

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

July 9, 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 10:02.

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; **Robert Barley (A)**, Golden Gate Bridge Hwy. and Transp. Dist.; **Christie Coats (M)**, Port of Redwood City; **Ben Eichenberg (M)**, San Francisco Baykeeper; **John Fadeeff (M)**, Chevron Shipping Co.; **Jeff Ferguson (M)**, NOAA; **Kevin Hartley (M)**, Crowley Petroleum Services; **Jim Haussener (M)**, CMANC; **Tammie Lasiter (M)**, SSA Terminals; **Gerard Olson (A)**, Port of Oakland; **CDR Maria Wiener (A)**, United States Coast Guard; **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 June 11, 2026, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Highschool interns are in attendance as part of the Working Waterfront Coalition workforce development program. The HSC is focused on balancing maritime safety with commerce.

Global Navigational Satellite System (GNSS) disruption is a growing concern in the transportation domain. GPS is a type of GNSS, but other systems are used internationally. GNSS spoofing and jamming are serious threats. Finland experiences extensive jamming and has communications sites capable of detecting all GNSS types. GNSS jamming is also impacting the Strait of Hormuz. The United States has not experienced widespread jamming, but preparation is needed for “no tech” vessel navigation. Isolated GNSS jamming incidents have occurred. Fintraffic has developed plans for navigation without

Harbor Safety Committee

of the San Francisco Bay Region

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

GNSS technology when necessary and are scheduled to give a presentation at the November HSC meeting.

Coast Guard Report- CDR Maria Wiener

- USCG Marine Safety Alert 06-26 was issued on the importance of adequate navigation visibility and lookouts in accordance with Rule 5. An incident in Miami prompted the alert.
- A USCG Work Instruction was issued for unmanned remote autonomous vessels, uninspected passenger vessels, and inspected passenger vessels.
- A shipboard firefighting class was held successfully with regional partners.
- Merchant mariner credentials have been extended through August 31st. Exam centers were closed during the Government Shutdown and there is a backlog. NAVITA is a new online platform being developed by USCG to simplify and modernize mariner credentialing.
- There is a new online process for USCG Marine Event Permit applications: www.navcen.uscg.gov. Submit applications at least 135 days prior to the proposed event.
- USCG Change of Command is on July 10th, and Capt. Toczko will be replacing Capt. Baldueza as Sector SF Commander.
- CWO Dressler from the June- 2026 Prevention/Response Report (attached). Jim Haussener asked about confusion regarding Fourth of July fireworks security zones.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY26 dredge season is underway. Contract awards are ongoing. The Essayons finished dredging the Main Ship Channel, Richmond Outer Harbor, and Pinole Shoal Channel. A tentative FY27 dredging plan was developed based on the President's Budget. Hopper dredging is planned for Oakland Harbor. Debris removal for June was below average, and the Dillard is still out of service for repairs. Surveys are posted, and a channel condition report is included.
- Scott Humphrey asked about environmental studies related to dredging. Jessica Vargas advised that environmental laws, including the Endangered Species Act, apply to dredging and studies are done to ensure compliance.

Clearinghouse Report- Marcus Freeling (report attached)

Harbor Safety Committee

of the San Francisco Bay Region

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

OSPR Report- Mike Zamora

- HSC membership updates: Jared Wilkey, Port of Stockton, has been appointed to the committee as a primary member representing port authorities.
- New OSPR facility regulations are being developed and public comments are welcome.
- An updated HSC membership vacancy announcement will be distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for June 2026 (attached). ENC re-gridding is ongoing. NOAA is implementing Blue Topo / National Bathymetric Source (NBS) coverage for California. Coastal areas and SF Bay will be included in the next phase. S102 high resolution data sets will be produced for use with ENCs. More information will be provided.
- Brian Garcia, NWS, reported that an El Nino Advisory has been issued due to warmer ocean conditions. A very strong El Nino is predicted. El Nino is associated with increased rain in Southern California and decreased rain in the Pacific Northwest. Northern California is in between with a 50/50 chance of more or less rain. Increased storm activity and coastal flooding are possible. Summer weather is expected to be warmer than usual with higher temperatures predicted next week. Dry thunderstorms increase wildfire risk. Higher water temperatures lead to thermal expansion which increases the risk of high tide flooding.

