Harbor Safety Committee
of the San Francisco Bay Region

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

Draft Minutes
Harbor Safety Committee of the San Francisco Bay Region
October 15, 2026
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:06.

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; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Capt. Maggie Hallahan** (A), Recreational Boating; **Ben Hammond** (M), Port of Benicia; **Capt. Joseph Hart** (A), United States Coast Guard; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Tammie Lasiter** (M), SSA Terminals; **Eric Napralla** (M), Port of Oakland; **Laura Rosenberg** (A), Foss Maritime; **Jessica Vargas** (A), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the September 17, 2026, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. The California HSC Summit was held with representatives from OSPR and all HSCs in the state. Introduced Noel Jones, USCG representative for national HSCs. Noel Jones advised that there are over fifty HSCs throughout the country and communication is a priority. Scott Humphrey advised that Capt. Hallahan gave a report on recreational boating at the CA HSC Summit and hosted a bay tour. A report on the summit is being developed.

Coast Guard Report- Capt. Joseph Hart

- Noel Jones is a great resource for national HSC questions. Capt. Hallahan's presentation on recreational boating at the CA HSC Summit was impactful. HSCs provide a forum for connections and conversations on maritime safety issues.

- VTS modernization is a priority, and an initiative was launched by the USCG seeking vendor proposals. Perspective VTS vendors will conduct site visits to assess the port and present proposals in 2027. Feedback is welcome.
- Fleet Week 2026 was held successfully with robust attendance at airshows and the Parade of Ships.
- CDR Katie Williams read from the USCG HSC Report- September 2026 (attached). The report has been modified to focus on trends. Increased mechanical and propulsion failures were reported and decreased pollution. Questions are welcome.
- Paul Hedricks advised that propulsion failure details are of particular interest to the tug industry.
- Capt. Hallahan asked about an October 7th incident involving windsurfers. Capt. Hart advised that the incident was categorized as a SAR case. The HSC report highlights marine casualties.
- Capt. Hart advised that there have been increased Marine Event Permit applications through November. The SF region hosts more marine events than most ports.

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 has been developed. Debris removal for September was below average, and the Dillard is still out of service for repairs. Surveys are posted, and a channel condition report is included.
- Capt. Corbett asked about debris removal planning for El Nino storms expected this winter. Jessica Vargas advised that the Dillard should be back in service soon, fully restoring USACE debris removal capabilities.
- Capt. Hart asked for a report on USACE marine infrastructure permits.

Clearinghouse Report- Marcus Freeling (report attached)

- The Marine Exchange is the regional clearinghouse for the OSPR Tank Vessel Escort Program. Escorted transits are monitored for compliance and data reported. Escort violations are rare due to increased communication with pilots and tugs, and better understanding of the regulations.

OSPR Report- Mike Zamora

- HSC membership updates: Ben Hammond, AMPORTS - Port of Benicia, has been appointed to the committee as the primary member representing port authorities. Several existing HSC members have renewed their HSC terms: Capt. Richard Ogg; Capt. Tony Heeter; Robert Estrada; Scott Humphrey.

- 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

- Regional water level readings are approximately one foot above predicted height due to warmer water associated with El Nino. King tides are predicted on November 25th which could cause coastal flooding.
- Brian Garcia, NWS, gave a report on the winter weather outlook. Higher tides due to thermal expansion, the Kelvin wave, and storm surge increase risk of coastal flooding. There is higher probability that precipitation will be above average. A very strong El Nino is predicted with stronger storms expected. An NWS YouTube video was posted titled Winter 2026 Impacts – Coastal Flooding: https://youtu.be/0Jx9qQLom_s?si=7xvyFCcyNOR9Xulw
- Capt. Heeter advised that strong southern storms can impact ferry terminals. Capt. Hart warned of vessel mooring issues during storms. Scott Humphrey advised that preparations are critical.
- Julian Rose, Ulysses, asked about NOAA's Operational Forecast System. Jeff Ferguson advised that Operational Forecasts for SF Bay are model based and not fully accurate. NOAA predictive data is used by most third-party tide and weather apps available. Real-time data is more accurate but seldom used by apps.

