



of the San Francisco Bay Region

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

DRAFT

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

September 17, 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 10:05.

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

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman (M)** Bay Conservation and Development Commission; **Christie Coats (M)**, Port of Redwood City; **Capt. David Corbett (M)**, San Francisco Bar Pilots; **Ben Eichenberg (M)**, San Francisco Baykeeper; **Jeff Ferguson (M)**, NOAA; **Patrick Forrester (M)**, Port of San Francisco; **Kevin Hartley (M)**, Crowley Petroleum Services; **Jim Haussener (M)**, CMANC; **Capt. Tony Heeter (M)**, Blue and Gold Fleet; **Lucas Juon (M)**, Marathon Petroleum; **Tammie Lasiter (M)**, SSA Terminals; **Eric Napralla (M)**, Port of Oakland; **Richard Ogg (M)**, F/V Karen Jeanne; **Erin Pierson (M)**, Crowley; **Capt. Jarod Toczko (M)**, United States Coast Guard; **Jessica Vargas (A)**, US Army Corps of Engineers; **Joseph Vezzali (M)**, Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the July 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. An IALA IHO workshop was recently held on the implementation of S-100 and S-200 international standards. El Nino is predicted this winter with potential for flooding and other impacts. In February 2017, heavy rain caused Lake Oroville to overfill leading to auxiliary spillway erosion and concern for dam safety. The incident increased water level in the Sacramento River causing ship transits to be delayed for fear of levy damage. Preparedness is critical.

Coast Guard Report- Capt. Jarod Toczko

- There is a new online process for USCG Marine Event Permit applications:
www.navcen.uscg.gov.

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- The USCG Anchor Waiver Request Form is being updated with a guide for posting to the Local Notice to Mariners.
- HSC Dead-Ship-Tow best practices are being updated to allow fewer tugs for small vessel tows.
- VTS modernization is a priority, and an initiative was launched by the USCG seeking vendor proposals. Perspective VTS vendors will assess the port and present proposals in early 2027.
- NAVITA is a new online platform developed by USCG to simplify and modernize mariner credentialing. Capt. Hart, USCG, advised that the platform was launched on September 14th to streamline the credentialing process.
- Capt. Hart advised that the Board of Inquiry report for the Francis Scott Key Bridge incident was released on September 4th. USCG risk assessments were conducted at eleven ports, not including San Francisco, with findings related to risk mitigation, management, and communication. Public comment is welcome. Consolidation of risk mitigation tools is a priority.
- Fleet Week will be held on October 8th-11th with coordinated multi-agency security including counter UAS and waterside patrols. Planning is ongoing.
- ENS Greeley read from the July and August- 2026 Prevention/Response Reports (attached).
- Richard Ogg asked for clarity on policies regarding grounded fishing vessel rescues and industry participation to help save vessels. Capt. Toczko advised that the fishing vessel Lake Bay case was difficult considering the vessel was in a national marine sanctuary, listing, and hard aground. The captain wanted to save the vessel, but the decision was made to stabilize the situation and remove crew. Rescue decisions are made on a case-by-case basis and safety is the top priority. Industry assistance is welcome when feasible. Vessel salvage is performed by expert contractors. Richard Ogg advised increased communication with the fishing industry and protocol development. Five fishing vessels have been lost in the last two years. Richard James, Coastodian, advised that USCG grounded vessel rescue procedures have been requested via FOIA, but no information provided. Scott Humphrey announced that additional comments on the matter can be submitted via email: hsc@sfmtx.org.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY26 dredging is ongoing. A tentative FY27 dredging plan was developed based on the President's Budget. Funding was secured via passage of a continuing resolution. Debris removal for July and August were below average, and the Dillard is out of service for repairs until October. The Oakland Harbor Turning Basins Widening Project design plan was approved by the port. Surveys are posted, and a channel condition report is included.

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- Jim Haussener advised that more rain and erosion associated with El Nino could increase shoaling and lead to reduced depth in the Oakland Harbor next summer before scheduled hopper dredging.

Clearinghouse Report- Marcus Freeling (July and August reports attached)

OSPR Report- Mike Zamora

- HSC membership updates: Ronnie Reilly, Chevron Shipping, has been appointed to the committee replacing John Fadeeff as the primary member representing tanker ship operators.
- An updated HSC membership vacancy announcement was distributed (attached). Expiring members can reapply for another term. Applications are welcome. Contact:
michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Jeff Ferguson gave a presentation to the committee on NOAA updates including National Bathymetric Source (NBS), Blue Topo, and the S-102 data product (slides link: [PowerPoint Presentation](#)). NBS is data collected from all NOAA, USACE, and USGS surveys available. Blue Topo is the public data display not intended for navigation. S-100 data products include S-101 for ENCs, S-102 for bathymetric surface, S-104 for water level information, S-111 for surface currents, and S-41X for weather overlays. Compliance with the S-100 data framework is required by January 1, 2029, to meet IMO ECDIS performance standards. Feedback is welcome. Concerns about ECDIS information overload were discussed.

State Lands Commission Report- Robert Booker (July and August reports attached)

PORTS Report- Marcus Freeling

- All three PORTS buoy-mounted current meters were serviced in early September. Maintenance and major upgrades were also performed at the Point Potrero weather station, Davis Point weather station, Amorco current station, and SF Pier 17 visibility station. There are issues with Point Potrero and Davis Point wind data that are being addressed. The Amorco visibility sensor failed and may need to be replaced with a newer system, but cost is a limiting factor. 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>

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- The HSC PORTS Subcommittee will be developing a plan for ongoing SF PORTS maintenance funding. There has been interest in adding upriver PORTS stations to measure water levels and currents in the Stockton and Sacramento Channels.

Report on CARB Marine Programs- Nicole Light Densberger, CARB

- Scott Humphrey advised that CARB responded to the Clean Air Safety Letter sent by the HSC (response letter attached) and seeks continued engagement.
- Nicole Light Densberger gave a presentation to the committee on CARB marine programs (slides attached). The Commercial Harbor Craft (CHC) Regulation, first adopted in 2008, requires cleaner engines for some commercial vessels near ports. The CHC Regulation was amended in 2022 to include all commercial vessels requiring Tier 3 or 4 hybrid or renewable engines with diesel particulate filters. As part of the 2022 State Implementation Plan, spark-ignition marine engine regulations are being developed to reduce emissions. The Ocean-Going Vessel (OGV) Fuel Regulation, implemented in 2009, requires ships to use low sulfur fuel in offshore California waters. The regulation has been successful at reducing emissions and producing health benefits for local communities. The OGV At-Berth Regulation, first implemented in 2007, requires shore power for some types of vessels. The regulation was expanded in 2020 to include all types of vessels with Northern California compliance required on January 1, 2027. Alternate compliance barge-based emissions capture and control systems can be used to meet requirements. An interim evaluation was performed in 2022 finding that most OGV emissions are released while vessels are in-transit versus at-berth and an In-Transit Regulation is being considered to further reduce NOx emissions. Rule development will take 5-7 years with public review. Alternative fuels, updated fuel technology, and enhanced emissions control systems are being studied. Stakeholder engagement is a priority, and technical working groups will be formed.
- Eric Napralla advised that Congress is considering removing authorization for the CARB 2020 At-Berth Regulation via the EPA.
- Scott Humphrey announced that additional questions and comments can be submitted via email: hsc@sfmtx.org.

Subcommittee / Work Group Reports-

Tug Subcommittee- Erin Pierson: There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations. Max Rosenberg, Vane Brothers, advised that OSPR ATB escort regulations have been reviewed and updated by a joint work group in coordination with the Los Angeles/Long Beach HSC and OSPR. Updates allow ATBs to be treated as tankers for escort purposes and

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follow tanker speed requirements. For safety, the breaking force of escort tugs cannot exceed that of ATB tugs. The proposed updates are available for review (attached) and an HSC vote to approve will be scheduled. Marcus Freeling advised that HSC votes must be scheduled on the meeting agenda one week prior to voting.

Navigation Subcommittee- Capt. David Corbett: Nothing to report.

Ferry Operations Subcommittee- Capt. Tony Heeter: Nothing to report.

Dredge Issues Subcommittee- Nothing to report.

Prevention through People Subcommittee- Capt. Maggie Hallahan (A), Recreational Boating: Gas House Cove fuel dock information: [Extra C - Gashouse Cove Fuel Dock Document Stack 09 16 2026.pdf](#). The HSC Gas House Cove Fuel Dock Letter was sent to BCDC highlighting the importance of retaining the fuel dock. Water depth is sufficient to accommodate most rescue vessels. There is no DBW oversight of fuel docks in California and closures are a concern. BCDC will be meeting on November 5, 2026, to consider and vote on the SF Recreation and Parks proposal.

PORTS Subcommittee- Eric Napralla: Future PORTS maintenance funding will be considered.

Marine Mammals Subcommittee- Kathi George (A), The Marine Mammal Center: The Port of Redwood City and SF Bay Ferry recently hosted a meeting on drone whale observation. There are reports of a humpback whale near Rio Vista. Gray whale research posters have been developed. Expansion of the Whale Smart safety training and certification program for small commercial vessel operators is a priority. A grant is being sought for whale strike risk analysis. Real-time communications are being developed for whale sightings and feedback is welcome.

Tsunami Ready Maritime Work Group – Scott Humphrey: A work group meeting will be scheduled. Best practices are being developed and will be submitted to the HSC for approval when finalized.

Tanker Tug Escort Work Group – Work group meetings were paused for summer break and will resume. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing.

MERIT Work Group – Capt. Dave Corbett: A work group meeting was held last week. The Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group was established to review the PAWSA 2025 report and identify key safety concerns.

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Public Comment-

- Ben Eichenberg advised that SF Baykeeper acquired a new all electric patrol boat and a launch party will be held on October 1st.