State Lands Commission Report- Robert Booker (report attached)

PORTS Report- Marcus Freeling

- The Bay Bridge airgap sensor was serviced last month and is operating normally. The next buoy-mounted current meter service will be performed in late August. The Martinez-Amorco visibility sensor is offline due to a system fault and troubleshooting is ongoing. Old windbird nosecones are being replaced. Aging PORTS equipment requires increased service. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website: <https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>
- Scott Humphrey advised that the HSC PORTS Subcommittee will be developing a plan for ongoing SF PORTS maintenance funding.

Harbor Safety Committee

of the San Francisco Bay Region

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

Subcommittee / Work Group Reports-

Tug Subcommittee- Laura Rosenberg: There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations. ATB regulations are being reviewed. Kevin Hartley advised that OSPR ATB escort regulations are being updated by a separate work group in coordination with the Los Angeles/Long Beach HSC. Proposed updates are available for review and a vote to approve will be scheduled (attached). Paul Hendricks advised that the SF HSC work group is focused on escort regulation modernization and language updates.

Navigation Subcommittee- Capt. Paul Ruff, Bar Pilots: Nothing to report.

Ferry Operations Subcommittee- Robert Barley: Nothing to report.

Dredge Issues Subcommittee- Jim Haussener: BCDC is now scheduled to vote in September on new dredge material policies regarding beneficial reuse at Montezuma. A subcommittee meeting will be held on September 2nd to review. USACE and CMANC will host a dredging efficiency roundtable next week and participation is welcome. BCDC is considering a regional abandoned and derelict vessel program. Capt. Ruff asked why upriver dredge material disposal sites are used. Jim Haussener advised that the disposal sites are non-dispersive.

Prevention through People Subcommittee- Jim Haussener: The HSC approved letter to BCDC in support of the Gashouse Cove fuel dock was sent. Retaining regional fuel access is a priority. The retired Oakland fire boat Sea Wolf has been acquired by an organization planning to return it to service in the delta region and a GoFundMe has been set up to fund the project.

PORTS Subcommittee- Gerald Olson: Future PORTS maintenance funding is being considered. Maintaining and upgrading the SF PORTS program is important for navigation.

Marine Mammals Subcommittee- Kathi George (A), The Marine Mammal Center: Whales are being sighted offshore, and one may be in the bay. LIMPET tags were recently used to track two whales in the bay. Vessel strikes are a concern. The subcommittee meets monthly. A thermal camera was installed on Angel Island to monitor whale activity. A ferry mounted thermal camera reported 28 detections since late May. Additional cameras are a priority, but funding is needed. Gray whales are visiting the bay earlier in the year and staying longer. Foraging behavior is observed which puts whales at risk of vessel strikes. February through June is the primary whale season. Report whale sightings.

Tsunami Ready Maritime Work Group – Scott Humphrey: A meeting with Cal OES was held to refine best practice development. USCG feedback will also be incorporated. A work group meeting will be

Harbor Safety Committee

of the San Francisco Bay Region

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

scheduled to review and participation is welcome. An HSC vote to approve the best practices will be scheduled when they are finalized. Jeff Ferguson advised that NOAA tsunami warning buoys are still in operation.

Tanker Tug Escort Work Group – Paul Hendricks (A), Baydelta Maritime: Work Group meetings are scheduled bi-weekly. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing. Speed limit changes are proposed. Updates will be presented to the committee and submitted to OSPR for consideration upon HSC approval.

MERIT Work Group – Scott Humphrey: A work group meeting was held on June 29th with PMSA participation. The next meeting will be scheduled. The Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group was established to review the PAWSA 2025 report and identify key safety concerns. Participation is welcome. Cody Aichele-Rothman advised that a bridge presentation will be given at the BCDC meeting on August 6th.

Public Comment-

- Capt. Paul Ruff advised that NMC credentials have been extended through August, but a large backlog is reported. The USCG advised that the exam center backlog is shorter than reported and additional extensions are possible.
- Scott Humphrey thanked USCG VTS for Fourth of July fireworks planning.

Old Business-

- Scott Humphrey advised that a meeting with CARB was held regarding the HSC approved Clean Air Safety Letter. Collaboration is a priority.

New Business- None

Next Meeting-

1000-1200, September 17, 2026

Port of Oakland, Exhibit Room, 530 Water Street, Oakland, California

Adjournment-

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

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

Harbor Safety Committee of the SF Bay Region

July 9, 2026

Page 5

SIGNIFICANT PORT SAFETY AND SECURITY CASES (June 2026)

MARINE CASUALTIES

Equipment Failure (11JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway 2.5 NM west of Davenport, CA in the Pacific Ocean. The main engine serpentine belt snapped causing the cooling pump to become inoperable, resulting in the main engine overheating. USCG towed the vessel back to Santa Cruz Harbor. Case closed.

