

Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region

January 9, 2024

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 10:01.

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

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (M) Bay Conservation and Development Commission; **Capt. Jordan Baldueza** (M), United States Coast Guard; **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; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Tammie Lasiter** (A), SSA Terminals; **Michael Miller** (A), Port of Stockton; **Joe Monroe** (A), Port of San Francisco; **Laura Rosenberg** (A), Foss Maritime; **John Schneider** (M), Marathon Petroleum; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **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 November 14, 2024, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Best wishes were given to those impacted by the wildfires in Southern California. The SF Bar Pilots sent a letter to the USCG commending the seamanship displayed by the captain and crew of vessel CG47245 during a rescue and towing incident on December 28, 2024. A Tsunami Warning for the West Coast, including the SF Bay region, was issued by the Tsunami Warning Center on December 5, 2024, after an offshore earthquake. The warning was subsequently downgraded and canceled. Funding for tsunami warning sirens is a priority for the Humboldt Bay region. There is concern that Tsunami Warnings are issued too broadly and could be improved using regional modeling.

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Coast Guard Report- Capt. Jordan Balduenza

- The San Francisco New Year's Eve fireworks SEAR event was held successfully. This year's SailGP sailing race will be held in March. Fourth of July fireworks will be a SEAR event. Security is being planned for other upcoming events including the FIFA World Cup and 2026 NFL Super Bowl.
- The barque training vessel USCG Cutter Eagle will be visiting the region and tours will be available.
- The derelict passenger vessel Aroura, which sank in Little Potato Slough, was refloated on December 20th and will be scrapped.
- A severe storm on December 23rd destroyed a Santa Cruz pier and sunk eighteen vessels. Equipment, including a crane, was also lost and is being recovered from the water. The USCG is part of the Unified Command managing incident response. Marine debris is a concern.
- USCG Local Notice to Mariners are posted to the Navigation Center website:
<https://www.navcen.uscg.gov/local-notices-to-mariners-main>
- Sector San Francisco received many calls and concerns regarding the Tsunami Warning issued on December 5th. Tsunami Warnings are issued by region and are not specific to local conditions. Additional HSC consideration of the issue is advised.
- Phil Lago, USCG Sector San Francisco Commercial Fishing Vessel Examiner, introduced himself to the committee. Fishing vessel safety compliance is a priority.
- LT Clark Sanford read from the November- 2024 Prevention/Response Report (attached). The December- 2024 report will be reviewed at the next meeting.
- Scott Humphrey asked about increased passenger vessel incidents. Capt. Heeter advised that due to better communication, there has been increased reporting and enforcement of incidents.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 dredging is still finishing up for Oakland Harbor and Richmond Inner Harbor. Planning for FY25 dredging is ongoing. Debris removal tonnage for November and December was below average. The vessel Dillard is still being repaired but will be back in service soon. The Regional Dredge Material Management Plan draft EA has been published, and public comment is welcome. Surveys are posted and a channel condition report is included. The FY25 Dredging Plan is attached.

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Clearinghouse Report- Marcus Freeling (report attached)

- Scott Humphrey advised that there is regular oil barge traffic between Richmond and Humboldt Bay.

OSPR Report- Mike Zamora

- The terms of continuing HSC members will be renewed. An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov
- Scott Humphrey advised of potential interest in the alternate member position representing labor organizations.

NOAA Report- (report attached)

State Lands Commission Report- Robert Booker (report attached)

- Golden muscles, an invasive species, have been detected at the Port of Stockton. Boat cleaning and inspections are necessary to manage spread.

PORTS Report- Marcus Freeling

- Service and redeployment of PORTS buoy-mounted current meters was performed in late October 2024. A profiler malfunction on the Oakland Outer Harbor LB3 buoy required follow up service in December. All buoy-mounted current meters are back online. A bad modem at the Port Chicago Tide Station will be replaced. Routine PORTS maintenance is ongoing. Aging PORTS equipment requires increased service.
- Capt. Corbett advised that PORTS data is a valuable resource for ship pilots.
- PORTS data is publicly available through NOAA's Tides and Currents website: <https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Report on Cal Maritime's Boad Basin and Pier Construction Project – Capt. Bannister, CMA

- Capt. Samar Bannister, Cal Maritime, gave a presentation to the committee on plans to replace the Vallejo campus pier (slides attached). Cal Maritime is acquiring a new training ship, the Golden State, in 2027 which will hold 700 crew and passengers. The new ship is larger than the existing training ship, the Golden Bear, and upgrades are planned to accommodate the new vessel including replacement of the main pier, wave screen, and electrical system. A map of the

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proposed new pier is provided showing its location in the Carquinez Strait and proximity to traffic lanes. The new pier will be larger than the existing pier and will extend out an additional 100 feet. Permitting for the project is ongoing. Cal Maritime partners with MARAD and USCG to train licensed mariners. The Golden State will provide an updated training platform to ensure high standards. The vessel will have twelve classrooms, a fully redundant training bridge, library, and medical facility.