Old Business-

- Scott Humphrey advised that the HSC approved CARB Clean Air Safety Letter and Gas House Cove Fuel Dock Letter were sent. Collaboration is a priority.

New Business-

- Richard James asked about documentation of USCG vessel rescue protocols in relation to the fishing vessel Lake Bay grounding incident. Capt. Toczko emphasized that the vessel was hard aground and safety was the top priority. The existence of protocol documentation is unknown.
- Capt. Maggie Hallahan advised that updated documents will be added to the Gas House Cove Fuel Dock information stack on the Marine Exchange website.

Next Meeting-

1000-1200, October 15, 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 12:29.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (July 2026)

MARINE CASUALTIES

Equipment Failure (11JUL26): A U.S.-flagged articulated tug and barge experienced an equipment failure on its starboard controllable-pitch propeller while transiting San Pablo Bay. A failed cooling water valve caused a high-temperature reading on the starboard propulsion system, which was subsequently taken offline for troubleshooting and repair. Class attended the vessel and witnessed satisfactory operation of the propulsion system following repairs. The loss of propulsion (LOP) was not attributed to fuel switching. Case closed.

Loss of Power (14JUL26): A U.S.-flagged freight vessel experienced a loss of power while transiting to Oakland, CA from Los Angeles, CA. A high-voltage spike caused the generator to shut down. The casualty was attributed to a loose wire connection in the generator junction box. U.S. Coast Guard attended the vessel and witnessed satisfactory operation of the generators following repairs. Loss of power was not attributed to fuel switching. Case pends.

Loss of Steering (22JUL26): A foreign-flagged vehicle carrier experienced a loss of steering while transiting the Carquinez Strait. The vessel's rudder became stuck hard to port. The casualty was attributed to a failed electrical connection within the steering system. Class attended the vessel and witnessed satisfactory testing of the steering system following repairs. Case pends.

Allision (24JUL26): A U.S.-flagged passenger vessel allided with a floating Aid to Navigation (ATON) while transiting San Francisco Bay near Alcatraz Island. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control (22JUL26): A foreign-flag vehicle carrier was issued a Captain of the Port Order for a loss of steering. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (26JUL26): A foreign-flag oil tanker was issued a Captain of the Port Order for an inoperable 24V battery system that affected functionality of navigational systems and other critical electrical equipment. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), In-op Speed Log (14JUN26): A foreign-flag bulk carrier was issued an outbound LOD for an inoperative speed log. Case closed.

Letter of Deviation (LOD), Loss of Anchor (21JUL26): A foreign-flagged tank vessel was issued an inbound and outbound LOD for a missing anchor. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (08JUL26): U.S. Coast Guard received a report of an unknown sheen from an unknown source in Richmond, CA. Due to the sheen's proximity to a refinery, the refinery deployed containment boom and a vacuum truck. USCG IMD responded and determined the source was the refinery's gasoline line: during maintenance, the refinery's team was replacing a blind on a gasoline line that had residual gasoline they were unaware of, discharging approximately 21 gallons. The source was secured, and boom and absorbent pads were deployed. The party responsible was issued with a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321 (b) (3).

Letter of Warning (15JUL26): U.S. Coast Guard received a report that a 40ft wooden vessel had sunk and discharged approximately 01 gallon of gasoline into the Oakland-Alameda Estuary, creating a sheen. The USCG IMD duty team contacted the harbormaster, who stated that sorbent boom had been deployed around the vessel after it initially began sinking. The vessel owner, who was an employee of the marina, was out of the country and allowed the harbormaster to take charge of any remedial actions. The boat is expected to be lifted and pumped later. The source for this incident was unrecoverable, and IMD concluded that no further environmental threat exists. The owner was issued with a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321 (b) (3).

Letter of Warning (26JUL2026): U.S. Coast Guard received a report that a vessel had partially sunk in its slip and discharged approximately 01 gallon of gasoline into the Sacramento River, creating a sheen. The cause of the vessel sinking remains unknown. The harbormaster deployed containment and absorbent pads around the vessel. The IMD duty team contacted the vessel owner who had purchased the vessel the day before and was unaware that the vessel had sunk. The owner hired a contractor to float the vessel and to remove it from the marina later. The owner was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b) (3).

Letter of Warning (26JUL2026): U.S. Coast Guard received a report that a vessel had partially sunk in its slip and discharged approximately 01 gallon of gasoline into the Sacramento River, creating a sheen. The cause of the vessel sinking remains unknown. The harbormaster deployed containment and absorbent pads around the vessel. The IMD duty team contacted the vessel owner who had purchased the vessel the day before and was unaware that the vessel had sunk. The owner hired a contractor to float the vessel and to remove it from the marina later. The owner was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b) (3).

Letter of Warning (28JUL2026): U.S. Coast Guard received a report that a vessel had discharged approximately 03 gallons of hydraulic oil into the San Francisco Bay, creating a sheen near the passenger ramp of a ferry terminal. After a preliminary investigation was conducted, it was determined that the source of the discharge was from a failure of a hydraulic hose on the passenger ramp of a ferry terminal. The IMD duty team contacted the reporting party who stated that the sheen was naturally dissipating and that a clean-up crew was on scene conducting remedial actions. IMD issued a Notice of Federal Interest (NOFI) and will issue a Letter of Warning (LOW) to the party responsible. The source of pollution was secured and IMD concluded that no

further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (31JUL2026): U.S. Coast Guard received a report that a vessel was sinking in its slip and discharging an unknown amount of gasoline into the San Joaquin River, creating a sheen. The cause of the vessel sinking remains unknown. The marina notified the duty team that sorbent pads had been deployed around the vessel. The IMD duty team contacted the vessel owner who stated that the vessel currently had 190 gallons of fuel on board and was hiring a salvage company to refloat and patch the vessel. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. The source of pollution for this incident was secured, and clean-up action was taken. 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 July 2026

PORT SAFETY CATEGORIES*	Jul-2026	Jul-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	1.83
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.86
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (1), Personnel (2), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.44
Radar (0), Gyro (0), Steering (1), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
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	10	10	11.28
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2026	Jul-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	0	0	0.28
Public Vessels	6	1	1.50
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	7	4	7.50
Pollution Discharge Sources (Facilities)	Jul-2026	Jul-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.33
Other Land Sources	1	2	3.69
Mystery Spills - Unknown Sources	4	8	6.28

Number of Pollution Incidents (By Spill Size)	Jul-2026	Jul-2025	**3yr Avg
Spills < 10 gallons	10	4	11.75
Spills 10 - 100 gallons	2	0	1.50
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	17	7.97
Total Pollution Incidents	18	21	21.50
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jul-2026	Jul-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	4.71
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.86
Estimated spill amount from Public Vessels	11.00	2.00	21.93
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.24
Estimated spill amount from Recreational Vessels	204.00	4.00	32.42
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	1.74
Estimated spill amount from Other Land Sources	21.00	1.25	47.40
Estimated spill amount from Unknown Sources (Mystery Sheens)	3.00	12.00	5.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	239.00	20.25	137.93
Penalty Actions	Jul-2026	Jul-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	4	1	3.08
Total Penalty Actions	4	1	3.22
* 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.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (August 2026)

MARINE CASUALTIES

Loss of Propulsion (01AUG2026): A U.S. flagged passenger vessel experienced a loss of propulsion while approaching the San Francisco Ferry Building. The vessel operator noticed a lack of water movement on the starboard side of the vessel where the propeller should be. USCG attended the vessel and witnessed installation of a new propeller. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (01AUG2026): A U.S. flagged towing vessel experienced a loss of propulsion while operating in the vicinity of Richmond Long Wharf. The mounting bolts on the port engine failed, resulting in a subsequent loss of propulsion. USCG attended the vessel and witness satisfactory testing of repairs. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (04AUG2026): A U.S. flagged fishing vessel experienced a loss of propulsion while fishing approximately 16 NM offshore San Francisco, CA. The vessel became disabled when its fishing nets became entangled in the propeller. The vessel was towed to shore where the propeller was cleared. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (05AUG2026): A U.S. flagged passenger vessel experienced a loss of propulsion while conducting passenger service between Vallejo and San Francisco, CA. The vessel's starboard engine stalled unexpectedly. USCG attended the vessel and witnessed satisfactory installation of new starboard engine gear box. During testing, excessive exhaust filled the space, resulting in a new operational control being issued to the vessel. LOP was not attributed to fuel switching. Case pends.

Equipment Failure (05AUG2026): A U.S. flagged cargo vessel experienced an equipment failure while departing the Port of Oakland. The vessel's fuel line was leaking following failed temporary repairs. The vessel proceeded to anchorage to conduct permanent repairs, which were witnessed by Class. Case closed.

Equipment Failure (07AUG2026): A U.S. flagged passenger vessel experienced an equipment failure while operating in the vicinity of the San Francisco Ferry Building. The vessel received a high bilge alarm after fuel leaked from a failed fuel line on the port main engine. USCG attended the vessel and witnessed satisfactory repairs. Case pends.

Allision (09AUG2026): A U.S. flagged passenger vessel experienced an equipment failure and subsequently allided with a pier while returning from passenger service in San Francisco. A mounting bolt on one of the vessel's outboard motors failed, resulting in the motor falling out of position and snapping the shift linkage, which prevented the vessel from operating astern/slowing speed while approaching pier. USCG attended vessel following incident and issued operational control. Case pends.

Loss of Propulsion (14AUG2026): A foreign flagged container ship experienced a loss of propulsion while mooring in Oakland, CA. The casualty was attributed to failed solenoid valves. Class attended vessel and witnessed satisfactory repairs and testing of equipment. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (11AUG2026): A U.S. flagged fishing vessel experienced a loss of propulsion while fishing in Half Moon Bay after their fishing net became fouled in the propeller. The vessel was towed back to Pillar Point Marina where the propeller was cleared. LOP was not attributed to fuel switching. Case pends.