Loss of Propulsion (13JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway in Monterey Harbor, CA. The main engine raw water pump failed causing the engine to overheat subsequently resulting in a loss of propulsion. USCG towed the vessel to Moss Landing, CA. Case pends.

Equipment Failure (15JUN26): A U.S. flag commercial fishing vessel experienced an equipment failure while underway 2 NM northwest of Pigeon Point, CA in the Pacific Ocean. The autopilot device was left activated while the vessel was secured for the evening and caused low voltage to the main batteries. The operator was able to restart the onboard generator to charge the main engine start batteries. The vessel was able restart and make safe passage toward homeport. USCG escorted the vessel back to Pillar Point Harbor and terminated the voyage due to multiple uncorrectable safety violations. The operator's failure to secure non-vital electronic equipment was attributed to the equipment failure. Case closed.

Injury (18JUN26): A U.S. flag inspected towing vessel experienced an injury to a credentialed mariner while underway 12 NM west of San Francisco, CA. The injured crewmember sustained a fingertip amputation when an unsecure watertight door closed on their finger during a roll of the vessel. Case pends.

Equipment Failure (18JUN26): A foreign flag tank vessel experienced an equipment failure while getting underway from Vallejo, CA. The vessel experienced a loss of both their S and X band radars. With both radars down and immediate position fix, the master and pilot opted to anchor the vessel due to limited vessel/ground detection capabilities. Navigation bridge crew conducted a hard reset of bridge systems, and all systems came back online with no further issues. The ship's crew witnessed and attested satisfactory operation of the S and X band radars. Case closed.

Loss of Steering (21JUN26): A foreign flag tank vessel experienced a steering loss while getting underway from Martinez, CA. The pilot reported that the ship shifted to 15 degrees starboard when the ship's steering was ordered to be amidships. The vessel is currently anchored in Anchorage 9 in San Francisco Bay conducting repairs. Case pends.

Equipment Failure (23JUN26): A U.S. flag small passenger vessel experienced an equipment failure while getting underway from San Francisco Bay, CA. While underway prior to carriage of passengers, the bridge crew noticed an odor of burning plastic and found discoloration on a circuit breaker panel cover. Company technicians found damaged components that had vibrated loose causing an increase in temperatures within the panel. Company technicians replaced damaged components, and the vessel is back in service. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (04JUN26): A Captain of the Port Order was issued to a U.S. flagged sailing vessel to ensure the vessel would not depart a marina until an issued Federal On-scene Coordinator Order related to onboard leaking petroleum drums was fulfilled.

Operational Control (08JUN26): A foreign flag container ship was issued a Captain of the Port Order for an inoperable spring charger for the emergency generator, an inoperable generator, and an inoperable main engine bridge remote control system. The vessel must submit a satisfactory class report prior to the Captain of the Port Order being lifted. Case pends.

Operational Control (10JUN26): A US flag uninspected towing vessel was issued a Captain of the Port Order for unauthorized structural modifications. Prior to re-entering service, the vessel must have its structure and stability evaluated by a qualified professional. Case pends.

Operational Control (23JUN26): A foreign flag tank vessel was issued a Captain of the Port Order for a Loss of Steering. The vessel must submit a satisfactory class report prior to the Captain of the Port Order being lifted. Case pends.

Operational Control (25JUN26): A foreign flag chemical tanker was issued a Captain of the Port Order for a Reduction of Propulsion. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

Operational Control (26JUN26): A foreign flag oil tanker was issued a Captain of the Port Order due to the vessel's inability to provide a satisfactory foam analysis report for the vessel's primary fixed high expansion foam firefighting system protecting the cargo pump room and engine room. The vessel was ordered to cease all cargo operations. A satisfactory class report was received, and the Captain of the Port Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), In-op Gyrocompass (14JUN26): A foreign flag tank vessel was issued an inbound LOD for an inoperable gyrocompass. A satisfactory class report was received and the LOD was lifted. Case closed.