State Lands Commission Report- Robert Booker (report 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. Point Potrero wind data was restored but there are problems with one of the sensors that are being addressed. Davis Point wind data is still offline, and nosecone replacement is planned. The Amorco visibility sensor failed and will 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
- The HSC PORTS Subcommittee will be developing a plan for ongoing PORTS maintenance funding. Documents are being prepared detailing SF PORTS stations and costs for installation and maintenance.

- Scott Humphrey advised that integration between ocean science and navigation was discussed at the recent CeNCOOS Summit. Marcus Freeling advised that NOAA mandates PORTS station equipment and verifies data before dissemination to ensure accuracy for navigation.

Subcommittee / Work Group Reports-

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

Max Rosenberg, Vane Brothers, advised that OSPR ATB/ITB escort regulations were 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 follow tanker speed requirements. The proposed OSPR Escort Program updates were previously distributed for review (attached). An HSC vote was held to approve the proposed regulation updates (vote announcement attached). The motion passed without dissent and the updates will be submitted to OSPR for consideration.

Navigation Subcommittee- Capt. David Corbett: The SF Bar Pilot's holiday party is on December 10th and includes a toy drive. Tide predictions are used extensively for ship transit planning to maintain under keel clearance.

Ferry Operations Subcommittee- Capt. Tony Heeter: Fleet Week was held without major incidents. A VMAP exercise with FEMA will be conducted on December 9th and participation is welcome. Lithium battery firefighting continues to be a priority, and the issue is being addressed by the National Passenger Vessel Association Safety and Security Subcommittee.

Dredge Issues Subcommittee- Nothing to report.

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

Prevention through People Subcommittee- Capt. Maggie Hallahan: A report on recreational boating was given at the recent CA HSC Summit. Boat registration in California has dropped in recent years and Boating Cards are now required. The California Division of Boating and Waterways (DBW) developed a report on recreational boating. The agency is restructuring to maintain solvency. Loss of marine fuel infrastructure is a concern as is lack of boating access. Tom Pier, DBW Chair, was introduced. A USCG Sea Scout event was held. A BCDC meeting will be held on November 5, 2026, to consider and vote on the SF Recreation and Parks proposal concerning removal of the Gas House Cove fuel dock. Comments are welcome. An HSC letter was sent to BCDC highlighting the importance of retaining the fuel dock. Information: Extra_C_-_Gashouse_Cove_Fuel_Dock_Document_Stack_09_16_2026.pdf

Capt. Corbett asked if there is data available detailing vessel usage of the Gas House Cove fuel dock, especially during Feet Week. Capt. Hallahan advised that the information has been requested but not provided. A meeting was held with the Port of San Francisco concerning fuel delivery planning.

Marine Mammals Subcommittee- Gary Webb, The Marine Mammal Center: Tracking technology is being considered for next year's whale migration season. Capt. Heeter advised that LIMPET tags were affixed to two gray whales this season providing insight into whale behavior and movement in the bay. Whale tracking data can be overlayed on current charts to inform vessel route planning. Funding for LIMPET tags is being raised.

Tsunami Ready Maritime Work Group – Scott Humphrey: A work group meeting will be scheduled to include USCG, Cal OES, and the Tsunami Warning Center. Draft maritime best practices have been developed and will be reviewed. The best practices will be submitted to the HSC for approval when finalized.

Tanker Tug Escort Work Group – Paul Hendricks (A), Baydelta Maritime: The work group will meet next Tuesday after an extended break. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing.

MERIT Work Group – Capt. Dave Corbett: The next work group meeting will be held on November 5th at BCDC. The Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group was established to review the PAWSA 2025 report and identify key safety concerns.

Public Comment- None

Old Business-

- Scott Humphrey advised that the HSC approved CARB Clean Air Safety Letter was sent and a response from CARB was received. CARB representatives gave a presentation on marine regulation programs at the September HSC meeting. Engagement is ongoing.

New Business-

- Paul Hendricks proposed that a meeting be held with USCG, tugs, pilots, and other stakeholders to consider contingency planning for El Nino related extreme weather events and possible ship rescues. Scott Humphrey advised that the Marine Exchange is planning to hold a Climate Resiliency Working Group meeting focused on El Nino related issues. Information will be provided. Capt. Hart agreed that planning is critical.