- Stas Margaronis asked for more information about the Golden State. Capt. Bannister advised that the ship is being purpose built for Cal Maritime training. The diesel/electric vessel has increased capacity for students and will also be used for FEMA disaster relief efforts. To minimize wear and tear, the ship will not be used as a dormitory for students but could be in an emergency. Boat Basin improvements are also being considered but the focus is on supporting the Golden State. The pier replacement project is expected to cost 125 million dollars. The Golden Bear will be moored in Suisun Bay during the fifteen-month construction period. Permitting is ongoing with BCDC and other agencies. The new pier will not impede the shipping channel and safety analysis is being conducted.

Work Group Reports-

Tug Work Group- Laura Rosenburg: Nothing to report.

Navigation Work Group- Capt. David Corbett: Thanked the USCG for removing a buoy from the traffic lane. A letter was sent by the Bar Pilots highlighting a recent USCG rescue. The NOAA SF Bar buoy has been repaired and is back online. The Oakland Outer Harbor ranges have been repaired.

Ferry Operations Work Group- Capt. Tony Heeter: A Work Group meeting was held to consider issues including lithium battery fires. Lithium battery fires are a major concern for the ferry industry considering the prevalence of electric scooters and bikes. Specialized firefighting equipment is needed. Ferry routing protocol updates are being finalized and will be voted on by the HSC. Whale strike mitigation is a priority and HSC guidelines are being implemented.

Dredge Issues Work Group- Nothing to report

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Scott Grindy: The next Bay Area Marina Operators (BAMO) meeting is on February 6th.

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Marine Mammal Work Group- Kathi George (A), The Marine Mammal Center: Vessel Speed Reduction (VSR) issues are being considered, and the program may start earlier this year. Redeployment of the Whale Safe Buoy is planned. A gray whale sighting in the bay was reported on December 31st. A Work Group meeting will be held after today's regular HSC meeting.

Public Comment-

- Richard Diaz, City of Richmond Fire Department, introduced himself to the committee.
- Justin Taschek advised that the Oakland Harbor Turning Basins Widening Project is advancing through the regulatory process. Federal funding for the project is expected. A tentative agreement has been reached to end labor strikes at East Coast ports.
- Stas Margaronis, Propeller Club, advised of a January 21st webinar with Cal Maritime on Taiwan and national security in the Pacific. A Women in Maritime Transportation presentation is on February 18th. A February 26th presentation will be given on the SHIPS Act, proposed bipartisan federal legislation to increase domestic shipbuilding. Cal Maritime is hosting a March 28th conference on national security in the Pacific. Maritime Day is on May 22nd.

Old Business-

- Kathi George advised that a new HSC Technology Work Group was proposed to consider technical maritime safety issues including AIS. Scott Humphrey advised that planning for the Work Group is ongoing.
- Scott Humphrey advised that there are plans to form a Work Group to update OPSR Tanker Escort Program regulations.
- Scott Humphrey advised that an in-person IALA risk assessment PAWSA is scheduled for April 14-16, 2025. Participation is welcome and details will be provided.

New Business-

- Capt. Balduenza advised that the HSC consider issues related to Tsunami Warnings and Scott Humphrey agreed.

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Next Meeting-

1000-1200, February 13, 2025
Port of San Francisco, Pier 1, Bay Side Conference Room
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 11:55.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (NOVEMBER 2024)

MARINE CASUALTIES

Loss of Propulsion (10NOV2024): A U.S. flag passenger vessel experienced a loss of propulsion on their STBD engine due to loss of propeller while transiting to Richmond. The vessel returned to the pier and offloaded all passengers. Coast Guard issued the vessel an operational control (Code 60, Prior to Movement), with a one-time transit to Alameda for drydock. At drydock damage was found to have occurred to the strut, shaft, rudder, and cutless bearing. On 17NOV2024, Coast Guard attended vessel for sea trials, sea trials conducted satisfactorily. Operational Control Cleared. Case Closed.

Loss of Propulsion (14NOV2024): A U.S. flag towing vessel experienced a loss of propulsion on the port engine while enroute to Anchorage 8 from LA/LB. Coast Guard issued the vessel an operational control (Code 701, Prior to Carraige of Cargo). Vessel reported loss of propulsion due to water in fuel filter. On 15NOV2024, class attended vessel for successful operational test Main Engines. Additionally, class observed fuel samples showing no sign of water-contaminated fuel. Operational Control Cleared. Case Pends.