Letter of Deviation (LOD), In-op X-band radar and S-band radar, (18JUN26): A foreign flag tank vessel was issued an inbound LOD for an inoperable X-band radar and S-band radar. A satisfactory class report was received and the LOD was lifted. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JUN26): A 50-60ft sailboat was reported to have discharged 40 gallons of red-dye diesel into the San Francisco Bay, creating a sheen. The vessel was initially involved in a SAR case but was safely towed to the nearest safe haven. During the tow, one out of the fifteen 55-gallon drums had fallen over and punctured, causing the discharge. USCG issued a Federal On-Scene Coordinator (FOSC) order stating the owner must fix the steering and appropriately secure the 55-gallon drums on the deck before departing. A Captain of the Port order was also issued to ensure the vessel would not leave until the tasks in the FOSC order were appropriately met. The owner completed the tasks and was issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW). USCG concluded that no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (13JUN26): A recreational fishing vessel was reported to have sunk and discharged approximately 5-10 gallons of red-dye diesel into Monterey Bay, creating a sheen. The duty team responded and observed the mostly submerged vessel and divers on scene attempting to refloat the vessel using lift bags. Boom and sorbent pads were deployed to secure the discharge, however, when USCG arrived on scene, no sheen was observed. The following day, the vessel was successfully lifted and pumped off before being removed from the waterway for destruction. USCG issued a Notice of Federal Interest (NOFI) and will issue a Letter of Warning (LOW) to the owner. USCG concluded that no further environmental threat exists and pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

June 2026

PORT SAFETY CATEGORIES*	Jun-2026	Jun-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:	6	2	1.78
Navigation Safety (0), Port Safety & Security (6), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	8	7.69
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (4), Personnel (2), Other (2), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.39
Radar (1), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	17	10	11.00

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Jun-2026	Jun-2025	**3yr Avg
U.S. Commercial Vessels	0	1	0.92
Foreign Freight Vessels	0	0	0.28
Public Vessels	3	1	1.33
Commercial Fishing Vessels	0	1	0.89
Recreational Vessels	4	4	7.31
Pollution Discharge Sources (Facilities)	Jun-2026	Jun-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	2	0.33
Other Land Sources	3	2	3.67
Mystery Spills - Unknown Sources	4	8	6.17
Number of Pollution Incidents (By Spill Size)	Jun-2026	Jun-2025	**3yr Avg

Spills < 10 gallons	7	4	11.47
Spills 10 - 100 gallons	2	0	1.44
Spills 100 - 1000 gallons	0	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	17	7.83
Total Pollution Incidents	14	21	21.00
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jun-2026	Jun-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	0.00	0.86
Estimated spill amount from Public Vessels	1.00	0.00	21.63
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	23.24
Estimated spill amount from Recreational Vessels	41.00	58.00	26.76
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	101.00	46.81
Estimated spill amount from Unknown Sources (Mystery Sheens)	3.00	12.00	4.92
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	45.00	171.00	131.29
Penalty Actions	Jun-2026	Jun-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	2	4	2.97
Total Penalty Actions	2	4	3.11
* 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
July 9, 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

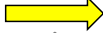
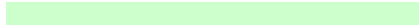
1. **San Joaquin River (Port of Stockton)** –The dredging contract solicitation was posted on April 10 with bid opening held on May 11. The contract was awarded to Dutra on May 26. **Notice to Proceed (NTP) was issued on May 29; dredging is tentatively scheduled to start mid-July with estimated completion 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 pending.**
3. **Oakland Harbor** – The dredging contract solicitation was posted on April 28 with proposals due by June 4. Bid proposals are currently under review.
4. **Redwood City Harbor** – **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 pending.**
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 pending.**
6. **San Rafael Creek** – Planning and design for maintenance dredging of the San Rafael Creek is currently underway with contract award tentatively scheduled for late August 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 September and dredging estimated to start early October.

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:** Emergency dredging was conducted in the Chevron Long Wharf area and the Oakland Harbor Entrance Channel in early November 2025.

FY 2026 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2026						FY2027									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
San Joaquin River (35ft)	10-Apr	11-May	26-May													150kcy	TBD	Cutterhead or Clamshell	Upland or BU
Sacramento River (30ft)	21-Apr	28-May	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 June was 1.8 tons. Dillard: 0 tons; Raccoon: 1.8 tons. Average debris removal for June from 2016 to 2025 is 36 tons (Range: 2.5 – 110). The Dillard is currently at dry dock for repairs and work is expected to be completed by August.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2026	TONS	TONS	TONS	TONS
JAN	10	35.5	0	45.5
FEB	13.3	18	0	31.3
MAR	3.8	26.5	0	30.3
APR	14.8	0	0	14.8
MAY	5	0	0	5
JUN	1.8	0	0	1.8
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL

128.7

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

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

The Final Draft IFR/EA can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

5. OTHER WORK

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

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

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

USACE Work Plan Web Address:

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

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

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

The following surveys are posted:

Alameda Naval Navigation Channel: Condition survey of January 28, 2026.

