaspan Energy, gave a presentation at the June 2025 HSC meeting on proposed ship-to-ship Liquid Natural Gas (LNG) bunkering operations in the bay. A follow-up presentation was given at the September 2025 HSC meeting. A proposal for LNG bunkering operations in Anchorage 9 was submitted to the USCG. USCG issued a policy letter regarding LNG bunkering procedures.
- Jonathan Thompson, State Lands Commission (SLC), gave a presentation at the November 2025 HSC meeting on invasive golden mussels. Invasive marine species are often spread by ship ballast water transfers from one region to another. Managing ballast water is an SLC priority and includes treatment to reduce spread, ballast water discharge performance standards which limit discharge in certain regions, and MISP inspections. Sampling and testing of ballast water is

performed. Invasive golden mussels, originally from Southeast Asia, were first detected in Stockton in October 2024 and have spread in freshwater environments where they can foul water systems. Introduction was likely due to ship ballast water transfer. Emergency regulations that limit ballast water discharge east of Rodeo went into effect on June 18th, 2025.

- Tony Maffei gave a presentation at the November 2025 HSC meeting on the VetsBoats organization which is dedicated to helping veterans through sailing. The organization, founded by Terry Moran, seeks to restore veterans' health and assist them with transitioning back to civilian life through the therapeutic power of sailing and boat restoration. Suicide prevention is a primary focus.
- Wim Smets, Flemish Government, gave a report at the February 2026 HSC meeting on the history of vessel traffic management in Belgium and western Netherlands. A vessel traffic system was initiated via a 1978 treaty and further implemented in 1991. The system provides nautical management in both countries, similar to USCG VTS and Marine Exchange operations, along a 150-kilometer coastline including Antwerp. Under keel clearance is a major concern due to shallow river and tidal areas and is actively managed. Narrow channels require coordination to maintain navigation safety. Environmental protection is a primary consideration.
- Capt. Matt Fine, USCG, gave a presentation at the February 2026 HSC meeting on proposed Vessel Traffic Service (VTS) public-private partnerships and the next generation VTS. The public-private partnership model is being considered for future San Francisco VTS operations. Public-private partnerships are currently in place for VTS operations in Los Angeles and Tampa. Significant technological upgrades are needed to maintain the aging San Francisco VTS system. The USCG issued a Request for Information (RFI) for potential VTS vendors and has received four responses. A committee will be established to review vendor proposals. VTS will continue to be under USCG jurisdiction and be staffed by USCG personnel. SF HSC discussion focused on authorities, liability, and funding under the future system.
- Ben Davis, Illuminate, gave a presentation at the April 2026 HSC meeting on the planned Lights for America event in San Francisco for Fourth of July. Leading up to the event, the Running Lights project plans to feature light beams projected over the bay 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. The light beams can be shut off if necessary for safe navigation. Guidance from the maritime community was requested and maritime safety issues discussed. Additional comments from SF HSC stakeholders were forwarded to the USCG for consideration.
- Sam Levens, International Transport Workers Federation (ITF), gave a presentation at the May 2026 HSC meeting. 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. Seafarers in the Strait of Hormuz have reported food shortages and other labor issues. CBP is restricting foreign crew from leaving their ships when in US ports and the Jones Act waiver has increased the problem. Report suspected labor rights violations to ITF.

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