Allision (16NOV2024): A U.S. flag passenger vessel experienced an allision with the pier at USCG Sector San Francisco. Vessel sustained damage along the outward portion of the STBD catamaran hull. On 18NOV2024, vessel operator affected repairs without Coast Guard oversight. Vessel operator provided photographs of the repairs however assessment of full condition could not be completed without in-person attendance. Coast Guard issued the vessel an operational control (Code 701, Prior to Carraige of Passengers) pending marine inspector attendance. On 20NOV2024, the vessel was attended by marine inspector at Pier 50 in SF to assess damage and inspect repairs. Repairs consisting of internal and external clad welding appeared satisfactory. Operational Control Cleared. Case Closed.

Loss of Steering (22NOV2024): A U.S. flag passenger vessel experienced a loss of steering; vessel operator reported issues with the STBD steering system while underway, with alternate jet propulsion available. Vessel returned to the pier. Coast Guard issued an operational control (Code 701, Prior to Carraige of Passengers). On 24NOV2024, vessel operator submitted tech report attesting to satisfactory repairs. Vessel conducted satisfactory sea trial. Operational Control Cleared. Case Pends.

VESSEL SAFETY CONDITIONS

Operational Control (02NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 70, Prior to Carriage of Passengers). While departing the pier, the vessel lost power from one of two generators, reducing propulsion to approximately 66% power. Vessel safely moored and was issued the operational control. On 03NOV2024, operator notified Coast Guard that the issue had been resolved. Identified a failure of two electrical relays that send the key switch signal to the control system. Both relays were replaced, and sea trials conducted. Coast Guard received satisfactory tech report. Operational Control Cleared. Case Closed.

Operational Control (05NOV2024): A U.S. flag passenger vessel was issued an operational control (Code 701, Prior to Carriage of Passengers). Vessel operator unable to override shutdown and restart engines during test of pre-engineered firefighting system. On 18NOV2024, Coast Guard conducted follow-up inspection, and the vessel corrected all but one of previous outstanding deficiencies. Operational Control Cleared. Case Pends.

Operational Control (05NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel operator reported a small fracture found in void 3 of the vessel during routine inspections. Fracture is well above the waterline and just below the rub rail area. Operator to schedule drydock and submitted repair proposal to Coast Guard. Case Pends.

Operational Control (10NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 60 Prior to Movement). Vessel experienced a loss of propulsion on their STBD engine due to loss of propeller while transiting to Richmond. The vessel returned to the pier and offloaded all passengers. Coast Guard issued the operational control with a one-time transit to Alameda for drydock. At drydock damage was found to have occurred to the strut, shaft, rudder, and cutless bearing. On 17NOV2024, Coast Guard attended vessel for sea trials, sea trials conducted satisfactorily. Operational Control Cleared. Case Closed.

Operational Control (11NOV2024): A foreign flag oil tanker was issued an Operational Control, (Code 17, Prior to Departure) due to an inoperable S-band radar. The vessel was issued the Operational Control instead of a Letter of Deviation (LOD) as the vessel did not properly and timely report the issue to the Coast Guard prior to entering a U.S. Port. Vessel submitted class and technician reports attesting to satisfactory repairs. Operational Control Cleared. Case Closed.

Operational Control (14NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Coast Guard received notification from vessel operator of a 3-inch inboard fracture in the side shell of the starboard lazarette. Operator temporarily patched the crack and arranged dry dock for repairs. Satisfactory final weld inspection completed on 21NOV2024. Operational Control Cleared. Case Pends.

Operational Control (14NOV2024): A U.S. flag towing vessel was issued an Operational Control (Code 701, Prior to Carriage of Cargo). Vessel experienced a loss of propulsion on the port engine while enroute to Anchorage 8 from LA/LB. Vessel reported loss of propulsion due to water in fuel filter. On 15NOV2024, class attended vessel for successful operational test Main Engines. Additionally, class observed fuel samples showing no sign of water-contaminated fuel. Operational Control Cleared. Case Pends.

Operational Control (16NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel reported their AIS unable to broadcast. Vessel operator contacted the Coast Guard to report inoperable AIS after unsuccessful testing. Vessel was issued an Operational Control. On 19NOV2024, vessel operator demonstrated satisfactory repair of AIS through check with VTS. Vessel identified internal GPS antenna as root cause and replaced antenna. Operational Control Cleared. Case Pends.