Loss of Power (20AUG2026): A foreign flagged container ship experienced a loss of power while transiting approximately 10 NM off the coast of San Francisco. The vessel reported losing power for about 2 minutes, and the emergency generator did not come online. The casualty was attributed to a faulty automatic voltage regulator on one of the generators. Class attended the vessel and witnessed satisfactory repairs and testing of equipment. Case pends.

Loss of Propulsion (25AUG2026): A foreign flagged bulk carrier experienced a loss of propulsion while getting underway from Stockton, CA. The casualty was attributed to electronic communication failure between engine order telegraph and throttle module in the engine room. USCG attended the vessel and witnessed the satisfactory testing of repairs. LOP was not attributed to fuel switching. Case pends.

Grounding (24AUG2026): A U.S. flagged fishing vessel ran aground while fishing in the vicinity of Point Reyes, CA. Case pends.

VESSEL SAFETY CONDITIONS

Operational Control, (11AUG26): A foreign flag containership was issued a Captain of the Port Order for a casualty to the main air compressor limiting the vessel's engine air starts. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (11AUG26): A foreign flag containership was issued a Captain of the Port Order for a loss of electrical power. The vessel provided a class report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (15AUG26): A foreign flag container ship was issued a Captain of the Port Order for loss of astern propulsion. The vessel provided a class report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (21AUG26): A California state registered vessel was issued a Captain of the Port Order for operating as a small passenger vessel without proper certification. Case pends.

Operational Control, (21AUG26): A foreign flag bulk carrier was issued a Captain of a loss of propulsion. Vessel provided Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

Operational Control (21AUG26): A foreign flag bulk carrier was issued a Captain of the Port Order for loss of propulsion. The vessel provided a Class Report attesting to satisfactory repairs. The Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Port and Starboard Anchors (09AUG26): A foreign flag bulk carrier was issued an inbound and outbound LOD for inoperable port and starboard anchors. Case closed.

Letter of Deviation (LOD), Inop S-band radar (12AUG26): A foreign flag tank vessel was issued an inbound LOD for an inoperable S-band radar. The vessel provided class report attesting to satisfactory repairs. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01AUG2026) It was reported that a vessel discharged approximately 6oz of diesel into Monterey Bay, creating a sheen. The IMD duty team contacted the responsible party who stated that the vessel's discharge was due to overfilling while fueling. Absorbent pads were deployed to mitigate the discharge. The discharge was reported to be dissipating quickly due to the small amount that went into the waterway. The source for this incident was secured and IMD concluded that no further environmental threat exists. The party responsible was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026) It was reported that a vessel discharged approximately one gallon of hydraulic oil into the San Francisco Bay, creating a sheen. The IMD duty team attempted to contact the responsible party who remained unresponsive. IMD responded and confirmed that the vessel was no longer actively sheening and that the discharge was naturally dissipating. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. The source of pollution for this incident was secured. IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026) It was reported that a vessel discharged approximately one gallon of hydraulic oil into Bodega Bay, creating a sheen. The IMD duty team contacted the owner, who reported that while fishing, the vessel was observed to be taking on water. The vessel was towed into Bodega Bay, where the vessel's bilge pump activated and discharged an oily mixture into the waterway. The IMD duty team responded and observed sorbent pads and boom containing the vessel and discharge. The bilge was being pumped into a 50-gallon drum, with absorbent pads surrounding the equipment. Divers were hired to assess the status of the vessel, identified the source of the leak, and patched it. The party responsible was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution for this incident was secured and no environmental threat existed. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (06AUG2026): It was reported that a vessel discharged 01gal of hydraulic oil into Bodega Bay, creating a sheen. The owner of the vessel reported that while fishing, the vessel was observed to be taking on water. The vessel was then towed to Bodega Bay where the bilge pump activated and discharged an oily-water mixture into the waterway. The IMD duty team went on scene and observed remedial actions being conducted. Sorbent pads and boom were deployed and the vessel's bilge was being pumped out. The owner was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution for this incident was secured and IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (10AUG2026): It was reported that a recreational vessel discharged one gallon of gasoline into the Oakland Estuary, creating a sheen. The IMD duty team responded and observed a vessel sinking in its slip. The owner stated that they had awakened aboard the vessel and discovered it taking on water. The cause of the sinking remains unknown. The marina deployed containment boom and sorbent pads, and contractors refloated and dewatered the vessel. The vessel was subsequently removed from the waterway. IMD issued the responsible party a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). IMD concluded that no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (16AUG2026): It was reported that a submerged vessel discharged approximately 01gal of gasoline into the San Francisco Bay, creating a sheen. The reporting party relayed that the vessel was observed to be discharging a very minimal amount of fuel and oils for the past three days. The vessel had been initially reported to have run aground in Ballena Bay and tied to a log. The IMD duty team went on scene to conduct an assessment and attempted to contact the owner who was unresponsive. IMD issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. The Oakland and Alameda Police Department tagged the vessel with a Notice to Remove. The source of pollution was secured, and no further environmental threat exists. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (16AUG2026): It was reported that a submerged vessel had discharged approximately one gallon of gasoline into the San Francisco Bay, creating a sheen. The reporting party stated that the vessel had been intermittently discharging small quantities of fuel and oil for the previous three days. The vessel had reportedly run aground in Ballena Bay on 14AUG2026 and was subsequently secured to a log. The IMD duty team responded to the reported location and attempted to contact the vessel owner, who remained unresponsive. IMD issued the owner a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). The source of pollution was secured, and the Oakland and Alameda Police Departments placed a Notice of Removal tag on the vessel. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

(21AUG2026): It was reported that a commercial fishing vessel had grounded at Point Reyes Beach. The incident was initially managed as a search-and-rescue case, with operations continuing for an extended period. After the SAR nexus was concluded, IMD attempted unsuccessfully to contact vessel's master. The vessel was located near the Greater Farallones National Marine Sanctuary and had a max potential discharge of approximately 2,800 gallons of fuel. The IMD duty responded but observed no discharge; therefore, the pollution report remained unverified. IMD continued monitoring the situation and supported the Unified Command. Participating Federal, State and local agencies continued coordinating removal of the vessel from the area.

Civil Penalty (30AUG2026): It was reported that an abandoned vessel discharged approximately five gallons of gasoline into the Elkhorn Slough, creating a sheen. The reporting party provided the IMD duty team with CCTV footage of the vessel being illegally dumped earlier that morning. IMD federalized the case and hired a contractor to remove the vessel and remaining pollution source from the waterway. Approximately 125 gallons of gasoline were removed from the vessel. IMD issued a Notice of Federal Interest (NOFI) and initiated civil penalty action. The pollution source was secured, and IMD determined that no environmental threat remained. USCG pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PORT STATE CONTROL TRENDS

Exhaust Gas Recirculation (EGR)/Tier III Compliance: 02 EGR casualties affecting vessel's approved Tier III compliance arrangements. Vessels must comply with MARPOL ANNEX VI's Tier III engine requirements while operating in the North American Emission Control Area.

Operators should promptly engage Class, Flag, and the manufacturer, document repair efforts, and ensure any proposed operation with the EGR unavailable is supported by applicable approvals through the NOx technical files.

It is expected that equipment casualties affecting pollution prevention equipment, navigation equipment, firefighting systems, and propulsion will be rectified prior to departure from the COTP zone.

DOMESTIC INSPECTIONS TRENDS

Marine Casualty Reporting Requirements: Increase in incidents where there is delay in reporting a marine casualty. Per 46 CFR 4.05, immediately after addressing resultant safety concerns, the owner, agent, master, operator, or person in charge, must notify the nearest Coast Guard unit whenever a vessel is involved in a marine casualty. Please refer to 46 CFR 4.05 for a complete list of items that constitute a marine casualty.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

August 2026

PORT SAFETY CATEGORIES*	Aug-2026	Aug-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:	5	2	1.83
Navigation Safety (5), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	16	8	8.08
Allision (2), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (2), Propulsion (10), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.50
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
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	23	10	11.56
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Aug-2026	Aug-2025	**3yr Avg
U.S. Commercial Vessels	0	0	0.92
Foreign Freight Vessels	0	1	0.25
Public Vessels	0	1	1.44
Commercial Fishing Vessels	3	1	0.92
Recreational Vessels	13	4	7.64
Pollution Discharge Sources (Facilities)	Aug-2026	Aug-2025	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.33
Other Land Sources	3	1	3.58
Mystery Spills - Unknown Sources	11	8	6.58
Number of Pollution Incidents (By Spill Size)	Aug-2026	Aug-2025	**3yr Avg
Spills < 10 gallons	21	3	11.81
Spills 10 - 100 gallons	0	0	1.50
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	13	8.22
Total Pollution Incidents	30	16	21.81
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug-2026	Aug-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	4.71

Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.86
Estimated spill amount from Public Vessels	0.00	5.00	21.90
Estimated spill amount from Commercial Fishing Vessels	2.00	1.00	23.28
Estimated spill amount from Recreational Vessels	9.00	3.00	32.36
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	1.74
Estimated spill amount from Other Land Sources	0.00	1.00	47.34
Estimated spill amount from Unknown Sources (Mystery Sheens)	17.00	12.00	5.47
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	28.00	23.00	138.29
Penalty Actions	Aug-2026	Aug-2025	**3yr Avg
Civil Penalty Cases	1	0	0.08
Notice of Violations	0	0	0.08
Letters of Warning	5	2	3.14
Total Penalty Actions	6	2	3.31
* 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
September 17, 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' FY26 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. **Also, the tentative FY27 dredging program schedule, based on the FY27 President's Budget released on April 3, 2026, is included in 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. **Notice to Proceed (NTP) was issued on May 29; dredging is tentatively scheduled to start mid-July with estimated completion mid-November.**
2. **Sacramento River Deep Water Ship Channel** – The dredging contract solicitation was posted on April 21 with bid opening held on May 28. **The contract was awarded to Dutra on July 1. NTP issued in July.**
3. **Oakland Harbor** – The dredging contract solicitation was posted on April 28 with proposals due by June 4. Bid proposals are currently under review. **The contract was awarded to Manson on July 13. NTP was issued July 20. Dredging started on August 31.**
4. **Redwood City Harbor** – **The dredging contract solicitation was posted on May 11 with bid opening held on June 12. The contract was awarded to HME on June 24. NTP issued June 30. Dredging started July 14 and completed August 19.**
5. **Suisun Bay Channel / New York Slough** – **The dredging contract solicitation was posted on May 18 with bid opening held on June 17. The contract was awarded to CAM-Dutra JV-II on July 1. NTP was issued July 7. Dredging started August 11.**
6. **San Rafael Creek** – **Planning and design for maintenance dredging of the San Rafael Creek is complete with contract award tentatively scheduled for late September and dredging estimated to start early October.**