Berkeley Marina (Entrance Channel): Condition survey of January 30, 2026.

Islais Creek Channel: Condition survey of November 25, 2025.

Larkspur Ferry Channel: Condition survey of December 12, 2023.

Mare Island Strait: Condition survey of December 10, 2025.

Marinship Channel (Richardson Bay): Condition survey of October 2-3, 2025.

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

Northship Channel: Condition survey of March 26, 2026.
Oakland Inner Harbor: 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: Condition survey of April 14, 2026.
Richmond Inner Harbor: Condition survey of March 3, 2026.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (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): Condition survey of June 9-10, 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 April 18, 2024.
SF-09 (Carquinez): Condition survey of April 9, 2026.
SF-10 (San Pablo Bay): Condition survey of May 22, 2026.
SF-11 (Alcatraz Island): Condition survey of June 5, 2026.
SF-16 (Suisun Bay Disposal Site): Condition survey of April 16, 2026.
SF-17: Condition survey of April 18 and May 10, 2024.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in [FY25](#).

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **02 JULY 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 7/2/2026

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	04-14-2026	300 943	3.94	30.0	19.4	29.2	29.0	27.5
Richmond Inner Harbor Entrance Channel	03-03-2026	809 1021	0.96	38.0	35.8	36.2	36.3	35.9
Richmond Inner Harbor Approach Channel	03-03-2026	809 1201	3.09	38.0	33.2	34.5	36.3	35.8
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38.0	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	05-13-2026	600 1291	3.25	45.0	38.5	42.5	45.2	41.8
Richmond Outer Harbor Longwharf Turning Basin	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 7/2/2026

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	06-09-2026	2113	2.6	48.0	29.2	42.5	39.2	34.8
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	06-09-2026	657	3.04	38.0	31.1	Data	Data	18.9
Humboldt Bay		400						
Samoa Channel	05-20-2026	1000	1.83	38.0	33.3	34.5	34.0	17.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	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)	06-09-2026	300	2.84	35.0	33.1	32.7	32.4	32.8
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)	02-03-2026	411	4.42	35.0	33.2	35.0	35.5	34.3
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8.0	5.9	5.9	5.9	6.1

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 1 of 2
Date 7/2/2026

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		300						
Richardson Bay/Marinship	05-06-2026	1069	2.11	20.0	4.4	4.5	5.0	6.2
Islais Creek		500						
Islais Creek	11-25-2025	1424	1.71	40.0	31.1	36.8	37.1	23.4
Alameda Naval Air		1000						
Alameda Naval Air	01-28-2026	4178	2.9	37.0	9.7	10.3	15.9	15.1
Mare Island Strait		400						
Mare Island Strait	12-10-2025	606	3.37	30.0	28.0	29.8	32.7	32.9
Larkspur Channel		231						
Larkspur Channel	02-24-2023	542	2.37	13.0	11.9	12.5	12.7	12.0
Northship Channel		3576						
Northship Channel	03-26-2026	4769	5.97	45.0	23.7	39.4	38.5	34.2
Berkeley Marina		100						
Berkeley Marina	01-30-2026	142	1.36	15.0	6.4	6.1	6.4	6.3
Bodega Bay		100						
Bodega Bay	05-22-2025	400	3.46	12.0	7.2	9.2	9.5	5.5
Moss Landing		120						
Moss Landing	08-28-2025	405	0.98	15.0	13.2	11.7	11.5	11.4
Noyo River		97						
Entrance Channel	05-02-2026	150	0.67	10.0	6.5	9.0	9.9	8.0
Noyo River		97						
Channel	05-02-2026	150	0.67	10.0	4.8	6.5	4.5	4.3
Crescent City		200						
Entrance Channel	08-02-2025	320	0.42	20.0	16.9	18.4	17.4	16.3
Crescent City		200						
Inner Harbor Basin Channel	08-02-2025	300	0.39	15.0	11.8	12.5	13.1	12.8
Crescent City		228						
Marina Access Channel	08-02-2025	170	0.22	15.0	5.7	11.1	11.1	8.6
SAN LEANDRO MARINA								
Approach Channel	03-30-2015	200	3.5	7.0	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 2 of 2
Date 7/2/2026