Operational Control (16NOV2024): A U.S. flag passenger vessel was issued and Operational Control (Code 701, Prior to Carriage of Passengers). Vessel experienced an allision with the pier at USCG Sector San Francisco. Vessel sustained damage along the outward portion of the STBD catamaran hull. On 18NOV2024, vessel operator affected repairs without Coast Guard oversight. Vessel operator provided photographs of the repairs however assessment of full condition could not be completed without in-person attendance, and Coast Guard issued the operational control pending marine inspector attendance. On 20NOV2024, the vessel was attended by marine inspector at Pier 50 in SF to assess damage and inspect repairs. Repairs consisting of internal and external clad welding appeared satisfactory. Operational Control Cleared. Case Closed.

Operational Control (19NOV2024): A U.S. flag passenger vessel was issued an Operational Control (Code 701, Prior to Carriage of Passengers). Vessel did not complete Annual Inspection within the required time period. Case pends.

Operational Control (22NOV2024): A U.S. flag passenger was issued an Operational Control (Code 701, Prior to Carriage of Passengers), vessel reported issues with the STBD steering system while underway with alternate jet propulsion available. Vessel returned to pier. On 24NOV2024, vessel submitted tech report attesting to satisfactory repairs. Vessel conducted satisfactory sea trial. Operational Control Cleared. Case Pends.

Operational Control (30NOV2024): A foreign flag oil/chemical tanker was issued an Operational Control (Code 17, Prior to Departure). Vessel crew reported to the Coast Guard that their rescue boat engine would not start. Vessel communicated plans to stay at anchorage until January 2025. Case pends.

NAVIGATIONAL SAFETY

Inoperable S-Band Radar (11NOV2024): A foreign flag oil tanker did not properly or timely report an inoperable S-Band Radar to the Coast Guard prior to entering a U.S. Port. Vessel was issued an Operational Control. Vessel subsequently submitted class and technician reports attesting to satisfactory repairs. Operational Control Cleared. Case Closed.

Inoperable AIS (16NOV2024): A U.S. flag passenger vessel reported their AIS unable to broadcast. Vessel operator contacted the Coast Guard to report inoperable AIS after unsuccessful testing. Vessel was issued an Operational Control. On 19NOV2024, vessel operator demonstrated satisfactory repair of AIS through check with VTS. Vessel identified internal GPS antenna as root cause and replaced antenna. Operational Control Cleared. Case Pends.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (01NOV2024): A fishing vessel discharged approx. 1 gallon of diesel into Half Moon Bay. Incident Management Division received the report from the Pillar Point Harbormaster who identified the fishing vessel. IMD personnel determined that the vessel's bilge had been discharging diesel into the harbor. The Harbormaster and the vessel owner secured and cleaned the bilge. Vessel owner acknowledged responsibility for the sheen coming from their vessel. IMD personnel also observed residual sheen and recovered cans of diesel from the vessel's bilge. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the responsible party, in person aboard the vessel. Case Pends.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2024			
PORT SAFETY CATEGORIES*	Nov-2024	Nov-2023	**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:	0	1	2.61
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	7	6.72
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (1), Propulsion (2), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	3	1.86
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.08
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	6	11	11.31
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Nov-2024	Nov-2023	**3yr Avg
U.S. Commercial Vessels	1	2	0.75
Foreign Freight Vessels	0	0	0.19
Public Vessels	0	0	0.94
Commercial Fishing Vessels	1	1	0.78
Recreational Vessels	10	4	7.28
Pollution Discharge Sources (Facilities)	Nov-2024	Nov-2023	**3yr Avg
Regulated Waterfront Facilities	0	0	0.25
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.25
Other Land Sources	0	1	4.53
Mystery Spills - Unknown Sources	7	8	6.42
Number of Pollution Incidents (By Spill Size)	Nov-2024	Nov-2023	**3yr Avg
Spills < 10 gallons	10	10	11.11
Spills 10 - 100 gallons	2	0	1.78
Spills 100 - 1000 gallons	0	0	0.22
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	8	6	7.28
Total Pollution Incidents	20	16	20.39
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Nov-2024	Nov-2023	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	3.00	6.38
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.42
Estimated spill amount from Public Vessels	0.00	0.00	17.78
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	2.60
Estimated spill amount from Recreational Vessels	32.00	0.00	26.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	42.00	0.00	1.35
Estimated spill amount from Other Land Sources	0.00	0.00	44.53
Estimated spill amount from Unknown Sources (Mystery Sheens)	0.00	8.00	5.64
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	74.00	13.00	107.18
Penalty Actions	Nov-2024	Nov-2023	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	1	1	3.42
Total Penalty Actions	1	1	3.56
* 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
January 9, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on November 14, the final dredging contract of the FY2024 season, Richmond Inner Harbor Maintenance Dredging Project, was awarded. In addition, dredging at San Joaquin River and Redwood City Harbor have completed while dredging at Oakland Harbor has resumed.