7. **Richmond Inner Harbor** – Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early October and dredging estimated to start early November.
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. Essayons 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. Essayons worked for 15 days and moved to Pinole Shoal on June 17.
 3. San Pablo Bay (Pinole Shoal) – Following completion of work at Richmond Outer Harbor, Essayons moved to Pinole Shoal and started dredging on June 18 for two days, departing the Bay Area on June 19.
- 2. EMERGENCY (URGENT & COMPELLING) DREDGING:** Currently, there are currently no emergency dredging events happening in the Bay Area. The last event took place in November 2025, when dredging was conducted in the Chevron Long Wharf area and the Oakland Harbor Entrance Channel.

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	1-Jul															75kcy	TBD	Cutterhead or Clamshell	Upland or BU		
Oakland Harbor (50ft)	28-Apr	4-Jun	10-Jul															800kcy	TBD	Clamshell	BU		
Redwood City Harbor (30ft)	11-May	12-Jun	24-Jun															200kcy	TBD	Clamshell	SF-11 SF-DODS		
Suisun Bay Channel (35ft)	18-May	17-Jun	1-Jul															110kcy	TBD	Clamshell	SF-16		
San Rafael Creek (6ft / 8ft)	10-Jul	10-Aug	24-Aug															200kcy	TBD	Clamshell	SF-10/11		
Richmond Inner Harbor (37ft)	20-Jul	20-Aug	9-Sep																350kcy	TBD	Clamshell	BU	
WEST COAST HOPPER CONTRACT																							
Humboldt Bar & Entrance Channels (48ft)	30-Jan	2-Mar	23-Mar		Start 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													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: 6/17/2026													250kcy	Essayons	Govt Hopper	SF-10 SF-11				
San Pablo Bay (Pinole Shoal) (35ft)	N/A	Start: 6/18/2026	Finish: 6/19/2026													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:																			7/6/2026				

FY 2027 O&M DREDGING PLAN																						
Project	Target Solicitation	Target Bid Open	Target Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site		
				FY2027								FY2028										
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																						
Redwood City Harbor	1-Mar	31-Mar	14-Apr															200kcy	TBD	Clamshell	SF-11 SF-DODS	
Petaluma River	11-Mar	12-Apr	26-Apr															150kcy	TBD	Clamshell	BU SF-10	
Crescent City	22-Mar	21-Apr	5-May															75kcy	TBD	Clamshell	Whaler Island	
San Joaquin River	1-Apr	3-May	17-May																175kcy	TBD	Cutterhead or Clamshell	BU or Upland
Noyo River Dredging	12-Apr	12-May	26-May															60kcy	TBD	Cutterhead or Clamshell	Nearshore	
Oakland Harbor	22-Apr	24-May	7-Jun																250kcy	TBD	Clamshell	BU
MARAD Area 2	3-May	2-Jun	16-Jun															50kcy	TBD	Clamshell	BU	
Sacramento River	13-May	14-Jun	28-Jun															75kcy	TBD	Cutterhead or Clamshell	BU or Upland	
Suisun Bay Channel	24-May	23-Jun	7-Jul															125kcy	TBD	Clamshell	SF-16	
MOTCO Phase 2	3-Jun	6-Jul	20-Jul															50kcy	TBD	Clamshell	BU	
Richmond Inner Harbor	14-Jun	14-Jul	28-Jul																350kcy	TBD	Clamshell	BU or SF-10/SF-11
WEST COAST HOPPER CONTRACT																						
Humboldt Bar & Entrance Channels	JAN	FEB	MAR														Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS		
Oakland Harbor	JAN	FEB	MAR														550kcy	TBD	WCHC (Portland)	SF-11		
GOVERNMENT HOPPER																						
Humboldt Interior Channels	N/A	Start: APR	Finish: MAY														150kcy	Yaquina	Govt Hopper	HOODS		
Humboldt Bar & Entrance Channels	N/A	Start: MAY	Finish: MAY														400kcy	Essayons	Govt Hopper	Nearshore		
SF Main Ship Channel	N/A	Start: MAY	Finish: JUN														350kcy	Essayons	Govt Hopper	OBDS SF-8		
Richmond Outer Harbor	N/A	Start: JUN	Finish: JUN														250kcy	Essayons	Govt Hopper	SF-10 SF-11		
San Pablo Bay (Pinole Shoal)	N/A	Start: JUN	Finish: JUN														250kcy	Essayons	Govt Hopper	SF-10 SF-11		
 	Solicitation Bid Opening Contract Award Work Stoppage			WCH West Coast Hopper Contract YAQ Gov't Dredge Yaquina ESS Gov't Dredge Essayons								Env Window Mobilization Physical Dredging Hopper Dredging				 						

Date of Last Update: 7/6/2026

3. DEBRIS REMOVAL – Debris removal for August was 15.5 tons. Dillard: 0 tons; Raccoon: 15.5 tons. Average debris removal for August from 2016 to 2025 is 46 tons (Range: 1.8 – 89). The Dillard is currently down for repairs and work is expected to be completed by end of September and a return to debris collection on or around October 1.

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	1.8	0	0	1.8
JUL	13.3	0	0	13.3
AUG	15.5	0	0	15.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL

157.5

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 July 29, 2026.

Berkeley Marina (Entrance Channel): Condition survey of August 26, 2026.

Islais Creek Channel: Condition survey of July 23, 2026.

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 August 13, 2026.

Napa River: Condition survey of March 11-12, 2026.

Northship Channel: Condition survey of August 18-21, 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): Condition survey of June 19-21, 2026.
Petaluma River (Main Channel): Condition survey of June 19-21, 2026.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of June 24-25, 2026.
Redwood City Harbor: Post dredge survey of July 21, 24 and 28; August 5, 8 and 19, 2026.
Richmond Inner Harbor: Condition survey of July 14, 2026.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Long Wharf): Post dredge survey of June 18, 2026.
Richmond Outer Harbor (Southampton Shoal): Post dredge survey of June 18, 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 June 9, 2026.
San Rafael (Creek): Condition survey of June 9, 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): Post dredge survey of August 20-23, 2026.
Suisun Bay Channel (New York Slough): Condition survey of June 9-10, 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 June 16, 2026.
SF-09 (Carquinez): Condition survey of July 7, 2026.
SF-10 (San Pablo Bay): Condition survey of July 8, 2026.
SF-11 (Alcatraz Island): Condition survey of July 21, 2026.
SF-16 (Suisun Bay Disposal Site): Condition survey of August 14, 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 **15 SEP 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 9/15/2026

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	03-13-2026	2000	4.96	55.0	50.6	54.6	55.0	53.9
Redwood City Harbor Redwood City Harbor	07-21-2026	300 943	3.94	30.0	17.8	30.0	30.2	30.1
Richmond Inner Harbor Entrance Channel	07-14-2026	809 1021	0.96	38.0	35.4	35.9	35.8	34.7
Richmond Inner Harbor Approach Channel	07-14-2026	809 1201	3.09	38.0	33.2	34.5	35.4	34.2
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	06-18-2026	2188 5598	0.88	45.0	23.3	No Data	No Data	No Data
San Rafael ATF Across the Flats	06-09-2026	100	2.25	8.0	3.8	5.0	4.9	4.2
San Rafael River Inner Canal Channel	06-09-2026	60 160	1.55	6.0	3.0	1.9	2.2	3.7
Petaluma River Main Channel	06-19-2026	100 361	4.06	8.0	1.7	1.5	1.7	0.2
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 9/15/2026

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	07-14-2026	2113	2.6	48.0	39.8	45.2	43.7	35.5
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				No	No	
North Bay Channel	07-14-2026	657	3.04	38.0	31.1	Data	Data	18.5
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	06-24-2026	1644	10.4	35.0	25.7	35.4	34.8	33.2
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	08-20-2026	300	2.84	35.0	36.0	36.5	37.3	35.9
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	06-09-2026	300	11.1	35.0	34.2	34.1	34.3	30.0
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	06-09-2026	400	0.9	35.0	36.2	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	08-28-2026	411	4.42	35.0	35.0	35.1	35.6	35.2
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 9/15/2026

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	08-13-2026	300 1069	2.11	20.0	4.7	4.7	4.9	5.0
Islais Creek Islais Creek	07-23-2026	500 1424	1.71	40.0	31.2	36.8	37.0	23.3
Alameda Naval Air Alameda Naval Air	07-29-2026	1000 4178	2.9	37.0	9.5	10.1	15.5	14.7
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	08-18-2026	3576 4769	5.97	45.0	23.9	40.2	39.1	34.3
Berkeley Marina Berkeley Marina	08-26-2026	100 142	1.36	15.0	6.3	6.1	6.5	6.3
Bodega Bay Bodega Bay	07-31-2026	100 400	3.46	12.0	3.9	8.2	8.4	6.0
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	07-28-2026	200 320	0.42	20.0	16.8	18.4	16.5	15.4
Crescent City Inner Harbor Basin Channel	07-28-2026	200 300	0.39	15.0	12.3	13.0	13.5	13.0
Crescent City Marina Access Channel	07-28-2026	228 170	0.22	15.0	6.2	10.3	11.4	9.2
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 9/15/2026

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@sfmex.org

San Francisco Clearinghouse Report

September 16, 2026

- ✎ In July and August, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In July and August, 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 July there were 115 tank vessel arrivals: 16 ATBs, 11 Chemical Tankers, 31 Chemical/Oil Tankers, 27 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 12 Tugs with Barges. In July there were 256 total vessel arrivals.
- ✎ In August there were 95 tank vessel arrivals: 11 ATBs, 9 Chemical Tankers, 30 Chemical/Oil Tankers, 23 Crude Oil Tankers, 14 Product Tankers, and 8 Tugs with Barges. In August there were 231 total vessel arrivals.