- Julian Rose, Ulysses, advised of the use of underwater robots to restore seagrass beds at scale. The technology also has defense and commercial applications.

Next Meeting-

1000-1200, November 12, 2026
Port of San Francisco, South Beach Harbor
The Embarcadero, San Francisco, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:59.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

USCG HSC Report - September 2026

Executive Summary of Marine Casualties

During September, a total of eleven marine casualties were recorded, divided between deep draft and small vessels. Among deep draft vessels, there were four propulsion and equipment failures caused by electrical or mechanical component malfunctions, alongside one engine room fire triggered by a failed boiler gasket. Within the passenger, towing, and small vessel sector, operations were impacted by four losses of propulsion due to mechanical starter, sensor, transmission, or unresolved transit issues, one loss of power resulting from an accidentally activated emergency shutoff, and one sinking caused by a propeller shaft seal leak.

Vessel Safety, Navigation, and Environmental Overview

1. **Operational Controls & Navigation:** Five corrective actions were issued to manage vessel risks. This included four operational control orders to restrict vessels experiencing switchboard malfunctions or propulsion losses (three deep draft, one small vessel), and two letters of deviation issued to deep draft vessels operating with inoperative radar or speed indicator systems.

2. **Environmental Incidents:** The Incident Management Division responded to five pollution incidents, pursuing standard federal enforcement for discharges consisting of one major land-based spill of approximately 1000 gallons of asphalt, three minor vessel or terminal operational spills of under a gallon of fuel or hydraulic oil, and one deep draft discharge of an unknown quantity of hydraulic oil.

Harbor Safety Committee
Of the San Francisco Bay Region

Report of the
U.S. Army Corps of Engineers, San Francisco District
October 15, 2026

1. CORPS O&M DREDGING PROGRAM

Planning and execution of the FY26 dredging program is well 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. The current schedule can be found at the end of this report. The tentative FY27 dredging program schedule, based on the FY27 President's Budget released on April 3, 2026, is also 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-October with estimated completion by the end of 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. Dredging started on September 19 and is expected to complete this week.

3. **Oakland Harbor –** The dredging contract solicitation was posted on April 28 with proposals due by June 4. The contract was awarded to Manson on July 13. NTP was issued July 20. Dredging started on August 31 and is expected to complete mid-December.

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 on 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 on August 11 and completed on September 11.

6. **San Rafael Creek –** The dredging contract solicitation was posted on August 3 with proposals due by September 2. The contract was awarded to Pacific Dredge on September 24. NTP issued October 5.

7. **Richmond Inner Harbor –** The dredging contract solicitation was posted on July 15 and proposals due by August 28. The contract was awarded to Manson on September 22. NTP was issued on September 29. Dredging is expected to start mid-December.

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 relocation 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.

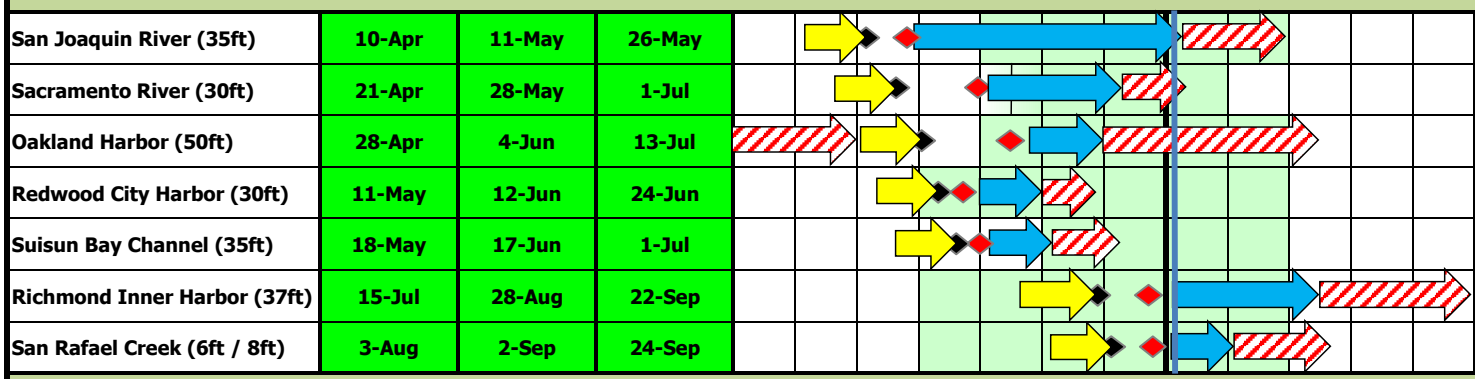
2. **Richmond Outer Harbor –** Following completion of work at the SF Main Ship Channel, Essayons moved to Richmond Outer Harbor and began dredging on June 3. Essayons worked for 15 days and moved to Pinole Shoal on June 17.