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

July 9, 2026

- 👉 In June the clearinghouse did not contact OSPR regarding any possible escort violations.
- 👉 In June 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 June there were 106 tank vessel arrivals: 15 ATBs, 10 Chemical Tankers, 31 Chemical/Oil Tankers, 19 Crude Oil Tankers, 20 Product Tankers, and 11 Tugs with Barges.
- 👉 In June there were 240 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	80		77	
ATB arrivals	15		16	
Barge arrivals to San Francisco Bay	11		13	
Total Tanker and Barge Arrivals	106		106	
Tank ship movements & escorted barge movements	382		366	
Tank ship movements	319	83.51%	308	84.15%
Escorted tank ship movements	172	45.03%	159	43.44%
Unescorted tank ship movements	147	38.48%	149	40.71%
Tank barge movements	63	16.49%	58	15.85%
Escorted tank barge movements	19	4.97%	32	8.74%
Unescorted tank barge movements	44	11.52%	26	7.10%

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	213		367		0		170		750	
Unescorted movements	103	48.36%	182	49.59%	0	0.00%	94	55.29%	379	50.53%
Tank ships	92	43.19%	142	38.69%	0	0.00%	72	42.35%	306	40.80%
Tank barges	11	5.16%	40	10.90%	0	0.00%	22	12.94%	73	9.73%
Escorted movements	110	51.64%	185	50.41%	0	0.00%	76	44.71%	371	49.47%
Tank ships	100	46.95%	167	45.50%	0	0.00%	71	41.76%	338	45.07%
Tank barges	10	4.69%	18	4.90%	0	0.00%	5	2.94%	33	4.40%

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	461		888	
ATB arrivals	105		201	
Barge arrivals to San Francisco Bay	65		173	
Total Tanker and Barge Arrivals	631		1,262	
Tank ship movements & escorted barge movements	2,236		4,253	
Tank ship movements	1,835	82.07%	3,249	76.39%
Escorted tank ship movements	957	42.80%	1,690	39.74%
Unescorted tank ship movements	878	39.27%	1,559	36.66%
Tank barge movements	401	17.93%	1,004	23.61%
Escorted tank barge movements	114	5.10%	339	7.97%
Unescorted tank barge movements	287	12.84%	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	1,257		2,141		0		964		4,362	
Unescorted movements	643	51.15%	1,093	51.05%	0	0.00%	533	55.29%	2,269	52.02%
Tank ships	561	44.63%	830	38.77%	0	0.00%	414	42.95%	1,805	41.38%
Tank barges	82	6.52%	263	12.28%	0	0.00%	119	12.34%	464	10.64%
Escorted movements	614	48.85%	1,048	48.95%	0	0.00%	431	44.71%	2,093	47.98%
Tank ships	562	44.71%	939	43.86%	0	0.00%	393	40.77%	1,894	43.42%
Tank barges	52	4.14%	109	5.09%	0	0.00%	38	3.94%	199	4.56%

Notes:

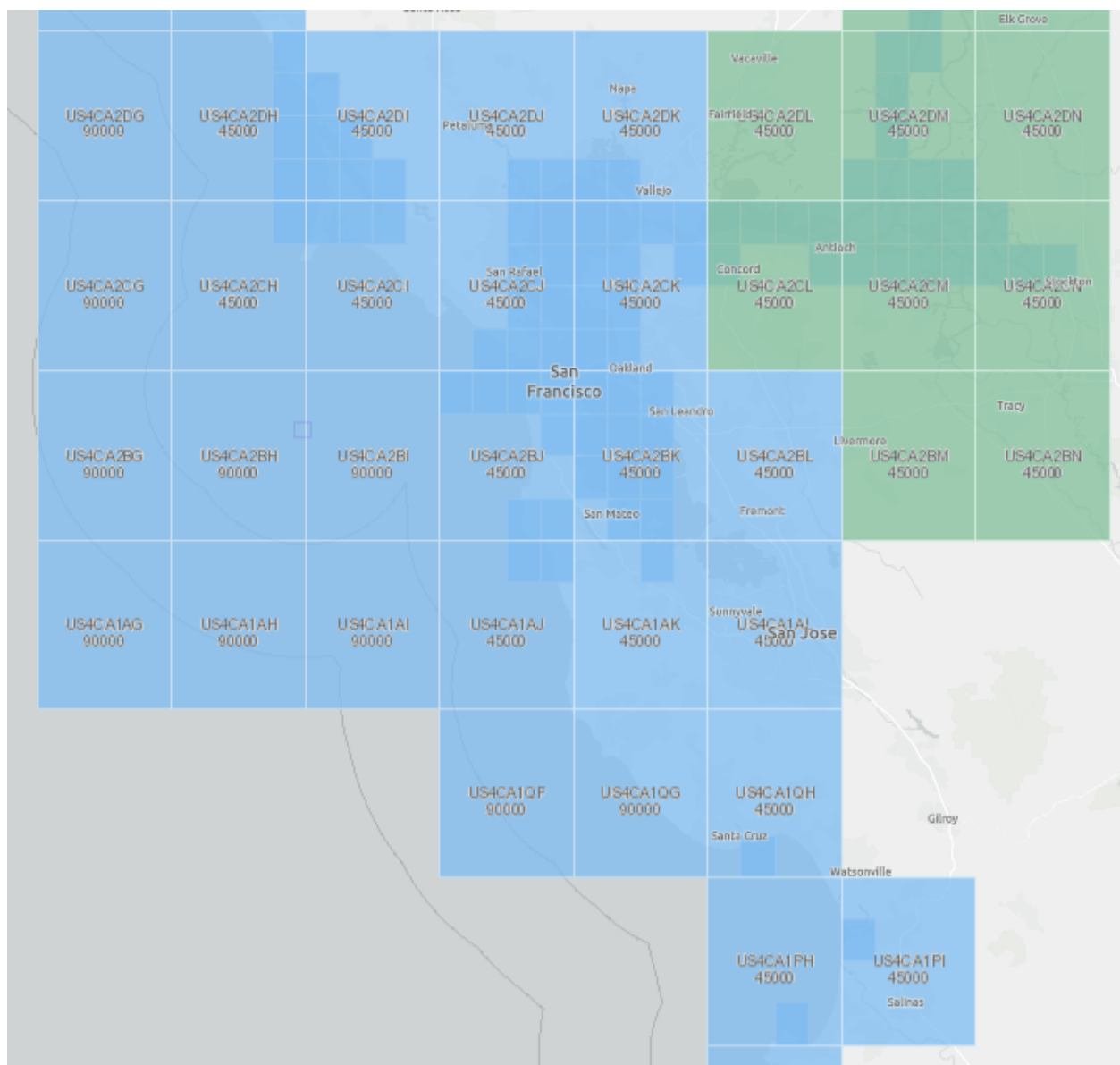
1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