San Francisco Bay Clearinghouse Report For July 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	87		77	
ATB arrivals	16		16	
Barge arrivals to San Francisco Bay	12		13	
Total Tanker and Barge Arrivals	115		106	
Tank ship movements & escorted barge movements	416		332	
Tank ship movements	347	83.41%	276	83.13%
Escorted tank ship movements	176	42.31%	132	39.76%
Unescorted tank ship movements	171	41.11%	144	43.37%
Tank barge movements	69	16.59%	56	16.87%
Escorted tank barge movements	15	3.61%	27	8.13%
Unescorted tank barge movements	54	12.98%	29	8.73%

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	230		396		0		184		810	
Unescorted movements	123	53.48%	209	52.78%	0	0.00%	105	57.07%	437	53.95%
Tank ships	110	47.83%	159	40.15%	0	0.00%	83	45.11%	352	43.46%
Tank barges	13	5.65%	50	12.63%	0	0.00%	22	11.96%	85	10.49%
Escorted movements	107	46.52%	187	47.22%	0	0.00%	79	42.93%	373	46.05%
Tank ships	97	42.17%	172	43.43%	0	0.00%	74	40.22%	343	42.35%
Tank barges	10	4.35%	15	3.79%	0	0.00%	5	2.72%	30	3.70%

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 August 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	76		81	
ATB arrivals	11		22	
Barge arrivals to San Francisco Bay	8		20	
Total Tanker and Barge Arrivals	95		123	
Tank ship movements & escorted barge movements	327		363	
Tank ship movements	277	84.71%	295	81.27%
Escorted tank ship movements	139	42.51%	148	40.77%
Unescorted tank ship movements	138	42.20%	147	40.50%
Tank barge movements	50	15.29%	68	18.73%
Escorted tank barge movements	10	3.06%	37	10.19%
Unescorted tank barge movements	40	12.23%	31	8.54%

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	190		310		0		143		643	
Unescorted movements	97	51.05%	163	52.58%	0	0.00%	81	56.64%	341	53.03%
Tank ships	87	45.79%	126	40.65%	0	0.00%	67	46.85%	280	43.55%
Tank barges	10	5.26%	37	11.94%	0	0.00%	14	9.79%	61	9.49%
Escorted movements	93	48.95%	147	47.42%	0	0.00%	62	43.36%	302	46.97%
Tank ships	88	46.32%	137	44.19%	0	0.00%	57	39.86%	282	43.86%
Tank barges	5	2.63%	10	3.23%	0	0.00%	5	3.50%	20	3.11%

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	624		888	
ATB arrivals	132		201	
Barge arrivals to San Francisco Bay	85		173	
Total Tanker and Barge Arrivals	841		1,262	
Tank ship movements & escorted barge movements	2,979		4,253	
Tank ship movements	2,459	82.54%	3,249	76.39%
Escorted tank ship movements	1,272	42.70%	1,690	39.74%
Unescorted tank ship movements	1,187	39.85%	1,559	36.66%
Tank barge movements	520	17.46%	1,004	23.61%
Escorted tank barge movements	139	4.67%	339	7.97%
Unescorted tank barge movements	381	12.79%	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	1,677		2,847		0		1,291		5,815	
Unescorted movements	863	51.46%	1,465	51.46%	0	0.00%	719	55.69%	3,047	52.40%
Tank ships	758	45.20%	1,115	39.16%	0	0.00%	564	43.69%	2,437	41.91%
Tank barges	105	6.26%	350	12.29%	0	0.00%	155	12.01%	610	10.49%
Escorted movements	814	48.54%	1,382	48.54%	0	0.00%	572	44.31%	2,768	47.60%
Tank ships	747	44.54%	1,248	43.84%	0	0.00%	524	40.59%	2,519	43.32%
Tank barges	67	4.00%	134	4.71%	0	0.00%	48	3.72%	249	4.28%

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.



STATE OF CALIFORNIA
THE NATURAL RESOURCES AGENCY

SEPTEMBER 9, 2026

ANNOUNCEMENT FOR:

Harbor Safety Committee of the San Francisco Bay Region Membership

The Office of Spill Prevention and Response (OSPR) is accepting applications for membership on the Harbor Safety Committee of the San Francisco Bay Region. The OSPR is seeking representatives to fill vacancies in the following seats:

Commercial Fishing (Primary)
Commercial Fishing (Alternate)
Dry Cargo Vessel Operators I (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Ferry Operators (Primary)
Marine Oil Terminal Operators (Alternate)
Labor Organizations (Primary)
Maritime Information Exchange (Primary)
Tank Ship Operator (Primary)
Tank Ship Operator (Alternate)

Qualified individuals who reside in the San Francisco Bay area are encouraged to apply. A Harbor Safety Committee application can be obtained at the following link:

<https://www.wildlife.ca.gov/OSPR/Marine-Safety/Harbor-Safety/Harbor-Safety-Application>

Please follow the instructions for e-mailing an electronic application along with a current resume as indicated in the online application. Applications will be accepted until the position is filled.

If you have questions regarding the requirements for a position, or the application process, please contact Mr. Michael Zamora at e-mail address michael.zamora@wildlife.ca.gov, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870



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

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of	GRAND TOTAL
	Total Arrival	Monitored	Vessel Monitored	
July 1-31, 2025	182	79	43.41	
July 1-31, 2026	180	86	47.78	
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)	(D) / (L)
July 1-31, 2025	11,714,521	269,466	7,964,806	0	919,070	5,827,127	26,694,990
July 1-31, 2026	11,255,875	204,489	9,224,240	514,344	936,716	4,406,434	26,542,098
Difference	458646	64977	-1259434	-514344	-17646	1420693	152892

OIL SPILL REPORTED

DATE	VESSEL	Total	Gallons Spilled
July 1-31, 2026	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

DATE	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
July 1-31, 2025	20%	415	85	103	18
July 1-31, 2026	24%	416	98	103	5
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.



Marine Environmental Protection Division - Northern California Field Office

AUGUST 2026 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of	
	Total Arrival	Monitored	Vessel Monitored	
August 1-31, 2025	186	87	46.77	
August 1-31, 2026	174	88	50.57	
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)
August 1-31, 2025	12,090,088	277,776	8,878,063	0	985,844	5,598,476	27,830,247
August 1-31, 2026	12,098,573	28,892	7,670,774	74,000	700,504	4,851,237	25,423,980
Difference	-8485	248884	1207289	-74000	285340	747239	2406267

OIL SPILL REPORTED

DATE	VESSEL	Total	Gallons Spilled
August 1-31, 2026	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
August 1-31, 2025	18%	387	71	94	23
August 1-31, 2026	26%	363	94	89	-5
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.

August 24, 2026

Scott Humphrey
Chair, Harbor Safety Committee of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608

Dear Chair Humphrey:

Thank you for your March 23, 2026, letter with the subject line “Integrating Maritime Risk Assessment into California Clean Air Rulemaking” to the California Air Resources Board (CARB). We appreciate the Harbor Safety Committee’s (HSC) commitment to advancing maritime safety, and we value the partnership that HSC has built with the U.S. Coast Guard (USCG), maritime operators, and labor. We are pleased to be aligned in achieving the State’s zero emission goals and are supportive of HSC’s work developing safety recommendations. We appreciate the feedback you shared and the opportunity to continue our dialogue. Below we would also like to provide additional information regarding several issues stated in your letter.

Engagement with CARB rulemaking processes

CARB’s rulemaking process has always prioritized robust public engagement and is designed to incorporate meaningful stakeholder input at every stage. Input from partners such as HSC plays an essential role in shaping effective and workable regulations. CARB’s public process is guided by the Administrative Procedure Act and other requirements. This process includes holding public workshops, attending site visits, as well as meeting with stakeholders, regulatory entities, and impacted communities. CARB staff routinely attended HSC meetings during the development of the Ocean-Going Vessel (OGV) Fuel and the At Berth regulations. Our regulatory development process often spans several years and relies on public input to shape initial and final regulatory proposals.¹

Consideration of safety in regulation development and implementation

CARB regulations are designed to complement USCG and other applicable requirements. As documented in the public record supporting CARB’s rulemakings,² our staff are familiar with engaging with the maritime community. CARB staff worked closely with the USCG during development of our maritime rulemakings, including eight meetings during the development of the At Berth regulations and seven meetings during the development of

¹ Rulemaking Activity pages for the [Ocean-Going Vessels At Berth](#) and [Commercial Harbor Craft](#) regulations.

² List of Public Workshops, Meetings, Phone Calls, Conferences, Site Visits, and Vessel Tours Supporting the Public Process for Development of the Proposed Regulation for the [At Berth](#) and [Commercial Harbor Craft](#) regulations. See also the Initial Statement of Reasons for the [OGV Fuel Rule](#) for documentation of informal rulemaking development associated with that rulemaking.

the Commercial Harbor Craft (CHC) regulations. CARB continues to have regular meetings with the USCG Southwest District to support the implementation of CARB's regulations.