Planning for the FY25 dredging program is currently underway based on amounts identified in the FY25 President's Budget. A tentative schedule, subject to final FY25 appropriations actions and Work Plan funding, is attached to this report.

As always, future project schedules provided in this report are tentative and adjustments may be made as circumstances warrant.

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with bid opening held on May 16. The contract was awarded to Curtin Maritime on June 7 with actual dredging commencing on September 1. **In early December, the contractor was diverted to Redwood City Harbor to complete that project first. It has since returned to Oakland Harbor to finish dredging there. Estimated completion is TBD.**
- b. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on sam.gov on June 12 with bid opening held on July 12. The contract was awarded to HME Construction on July 23. **Dredging began on October 28 and completed on December 14.**
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract solicitation was posted on sam.gov on April 25 with bid opening held on June 18. The contract was awarded to HME Construction on July 3. Dredging started on September 11 and was completed on October 27.
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract solicitation was posted on sam.gov on April 29 with bid opening held on June 6. The contract was awarded to HME Construction on June 21. Dredging started on August 1 and was completed on September 6.
- e. **Redwood City Harbor** – A dredging contract solicitation was posted on sam.gov on July 1 with bid opening held on August 6. The contract was awarded to Curtin Maritime on August 26. **Dredging started on December 11 and was completed on January 3.**
- f. **Petaluma River** – Dredging has been postponed due to sediment suitability issues. The team is working on a strategy to ensure dredging and placement can be fully executed next summer.

- g. Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on October 11 with bid opening held on November 12. **The contract was awarded to Manson Construction on November 26. Dredging began on January 3 with estimated completion in early March.**

FY 2024 GOVERNMENT HOPPER DREDGING PROGRAM

- a. San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons began dredging in the San Francisco Main Ship Channel on May 26, and completed work on Jun 13. The dredged material was placed at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- b. Richmond Outer Harbor** – Following completion of the Main Ship Channel, the Essayons started dredging at Richmond Outer Harbor on June 14 and completed work on July 3. The hopper dredge has since departed the Bay Area for the season.
- c. San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY25 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: There are currently no emergency dredging events happening in the Bay Area.

3. DEBRIS REMOVAL – Debris removal for December was 28.3 tons. Dillard: 0 tons; Raccoon: 28.3 tons. Average debris removal for December from 2015 to 2024 is 48 tons (Range: 24 – 94). Annual debris removal for 2024 is 263.9, average annual total debris removal from 2015 to 2024 is 780 tons (Range: 263.9-1,490). Dillard is still out of service with return currently scheduled for January 15th.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	17.5	45	0	62.5
FEB	27	31	0	58
MAR	10.5	11.5	0	22
APR	5.3	26.5	0	31.8
MAY	6	0	0	6
JUN	10.5	0	0	10.5
JUL	9	0	0	9
AUG	1.5	0	0	1.5
SEP	4.8	0	0	4.8
OCT	8.2	0	0	8.2
NOV	21.3	0	0	21.3
DEC	28.3	0	0	28.3

YR TOTAL
263.9

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. A Draft IFR/EA and a 404(b)(1) analysis is now included as appendix A-3 of the Feasibility Study. A complete list of updates from the initial Draft IFR/EA is in the executive summary of the 2nd Draft IFR/EA. The Chief's Report was signed on 30 May 2024.

The 2023 Revised 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: Regional Dredge Material Management Plan: Regional Dredge Material Management Plan: The District Quality Control (DQC) review of the draft management plan and draft NEPA Environmental Assessment concluded in July. **Agency Technical Review began on 28 October. Public review will occur simultaneously, and vertical review will follow, with a target to be ready for the FY26+ dredging program. Interim agency approvals will be coordinated for FY25 dredging.** Public outreaches including tribal consultation are in progress. Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some results will not be available until after the targeted completion for the RDMMP, however the data will be applied to future DMMP revisions.