NOAA Report to the San Francisco Bay Harbor Safety Committee July 2026

Electronic Navigational Chart (ENC) Updates

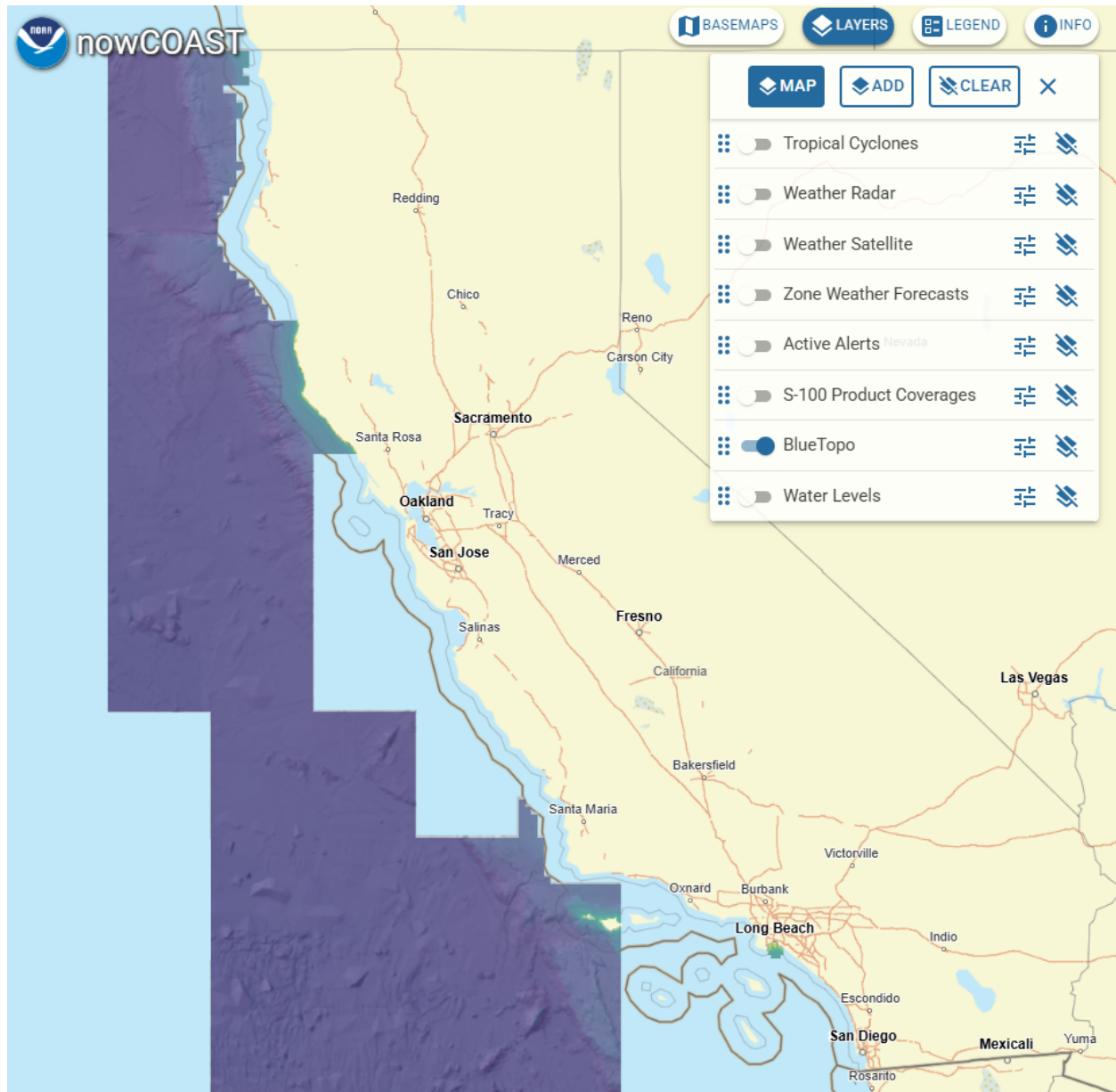
As mentioned in previous meetings, NOAA is in the process of re-gridding our ENC coverage. This will likely be the final update. All re-gridding in San Francisco Bay is almost complete. You can view progress here: <https://distribution.charts.noaa.gov/ENC/rescheme/> Should be complete by the next HSC meeting.

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



Blue Topo / National Bathymetric Source (NBS)

NOAA is starting to roll out our Blue Topo / NBS coverage for California. You can see the current coverage on the nowcoast website (nowcoast.noaa.gov), when you toggle on “Blue Topo” as shown below.



The next phase is to include all the coastal areas and the coverage of San Francisco Bay. Once NBS coverage is available in the Bay, NOAA will start producing the S102 high resolution data sets for use with the ENC. At the next HSC meeting, the NOAA report will include a presentation showing S102 examples in San Francisco Bay and how they can be used in conjunction with the ENC and support navigation.

National Weather Service

Coastal Flood Advisory in effect from this afternoon through July 16. Long period SW swell will bring an increased risk of sneaker waves and strong rip currents. Up to 1.7 ft of inundation above ground level is possible in low-lying areas.

Potential for dry thunderstorms and elevated fire weather concerns late this weekend into early next week.

END OF REPORT

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



Marine Environmental Protection Division - Northern California Field Office

JUNE 2026 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels	Vessels	Percentage of
	<u>Total Arrival</u>	<u>Monitored</u>	<u>Vessel Monitored</u>
June 1-30, 2025	181	63	34.80
June 1-30, 2026	175	92	52.60
Difference			

CRUDE OIL / PRODUCT TOTALS (BBLS)

<u>DATE</u>	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	GRAND TOTAL (D) / (L)
June 1-30, 2025	11,062,857	128,000	8,604,934	0	840,722	5,206,974	25,843,487
June 1-30, 2026	8,743,771	172,617	9,958,400	125,000	1,315,363	5,248,443	25,563,594
Difference	2319086	-44617	-1353466	-125000	-474641	-41469	279893

OIL SPILL REPORTED

<u>DATE</u>	VESSEL	Total	Gallons Spilled
June 1-30, 2026	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>DATE</u>	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
June 1-30, 2025	19%	404	75	100	25
June 1-30, 2026	27%	373	101	90	-11
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.

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...”