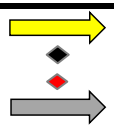
3. **San Pablo Bay (Pinole Shoal) –** Following completion of work at Richmond Outer Harbor, Essayons moved to Pinole Shoal and started dredging on June 18 for two days, departing the Bay Area on June 19.

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	Estimated CY	Contractor	Dredge Type	Placement Site
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE							
San Joaquin River (35ft)	10-Apr	11-May	26-May	150kcy	Dutra	Cutterhead or Clamshell	Upland or BU
Sacramento River (30ft)	21-Apr	28-May	1-Jul	75kcy	Dutra	Cutterhead or Clamshell	Upland or BU
Oakland Harbor (50ft)	28-Apr	4-Jun	13-Jul	800kcy	Manson	Clamshell	BU
Redwood City Harbor (30ft)	11-May	12-Jun	24-Jun	200kcy	HME	Clamshell	SF-11 SF-DODS
Suisun Bay Channel (35ft)	18-May	17-Jun	1-Jul	110kcy	Cam-Dutra	Clamshell	SF-16
Richmond Inner Harbor (37ft)	15-Jul	28-Aug	22-Sep	350kcy	Manson	Clamshell	BU
San Rafael Creek (6ft / 8ft)	3-Aug	2-Sep	24-Sep	200kcy	Pacific Dredge	Clamshell	SF-10/11
WEST COAST HOPPER CONTRACT							
Humboldt Bar & Entrance Channels (48ft)	30-Jan	2-Mar	23-Mar	Base:600kcy Opt:300kcy	Manson	WCHC (Portland)	HOODS
GOVERNMENT HOPPER							
Humboldt Interior Channels (35ft / 26ft)	N/A	Start: 4/24/2026	Finish: 5/8/2026	85kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels (48ft)	N/A	Start: 5/7/2026	Finish: 5/16/2026	300kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel (55ft)	N/A	Start: 5/17/2026	Finish: 6/2/2026	350kcy	Essayons	Govt Hopper	OBDS SF-8
Richmond Outer Harbor (45ft)	N/A	Start: 6/3/2026	Finish: 6/17/2026	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