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 November 5-7, 2024.
Berkeley Marina (Entrance Channel): Condition survey of April 30, 2024.
Islais Creek Channel: Condition survey of July 21, 2023.
Larkspur Ferry Channel: Condition survey of December 12, 2023.
Mare Island Strait: Condition survey of November 13, 2024.
Marinship Channel (Richardson Bay): Condition survey of July 16, 2024.
Napa River: Condition survey of June 5-10, 2024.
Northship Channel: Condition survey of December 2-10, 2024.
Oakland Inner Harbor: Condition survey of June 13, 2024.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of June 13, 2024.
Petaluma River (Across-the-Flats): Condition survey of July 30-31, 2024.
Petaluma River (Main Channel): Condition survey of July 30-31, 2024.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of October 20-22, 2024.
Redwood City Harbor: Condition survey of August 20, 2024.
Richmond Inner Harbor: Condition survey of October 17, 2024.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of October 3, 2024.
Richmond Outer Harbor (Southampton Shoal): Condition survey of October 2, 2024.
Sacramento River Deep Water Ship Channel: Condition survey of June 23-24, 2024.
San Bruno Shoal: Condition survey of May 30, 2024.
San Francisco Main Ship Channel: Condition survey of July 16, 2024.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of August 15-16, 2024.
San Rafael (Creek): Condition survey of August 15-16, 2024.
Stockton Ship Channel: Condition survey of July 16-20, 2024.
Suisun Bay Channel: After Dredge survey August 5, 11, 16 and 25, 2024.
Suisun Bay Channel (Bullshead Reach): After Dredge survey of August 5, 11, 16 and 25, 2024.
Suisun Bay Channel (New York Slough): After Dredge survey of September 2-8, 2024.
Suisun Slough: Condition survey of November 30 and December 1, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 18, 2024.
SF-09 (Carquinez): Condition survey of November 1, 2024.
SF-10 (San Pablo Bay): Condition survey of October 18, 2024.
SF-11 (Alcatraz Island): Condition survey of November 14, 2024.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 31, 2024.
SF-17 (Ocean Beach Disposal Site): Condition survey of April 18 and May 10, 2024.

Requested Surveys:

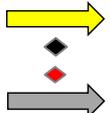
Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY23.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **6 JAN 2025**. 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.

FY 2024 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	
				FY2024						FY2025										
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																				
Oakland Harbor	2-Apr	16-May	7-Jun		→	◆	◆	→	→	→	→	→	→	→	→	700kcy	Curtin	Clamshell	BU	
Sacramento River (30 Foot Project)	25-Apr	18-Jun	3-Jul		→	◆	◆	→	→	→	→	→	→	→	→	115kcy	HME	Cutterhead or Clamshell	Various Upland	
Suisun Bay Channel	29-Apr	6-Jun	21-Jun		→	◆	◆	→	→	→	→	→	→	→	→	100kcy	HME	Clamshell	SF-16	
MOTCO Debris Relocation	6-May	26-Jun	25-Jul		→	◆	◆	→	→	→	→	→	→	→	→	# tons	CAM-Dutra	Excavator	N/A	
San Joaquin River (Port of Stockton)	12-Jun	12-Jul	23-Jul	→	◆	◆	→	◆	◆	→	→	→	→	→	→	150kcy	HME	Cutterhead or Clamshell	Various Upland	
Redwood City Harbor	1-Jul	6-Aug	26-Aug	→	→	→	→	→	→	→	→	◆	◆	→	→	400kcy	Curtin	Clamshell	BU/SF-11/SF-DODS	
Crescent City Harbor (Tier III)	9-Jul	13-Aug	26-Aug				→	◆	◆	→	→	→	→	→	→	75kcy	CAM-Dutra	Clamshell	Whaler Island	
Richmond Inner Harbor (Tier III)	11-Oct	12-Nov	26-Nov	→							→	◆	◆	→	→	380kcy	TBD	Clamshell	SF-DODS	
Petaluma River (Tier III)					D	E	F	E	R	R	E	D				200kcy	N/A	Clamshell	BU	
Moss Landing Harbor (Tier III)					D	E	F	E	R	R	E	D				40kcy	N/A	Cutterhead	BU	
WEST COAST HOPPER CONTRACT																				
	Target Award	Start Work	Stop Work																	
Humboldt Bar & Entrance Channels	30-Jan	7-Jun	8-Jul				→	→	→	→						900kcy	Manson	WCHC (Portland)	HOODS	
GOVERNMENT HOPPER																				
		Start Work	Stop Work																	
Humboldt B&E & Interior	N/A	26-Apr	5-May				→	→	→							150kcy	Yaquina	Govt Hopper	HOODS	
Humboldt Bar & Entrance Channels	N/A	N/A	N/A													300kcy	Essayons	Govt Hopper	HOODS	
SF Main Ship Channel	N/A	26-May	13-Jun				→	→	→							350kcy	Essayons	Govt Hopper	OBDS SF-8	
Richmond Outer Harbor (Tier III)	N/A	14-Jun	3-Jul				→	→	→							250kcy	Essayons	Govt Hopper	SF-10 SF-11	
Pinole Shoal	N/A	N/A	N/A		D	E	F	E	R	R	E	D				250kcy	Essayons	Govt Hopper	SF-10 SF-11	