The At Berth and CHC Regulations both provide pathways for new technologies to be demonstrated and ultimately used for compliance. Approval of technologies used for compliance with the At Berth and CHC Regulations have very specific and robust requirements for demonstrating durability, effectiveness and safety.³ While it is not feasible to assess all risks for technologies that are yet to be developed, any compliance method must still meet all USCG requirements and other applicable requirements including CARB's regulatory requirements for technology approval.

A key outcome of CARB's collaboration with the USCG is [Executive Order DE24003](#), issued November 13, 2023. That Executive Order clarified a pathway for CARB to approve verifications of Diesel Particulate Filters that include a safety system (also known as a bypass) for engines on CHC. The collaboration leading to that order is documented in a [series of letters](#) exchanged between CARB and the USCG to resolve this concern. Your letter references a USCG letter from this series but does not recognize the subsequent letters or the resolution. Safety is always a consideration and guides rule design and development, but it does not end there. Safety is continuously monitored and accommodated in rule implementation. For instance, CARB awarded a \$10 million grant in 2021 for the development and deployment of a new capture-and-control system for tanker vessels. One major component of this grant included a Hazard Identification (HAZID) review by the American Bureau of Shipping that was conducted after the At Berth Regulation went into effect but prior to implementation dates for tankers. The capture-and-control systems developed with CARB grant funds are now reducing emissions from tankers using the HAZID recommendations.

Two recent incidents involving an emission control barge at the Port of Long Beach

CARB continues to look to the USCG for guidance as we monitor current events. The USCG issued [U.S. Coast Guard Safety Alert 04-26](#) in February 2026 to provide urgent recommendations in response to two incidents at the Ports of Los Angeles and Long Beach involving shipping containers unexpectedly falling overboard from container vessels, including the September 2025 incident where containers fell onto a STAX emission control barge at the Port of Long Beach. These two isolated incidents were reported to CARB, and qualified for an exemption under the At Berth Regulation as a vessel safety and emergency event. At the time of this letter, there is no indication from USCG that the emission control barge was a contributing factor in either of these two incidents. Preliminary findings by the USCG cited a lack of established policies or planning tools accounting for vessels alongside during cargo operations and reliance on ad-hoc communication protocols as contributing

³ CAECS Approval process is stated in Section [93130.5 CARB Approved Emission Control Strategy of the At Berth Regulation](#). See also [Diesel Emission Control Strategies Verification Procedure](#) in California Code of Regulations, Title 13, section 2700 as referenced in the CHC regulation.

factors. CARB continues to monitor these investigations for any additional updates or recommendations that may arise from the USCG in a final report.

Continuing and upcoming CARB-HSC coordination

We are in the early stages of exploring potential options to further reduce emissions from OGVs sailing in California waters and are planning for robust industry and community engagement as part of this process. We appreciate our ongoing discussions related to regulations that reduce air pollution and find the meetings with HSC to be productive, including our recent meetings held in May and June 2026. These conversations have helped further identify opportunities to strengthen collaboration and advance our shared goals for safety, reducing air pollution from maritime operations, and public health protection. Our staff is available to attend HSC meetings as needed and requested. We welcome and look forward to HSC's participation in our regulatory development processes.

We appreciate and share your concerns for safety and look forward to ongoing collaboration.

Sincerely,



Richard Boyd, Chief, Transportation and Toxics Division



Update on CARB's Marine Programs

California Marine Affairs & Navigation Conference

September 10, 2026

Agenda

- Status update on:
 - Commercial Harbor Craft (CHC) Regulation
 - Spark-Ignition Marine Engines
 - Ocean-Going Vessel (OGV) Fuel Regulation
 - OGV At-Berth Regulation
- Discussion of potential In-Transit rulemaking activities
- Q&A



CHC: Regulation & Implementation

CHC overview

- Commercial vessels near ports (not OGV or recreational)
- Regulation adopted 2008; amended in 2010 and 2022

2022 Amendments

- Compliance began in 2023, phased by vessel type/model year
- New short-run ferries → zero-emission; excursion vessels → hybrid
- Renewable diesel (R99) required 1/1/23
- Projected reductions: 89% DPM, 54% NOx when fully implemented

2022 CHC Regulation: Expanded Applicability

Previously Covered (2010 Regulation)

- Excursion
- Barges under 400 feet
- Dredge
- Crew and Supply
- Ferries
- Tugboats
- Diesel-fueled only



Newly Covered (2022)

- All commercial vessels
- Workboats
- Pilot
- Research
- Sportfishing
- Commercial Fishing
- Barges over 400 feet
- Engines under 50 hp

2022 CHC Regulation: Cleaner Combustion



- Tier 4 engines required for <600 kW if certified for duty cycle
- EPA-certified engines that meet CARB's performance standards may be used

CHC: Status & Next Steps

EPA partial authorization (Jan 2025)

- Most CHC requirements were authorized
- No action on ZE for **in-use** short-run ferries or post-E3 feasibility extension requirements
- ZE required for **new** short run ferries (keel laid after 12/31/25)
- Short-run ferry diesel engines must be Tier 3/4 (no DPF) by 12/31/25

Board resolution 22-6 activities:

- Ongoing assessments of lower-emitting engines and ZE tech
- 2024 workshops completed; 2025 report published
- Biennial technical working groups through 2032
- Next working group planned for 2027

2022 SIP Measure for Spark-Ignition Recreation Marine Engines

Catalyst-based exhaust standards (outboard & PWC)

- 70% HC + NO_x reduction for engines $\geq$ 40 kilowatts (kW)
- 40% HC + NO_x reduction for engines $<$ 40 kW
- Assessing ZE phase-in for engines $<$ 19 kW

2022 SIP anticipated timing

- Board hearing: 2029*
- Exhaust standards phase-in: 2031-2033
- ZE phase-in: 2031-2035

*Date may change based upon resource allocations

HC: Hydrocarbons, NO_x: Nitrogen oxides, ROG: Reactive organic gases,
SIP: State Implementation Plan

OGV Fuel Regulation

- In place since 2009
- Cleaner marine distillate fuel ($\leq 0.1\%$ sulfur) within 24 nm
- Applies to main engines, auxiliary engines, and boilers
- Statewide compliance $>95\%$
- Low-sulfur distillate fuels cut emissions significantly
- Alternative fuels allowed: natural gas, propane, ethanol, methanol, hydrogen, electricity, and fuel cells



OGV At Berth Regulation

Original At-Berth Regulation (2007)

- Applied to container, reefer, and cruise ships at six major California ports
- Portion of fleets required to use shore power or alternative CARB approved emission control strategy (CAECS)

Expanded At-Berth Regulation (2020)

- All covered vessel types must control emissions at regulated terminals (limited exceptions) via shore power or CAECS
- Added tankers and auto carriers; expanded regulated ports/terminals
- Includes opacity limit on black smoke emissions
- 90% NO_x, PM, ROG reduction from ~2,300 annual visits

CAECS Approvals

- Shore power is an approved emissions control strategy
- Additional strategies under CARB review for all vessel types
- 12 CARB-approved barge-based capture and control systems in use
- More information on CARB's website: [CAECS Executive Orders and Approved Test Plans](#)



Implementation Timeline and Flexible Pathways

Implementation Timeline

- 1/1/2023: Container, Reefer, and Cruise vessels
- 1/1/2025: Auto carriers, and Tankers at the Ports of LA/LB
- 1/1/2027: Tankers at all remaining regulated terminals statewide

Alternative compliance pathways

- Vessel and Terminal Incident Events (VIEs and TIEs)
- Remediation Fund (for specific qualifying circumstances)
- Innovative Concepts

Interim Evaluation and In-Transit Rulemaking

- Interim Evaluation Report published December 1, 2022
- No immediate at berth changes; continue exploring additional emission reductions
- Transiting emissions = 95% of OGV emissions
- Priority: additional reductions from vessels **in-transit, maneuvering, and at anchor** in California waters
 - Staff in pre-regulation development stage