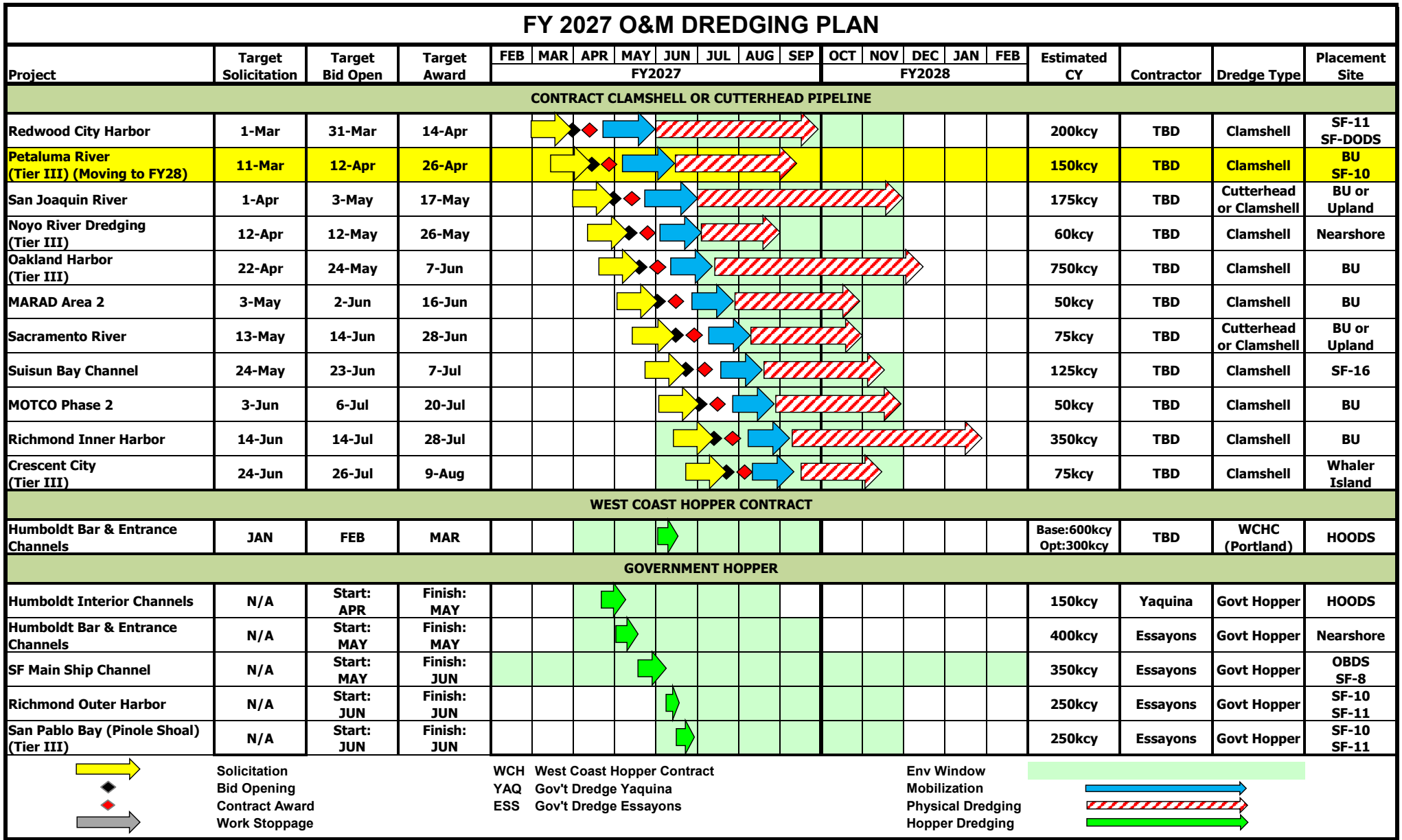

Solicitation
Bid Opening
Contract Award
Work Stoppage

Env Window
Mobilization
Physical Dredging
Hopper Dredging

Date of Last Update: *10/8/2026*

FY 2027 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	Estimated CY	Contractor	Dredge Type	Placement Site
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE							
Redwood City Harbor	1-Mar	31-Mar	14-Apr	200kcy	TBD	Clamshell	SF-11 SF-DODS
Petaluma River (Tier III) (Moving to FY28)	11-Mar	12-Apr	26-Apr	150kcy	TBD	Clamshell	BU SF-10
San Joaquin River	1-Apr	3-May	17-May	175kcy	TBD	Cutterhead or Clamshell	BU or Upland
Noyo River Dredging (Tier III)	12-Apr	12-May	26-May	60kcy	TBD	Clamshell	Nearshore
Oakland Harbor (Tier III)	22-Apr	24-May	7-Jun	750kcy	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
Crescent City (Tier III)	24-Jun	26-Jul	9-Aug	75kcy	TBD	Clamshell	Whaler Island
WEST COAST HOPPER CONTRACT							
Humboldt Bar & Entrance Channels	JAN	FEB	MAR	Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
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) (Tier III)	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: *10/8/2026*

3. DEBRIS REMOVAL – Debris removal for September was 1.8 tons. Dillard: 0 tons; Raccoon: 1.8 tons. Average debris removal for September from 2016 to 2025 is 31 tons (Range: 2.5 – 71.5). The Dillard is back at the USACE dock in Sausalito and in service.