Solicitation
 Bid Opening
 Contract Award
 Work Stoppage

West Coast Hopper Contract
 Gov't Dredge Yaquina
 Gov't Dredge Essayons

Env Window
 Mobilization
 Physical Dredging
 Hopper Dredging



FY 2025 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
				FY2025						FY2026									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Moss Landing Harbor	18-Mar	17-Apr	1-May							60kcy	TBD	Cutterhead or Clamshell	SF-12						
San Joaquin River	1-Apr	1-May	15-May							175kcy	TBD	Cutterhead or Clamshell	Various Upland						
Sacramento River	15-Apr	15-May	29-May							75kcy	TBD	Cutterhead or Clamshell	Various Upland						
Oakland Harbor	29-Apr	29-May	12-Jun							750kcy	TBD	Clamshell	BU SF-DODS						
Suisun Bay Channel	13-May	12-Jun	26-Jun							100kcy	TBD	Clamshell	SF-16						
MARAD SBRF	19-May	20-Jun	3-Jul							TBD	TBD	Clamshell	TBD						
Petaluma River	27-May	26-Jun	10-Jul							200kcy	TBD	Clamshell	TBD						
MOTCO Dredging	10-Jun	10-Jul	24-Jul							TBD	TBD	Clamshell	Upland						
Redwood City Harbor	24-Jun	24-Jul	7-Aug							200kcy	TBD	Clamshell	BU SF-DODS						
Richmond Inner Harbor	22-Jul	21-Aug	4-Sep							350kcy	TBD	Clamshell	BU						
Noyo River				D E F E R R E D						40kcy	TBD	Cutterhead	TBD						
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	30-Jan	TBD	TBD							600kcy	TBD	WCHC (Portland)	HOODS						
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	N/A	N/A							150kcy	Yaquina	Govt Hopper	HOODS						
Humboldt Bar & Entrance Channels	N/A	N/A	N/A							600kcy	Essayons	Govt Hopper	Nearshore						
SF Main Ship Channel	N/A	N/A	N/A							350kcy	Essayons	Govt Hopper	OBDS SF-8						
San Pablo Bay (Pinole Shoal)	N/A	N/A	N/A							250kcy	Essayons	Govt Hopper	SF-10 SF-11						
Richmond Outer Harbor	N/A	N/A	N/A	D E F E R R E D						250kcy	Essayons	Govt Hopper	SF-10 SF-11						
Solicitation Bid Opening Contract Award Work Stoppage				West Coast Hopper Contract Gov't Dredge Yaquina Gov't Dredge Essayons						Env Window Mobilization Physical Dredging Hopper Dredging				 					

**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN SLOUGH CHANNEL 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	07-16-2024	2000	4.96	55	50.5	55.0	55.5	54.1
Redwood City Harbor Redwood City Harbor	08-20-2024	300 943	3.94	30	20.1	29.2	28.2	27.1
Richmond Inner Harbor Entrance Channel	10-17-2024	809 1021	0.96	38	34.8	35.8	35.8	34.7
Richmond Inner Harbor Approach Channel	10-17-2024	809 1201	3.09	38	33.5	34.2	35.7	33.6
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	10-02-2024	600 1291	3.25	45	39.7	44.1	45.0	42.2
Richmond Outer Harbor Longwharf Turning Basin	10-03-2024	2188 5598	0.88	45	26.4	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6	3.6	4.5	4.8	4.8
Petaluma River Main Channel	07-30-2024	100 361	4.06	8	1.3	1.1	0.9	0.3
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	06-05-2024	75 245	3.19	15	2.2	8.7	9.0	7.2
Napa River Asylum Slough to Napa City	06-05-2024	102 183	9.92	10	2.0	4.4	2.7	0.9
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	06-13-2024	544 1997	4.62	50	45.7	47.5	48.6	47.6