December 1, 2022



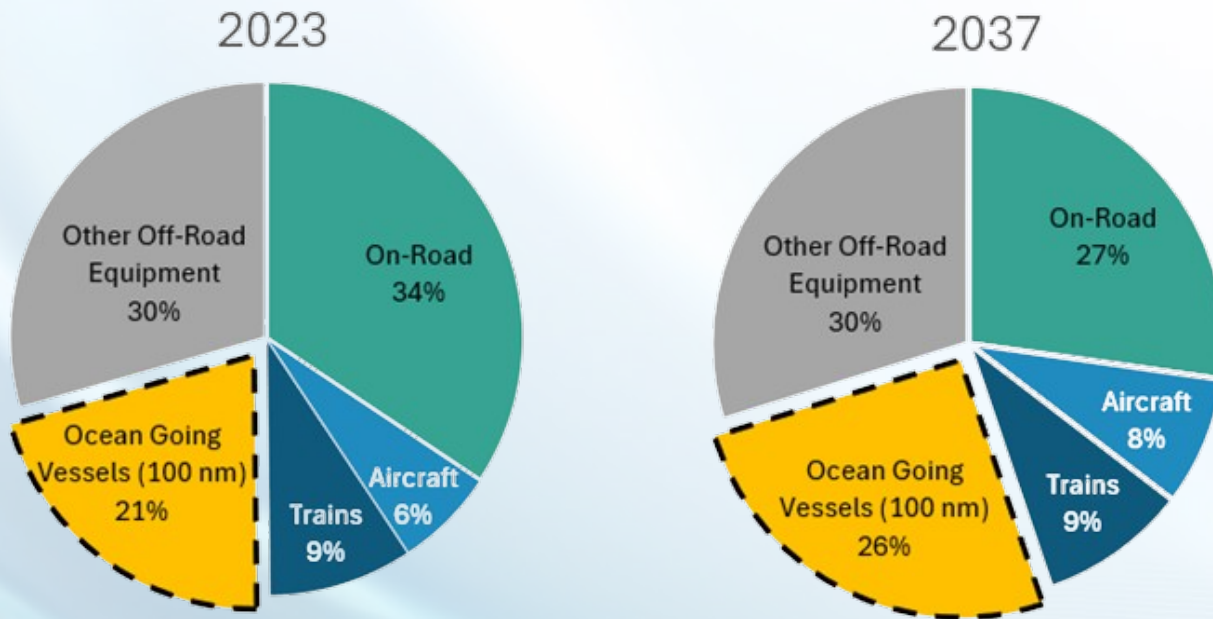
Interim Evaluation Report

Control Measure For Ocean-Going Vessels At Berth



Need for Rulemaking

Statewide mobile source NO_x emissions contributions by sector in 2023 and 2037

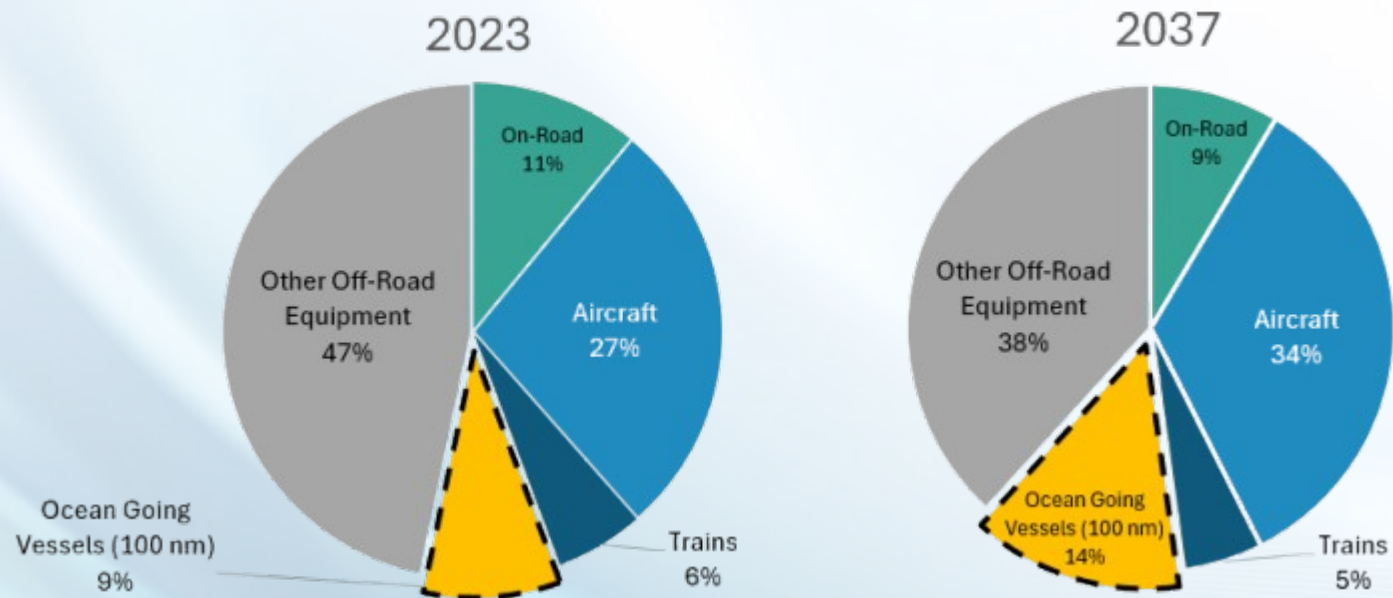


*CARB Emissions Inventory, 2023/2037 projections;
2022 State SIP Strategy

- OGVs are one of the largest contributors of air pollution in California
- NO_x reductions essential to help South Coast Air Basin reach attainment of National Ambient Air Quality Standards

Need for Rulemaking (cont.)

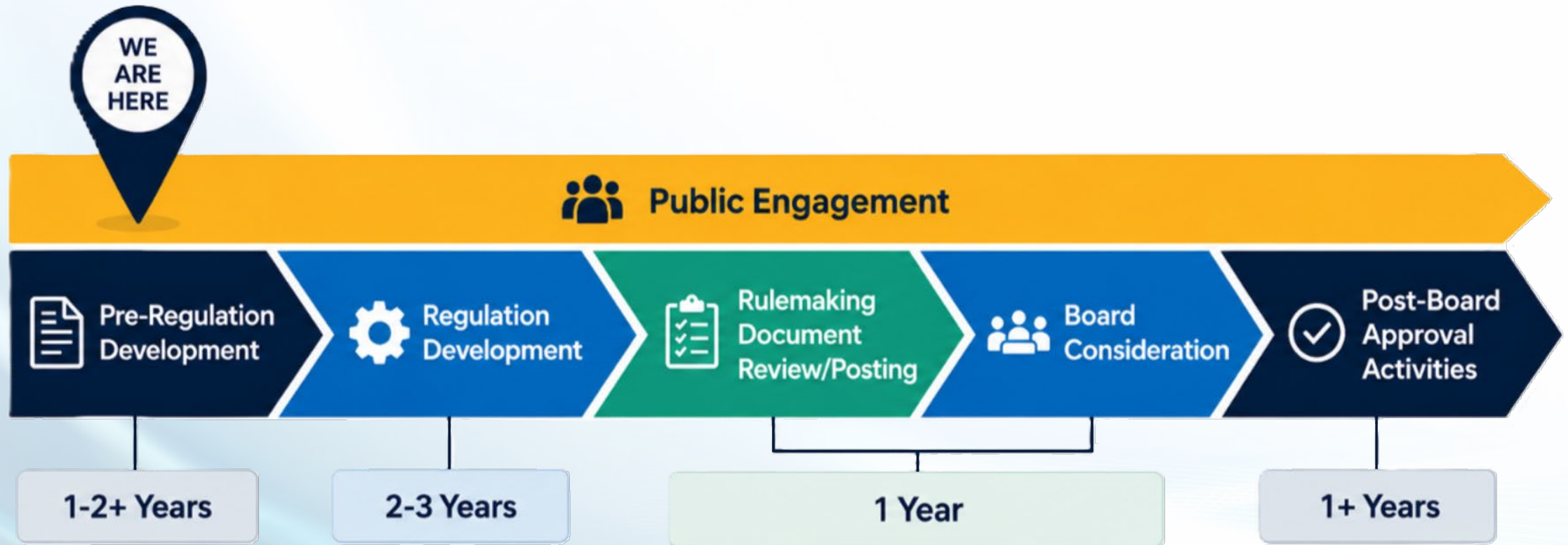
Statewide mobile source PM emissions contributions by sector in 2023 and 2037



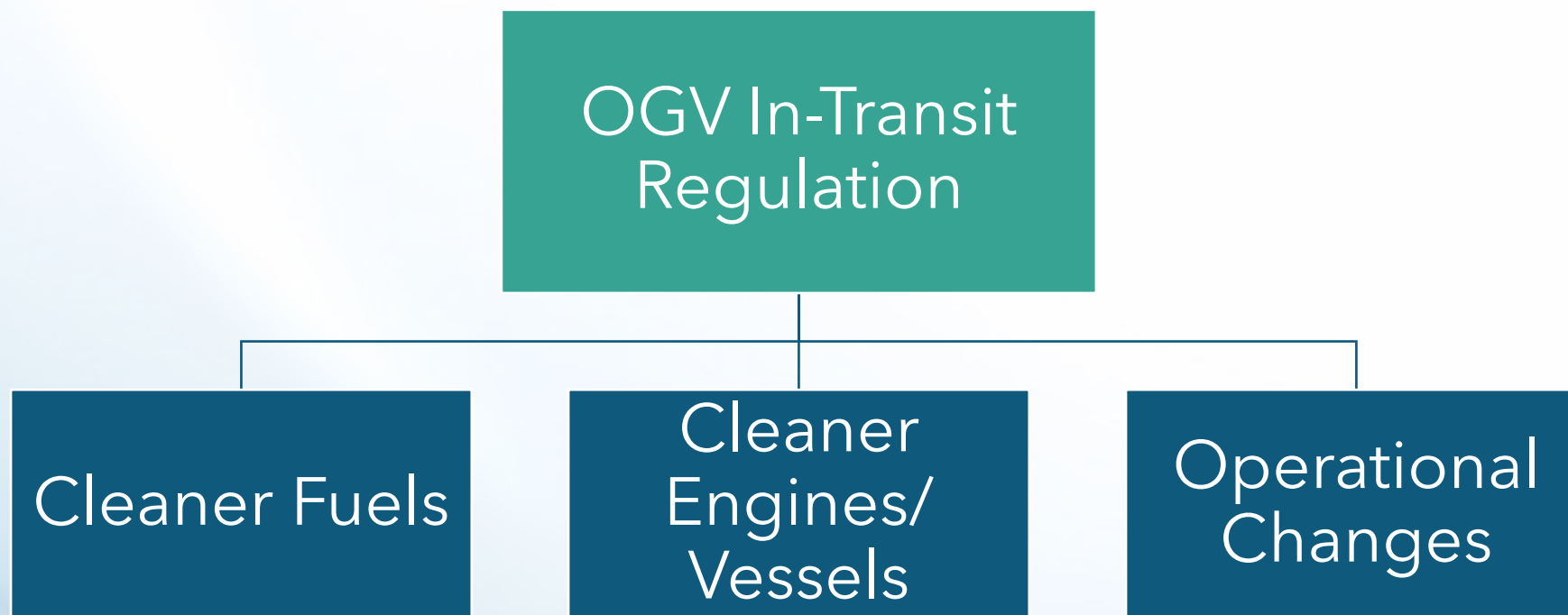
*CARB Emissions Inventory, 2023/2037 projections;
2022 State SIP Strategy