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	1.8	0	0	1.8
OCT				
NOV				
DEC				

YR TOTAL
159.3

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Project: The Oakland Harbor Turning Basins Widening Project will improve the efficiency of operations and safety of containerships in the Oakland Harbor by widening and shifting the Inner and Outer Harbor turning basins. Due to the increase in size and number of larger containerships calling on the Port, the project is needed to accommodate the larger ships and minimize environmental impacts and operations of other vessels within the Port. As a project betterment, electric dredges will be used and material dredged from the harbors for construction of the project will be beneficially used to contribute to the creation and restoration of wetland habitat in the San Francisco Bay.

The Final Draft IFR/EA can be found on our website:
https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/

5. OTHER WORK

Regional Dredge Material Management Plan: The final management plan has been approved and is available on the RDMMP website. The Finding of No Significant Impact was signed on 8 FEB 2026. One study to address data gaps identified by the Interagency Working Group (IWG) remains in progress - Ecological Modeling. Those final reports will be posted to the website and utilized for future updates via Beneficial Use Decision Document Integration into the Federal Standard Base Plan. New site identification and coordination is ongoing as new information becomes available.

Information on the RDMMP and Public Review Documents (Draft Management Plan and NEPA EA) can be found on our website here:

https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/

USACE Work Plan Web Address:

http://www.usace.army.mil/Missions/Civil-Works/Budget/

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx

The following surveys are posted:

Alameda Naval Navigation Channel: Condition survey of 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 September 16-17, 2026.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Post-dredge surveys of September 4, 17, 19, 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 September 10-14, 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 March 13 and May 26, 2026.
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 surveys of September 3, 8-9, 12, 2026.
Suisun Bay Channel (New York Slough): Post-dredge surveys of August 28 and September 1, 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 September 9, 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 **09 OCT 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

Date 10/9/2026

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	09-10-2026	809 1021	0.96	38.0	35.0	35.3	35.2	34.2
Richmond Inner Harbor Approach Channel	09-10-2026	809 1201	3.09	38.0	32.9	34.1	34.9	33.5
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	09-29-2026	100 361	4.06	8.0	2.4	6.1	1.9	2.0
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	09-16-2026	544 1997	4.62	50.0	47.0	47.8	47.8	45.7

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Oakland Harbor Oakland Outer Channel	09-30-2026	296 1761	2.52	50.0	50.0	No Data	No Data	No Data
Humboldt Bay Bar and Entrance Channel	07-14-2026	500 2113	2.6	48.0	39.8	45.2	43.7	35.5
Humboldt Bay Eureka Channel	05-20-2026	400 416	1.69	26.0	3.8	4.7	10.0	6.9
Humboldt Bay Fields Landing Channel	05-20-2026	300 770	2.35	26.0	12.7	26.5	25.1	20.9
Humboldt Bay North Bay Channel	07-14-2026	400 657	3.04	38.0	31.1	No Data	No Data	18.5
Humboldt Bay Samoa Channel	05-20-2026	400 1000	1.83	38.0	33.3	34.5	34.0	17.2
Pinole Shoal Channel Pinole Shoal Channel	06-24-2026	600 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 Suisun Bay Channel Anchorage	06-09-2026	400	0.9	35.0	36.2	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	08-28-2026	400 411	4.42	35.0	35.0	35.1	35.6	35.2
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8.0	5.9	5.9	5.9	6.1

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

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

Office of Spill Prevention and Response

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@sfmx.org

San Francisco Clearinghouse Report

October 15, 2026

- In September the clearinghouse did not contact OSPR regarding any possible escort violations.

- In September 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 September there were 96 tank vessel arrivals: 20 ATBs, 3 Chemical Tankers, 29 Chemical/Oil Tankers, 20 Crude Oil Tankers, 1 LPG, 16 Product Tankers, and 7 Tugs with Barges.

- In September there were 249 total vessel arrivals.