- [2022 State SIP Strategy](#) included emission reduction concepts from OGVs
- PM/diesel PM reductions provide needed health benefits for disadvantaged port communities and supports [Assembly Bill 617 \(2017\)](#)

In-Transit Regulation Development Timeline



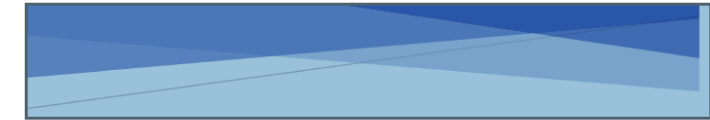
Potential Strategies



- CARB staff is exploring potential strategies and evaluating which measures are priority for reducing emissions

University of California, Irvine (UCI) Findings

- Alternative fuels provide large near to mid-term criteria pollutant and GHG reductions
- Mature after-treatment systems (e.g., SCR) remain essential until near/zero-emission engines are viable
- Emerging technologies show long-term potential for near/zero-emission marine operations
- Best path is layering multiple emission reduction strategies



Updated Technology Assessment for Ocean Going Vessels

April 30, 2026

Prepared for: California Air Resources Board

Agreement No: 23TTD023

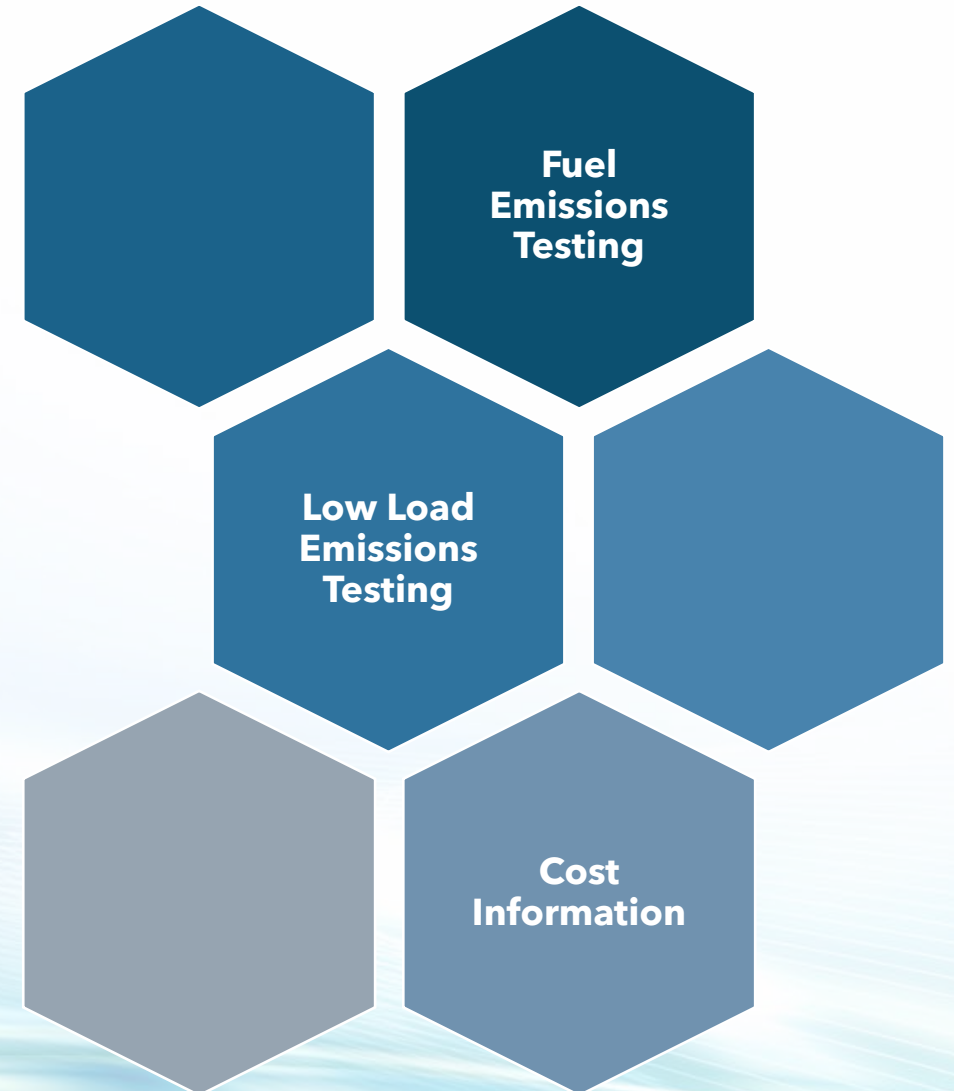
Agreement Title: Updated Technology Assessment for Ocean Going Vessels

Prepared by: Clean Energy Institute, University of California, Irvine

Principal Investigators: Jeffrey Reed, Michael MacKinnon, Vincent McDonell

Data Gathering

- CARB is gathering data in support of the In-Transit Rule
- Some areas where additional data is necessary:
 - Fuel testing (renewable/biodiesel, methanol, and other alternative fuels)
 - Low load emissions testing
 - Cost information (engines, fuels, etc.)
 - Other advanced technologies



Next Steps

Strengthen
community and
stakeholder
engagement

Technical
meetings to
inform and shape
our regulatory
approaches

Emissions Testing
and Research

Develop and
refine regulatory
concepts and
strategies

Contact Us!

Program	Email	Website	ListServ
CHC	HarborCraft@arb.ca.gov	Commercial Harbor Craft	Harbor Craft (Commercial Harbor Craft)
Spark Ignition	Slmarineengines@arb.ca.gov	Spark-Ignition Marine Watercraft	Spark-Ignition Marine Engine/Watercraft
OGV Fuel	OGVFuelRule@arb.ca.gov	OGV Vessel Fuel Regulation	Marine Vessel Activities (Commercial)
At Berth	shorepower@arb.ca.gov	Ocean-Going Vessels At Berth Regulation	Marine Vessel Activities (Commercial and Shore Power for Ocean-Going Vessels)
In-Transit	OGVintransit@arb.ca.gov	Potential Ocean-Going Vessel (OGV) In-Transit Regulation	Marine Vessel Activities (Commercial)



Questions?

790 “Definitions and Abbreviations” (Title14, Div1, Subdiv 4, Ch1, 790)

(a)(9) “Articulated Tug Barge” or “ATB” see “Integrated Tug Barge”

(i)(9) “Integrated Tug Barge” or “ITB” means a tug integrated to a barge with a special connection system such that the tug is secured in the barge notch or on fenders by mechanical means, other than just wire ropes, chains, lines or other tackles. An ITB may be of the rigid type, resulting in the two vessels acting as a single unit in a seaway, or may be of the articulated type, commonly known as an “Articulated Tug Barge” which allows the tug and barge to pitch independently.

851.9.2 “Requirements for Escort of Integrated Tug Barges” (Title14, Div1, SubDiv4, Ch4, SubCh1, 851.9.2)

(a) An Integrated Tug Barge engaged in the transport of oil in bulk must comply with all general requirements for Tank Vessels as specified in this subchapter.

(b) An Integrated Tug Barge must comply with the requirements of Section 851.9.1 “Barge and Tug Matching Criteria, and Barge Crew and Equipment Requirements.”, except as provided in Section 851.9.2(c) below.

(c) An Integrated Tug Barge meeting all the requirements in Section 851.9.2(c)(1) through (3) below, may alternatively elect to comply with all requirements for Tankers specified in this subchapter.

(1) Both the tug and barge which make up the Integrated Tug Barge unit must have and maintain Certificates of Class as follows:

(A) Both tug and barge must carry a hull classification notation, such as ABS A1 or equivalent;

(B) The tug must carry a machinery hull classification notation, such as ABS AMS or equivalent;

(C) The issuing classification society must be a member of the International Association of Classification Societies (IACS) and must be “Recognized” by the U.S. Coast Guard pursuant to 46CFR Part 8, Subpart B.

(2) The ITB tug must possess a document that confirms the achieved or otherwise documented bollard pull of the vessel, or a vessel recognized by the tug’s Classification Society or Flag State Authority as a sister vessel. The bollard pull confirming document must be endorsed by at least one of the following:

(A) A classification society that meets the requirements of 851.9.2(c)(1)(C) above;

(B) A licensed professional engineer.

(3) When determining the escort tug(s) braking force requirement as indicated on the tanker-tug matching matrix in Section 851.9 “Tanker and Tug Matching Criteria, and Tanker Crew and Equipment Requirements” to escort and ITB, the “Braking Force” requirement obtained from the matrix must not exceed the ITB tug’s documented bollard pull in all “Zones” and current conditions along the escorted transit.

(A) The escort tug “Braking Force” on the tanker-tug matrix is in units of “kips” (1,000 pounds of force). A confirmed bollard pull may be recorded in other units such as metric tons (1,000 kilograms), long tons (2,200 pounds of force) or short tons (2,000 pounds of force). Care should be taken when reviewing units of force from multiple documents.

(d) For the purposes of selecting escort tug(s) for an Integrated Tug Barge, the aggregate total displacement of the tug and the barge shall be used as the tanker “Displacement” when determining the braking force requirement from the tanker-tug matrix in Section 851.9.

Commented [MR1]: Titled to better align with language in SF subchapter

Commented [MR2]: Language matches LA/LB almost exactly with exception of reg references and titles

Commented [MR3]: Language must be a bit different for SF than for LA/LB. Must reference correct matrix for SF. Must also include all Zones and current conditions along escorted transit.

Commented [MR4]: Advises care in recognizing different units of force somewhat unique to SF rule. I’ve heard rumors that the TTE workgroup is potentially making changes to units throughout the rule. If so, we can edit or omit this paragraph as needed.

Commented [MR5]: Language here purposely only references “Tankers” unlike in LA/LB language, because SF requirements for barges uses deadweight tonnage and is adequately address in 851.9.1 “Barge and Tug Matching Criteria...”