San Francisco Bay Clearinghouse Report For September 2026

San Francisco Bay Region Totals

	2026		2025	
Tanker arrivals to San Francisco Bay	69		74	
ATB arrivals	20		13	
Barge arrivals to San Francisco Bay	7		14	
Total Tanker and Barge Arrivals	96		101	
Tank ship movements & escorted barge movements	348		357	
Tank ship movements	297	85.34%	281	78.71%
Escorted tank ship movements	168	48.28%	128	35.85%
Unescorted tank ship movements	129	37.07%	153	42.86%
Tank barge movements	51	14.66%	76	21.29%
Escorted tank barge movements	16	4.60%	40	11.20%
Unescorted tank barge movements	35	10.06%	36	10.08%

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	193		340		0		158		691	
Unescorted movements	89	46.11%	157	46.18%	0	0.00%	78	49.37%	324	46.89%
Tank ships	80	41.45%	122	35.88%	0	0.00%	67	42.41%	269	38.93%
Tank barges	9	4.66%	35	10.29%	0	0.00%	11	6.96%	55	7.96%
Escorted movements	104	53.89%	183	53.82%	0	0.00%	80	50.63%	367	53.11%
Tank ships	98	50.78%	167	49.12%	0	0.00%	75	47.47%	340	49.20%
Tank barges	6	3.11%	16	4.71%	0	0.00%	5	3.16%	27	3.91%

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

	2026		2025	
Tanker arrivals to San Francisco Bay	693		888	
ATB arrivals	152		201	
Barge arrivals to San Francisco Bay	92		173	
Total Tanker and Barge Arrivals	937		1,262	
Tank ship movements & escorted barge movements	3,327		4,253	
Tank ship movements	2,756	82.84%	3,249	76.39%
Escorted tank ship movements	1,440	43.28%	1,690	39.74%
Unescorted tank ship movements	1,316	39.56%	1,559	36.66%
Tank barge movements	571	17.16%	1,004	23.61%
Escorted tank barge movements	155	4.66%	339	7.97%
Unescorted tank barge movements	416	12.50%	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	1,870		3,187		0		1,449		6,506	
Unescorted movements	952	50.91%	1,622	50.89%	0	0.00%	797	55.00%	3,371	51.81%
Tank ships	838	44.81%	1,237	38.81%	0	0.00%	631	43.55%	2,706	41.59%
Tank barges	114	6.10%	385	12.08%	0	0.00%	166	11.46%	665	10.22%
Escorted movements	918	49.09%	1,565	49.11%	0	0.00%	652	45.00%	3,135	48.19%
Tank ships	845	45.19%	1,415	44.40%	0	0.00%	599	41.34%	2,859	43.94%
Tank barges	73	3.90%	150	4.71%	0	0.00%	53	3.66%	276	4.24%

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

October 14, 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 (Alternate)
Dry Cargo Vessel Operators I (Alternate)
Dry Cargo Vessel Operators II (Alternate)
Marine Oil Terminal Operators (Alternate)
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.

Marine Environmental Protection Division - Northern California Field Office

SEPTEMBER 2026 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels Total Arrival	Vessels Monitored	Percentage of Vessel Monitored
September 1-30, 2025	179	65	36.31
September 1-30, 2026	172	97	56.40
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)
September 1-30, 2025	12,301,191	381,987	8,450,667	0	1,072,040	6,518,635	28,724,520
September 1-30, 2026	9,525,612	246,709	10,688,536	97,610	676,342	4,230,427	25,465,236
Difference	2775579	135278	-2237869	-97610	395698	2288208	3259284

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
September 1-30, 2026	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
September 1-30, 2025	20%	352	70	85	15
September 1-30, 2026	26%	386	101	94	-7
Difference					

Disclamer: Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

By: MRA

Extra A - Prepare for HSC Vote ATB ITB

Subject: HSC Vote on 10/15/2026: Adopting DRAFT for revised California Code Section 790 Sec. 851.9.2 ATB ITB Regulations

Announcement:

This month, the Harbor Safety Committee is voting on whether to adopt the revised text for Title 14 of the California Code of Regulations, specifically updating Section 790 and adding Section 851.9.2. A favorable vote will finalize the committee's recommendation to forward these updated provisions to the California Department of Fish and Wildlife, Office of Spill Prevention and Response for formal legal review and inclusion in California state regulations.

Review the draft document.

The Draft: Extra B SF ATB Escort Regulations Update

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 connection system engaged through hydraulic, pneumatic or mechanical means specifically designed for the purpose. The tug is secured in a notch in the barge or on fenders by 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…"