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN SLOUGH CHANNEL 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	06-13-2024	296 1761						
Humboldt Bay Bar and Entrance Channel	07-11-2024	500 2113	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Eureka Channel	04-04-2024	400 416	1.69	26	2.0	3.8	11.4	7.0
Humboldt Bay Fields Landing Channel	04-04-2024	300 770	2.35	26	12.5	26.9	25.5	20.5
Humboldt Bay North Bay Channel	07-11-2024	400 657	3.04	38	31.1	39.1	38.9	33.5
Humboldt Bay Samoa Channel	04-04-2024	400 1000	1.83	38	33.2	35.1	34.5	17.6
Pinole Shoal Channel Pinole Shoal Channel	10-21-2024	600 1644	10.40	35	26.4	36.3	34.8	31.5
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	08-05-2024	300	2.84	35	34.9	35.0	35.0	35.0
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	10-11-2023	300	11.10	35	34.1	35.0	35.0	35.0
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	09-02-2024	400 411	4.42	35	35.2	35.0	35.1	35.3
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8	5.9	5.9	5.9	6.1

**REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER**

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	05-30-2024	500	5.66	30	29.0	31.1	31.2	30.0
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	12-08-2023	1000 4178	2.90	37	10.4	11.1	17.2	16.2
Mare Island Strait Mare Island Strait	05-02-2024	400 606	3.37	30	28.0	29.8	32.7	32.9
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	08-21-2024	3576 4769	5.97	45	23.9	37.3	36.8	35.2
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	10-20-2023	100 400	3.46	12	3.2	9.4	9.3	5.4
Moss Landing Moss Landing	07-24-2024	120 405	0.98	15	5.0	3.5	5.1	8.8
Noyo River Entrance Channel	10-25-2024	97 150	0.67	10	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	07-12-2024	200 320	0.42	20	16.4	16.8	15.6	15.0
Crescent City Inner Harbor Basin Channel	07-12-2024	200 300	0.39	15	14.3	14.7	14.3	12.7
Crescent City Marina Access Channel	07-12-2024	228 170	0.22	15	10.0	11.7	11.1	9.1
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

January 9, 2025

- ✎ In November and December 2024, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In November and December 2024, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse did not contact OSPR in 2024 regarding possible escort violations. The clearinghouse did not contact OSPR in 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 November 2024 there were 102 tank vessel arrivals: 20 ATBs, 7 Chemical Tankers, 21 Chemical/Oil Tankers, 28 Crude Oil Tankers, 1 LPG, 17 Product Tankers, and 8 Tugs with Barges. In November there were 235 total vessel arrivals.
- ✎ In December 2024 there were 103 tank vessel arrivals: 18 ATBs, 3 Chemical Tankers, 23 Chemical/Oil Tankers, 28 Crude Oil Tankers, 1 LPG, 22 Product Tankers, and 8 Tugs with Barges. In December there were 246 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	74		67	
ATB arrivals	20		14	
Barge arrivals to San Francisco Bay	8		17	
Total Tanker and Barge Arrivals	102		98	
Tank ship movements & escorted barge movements	343		340	
Tank ship movements	178	51.90%	188	55.29%
Escorted tank ship movements	148	43.15%	153	45.00%
Unescorted tank ship movements	30	8.75%	35	10.29%
Tank barge movements	165	48.10%	152	44.71%
Escorted tank barge movements	14	4.08%	21	6.18%
Unescorted tank barge movements	151	44.02%	131	38.53%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR

	0	0
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Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	201		329		0		156		686	
Unescorted movements	93	46.27%	172	52.28%	0	0.00%	80	51.28%	345	50.29%
Tank ships	81	40.30%	142	43.16%	0	0.00%	75	48.08%	298	43.44%
Tank barges	12	5.97%	30	9.12%	0	0.00%	5	3.21%	47	6.85%
Escorted movements	108	53.73%	157	47.72%	0	0.00%	76	48.72%	341	49.71%
Tank ships	104	51.74%	144	43.77%	0	0.00%	72	46.15%	320	46.65%
Tank barges	4	1.99%	13	3.95%	0	0.00%	4	2.56%	21	3.06%

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 December 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	77		76	
ATB arrivals	18		14	
Barge arrivals to San Francisco Bay	8		9	
Total Tanker and Barge Arrivals	103		99	
Tank ship movements & escorted barge movements	353		343	
Tank ship movements	168	47.59%	184	53.64%
Escorted tank ship movements	130	36.83%	147	42.86%
Unescorted tank ship movements	38	10.76%	37	10.79%
Tank barge movements	185	52.41%	159	46.36%
Escorted tank barge movements	19	5.38%	20	5.83%
Unescorted tank barge movements	166	47.03%	139	40.52%

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	208		343		0		156		707	
Unescorted movements	118	56.73%	197	57.43%	0	0.00%	90	57.69%	405	57.28%
Tank ships	104	50.00%	160	46.65%	0	0.00%	81	51.92%	345	48.80%
Tank barges	14	6.73%	37	10.79%	0	0.00%	9	5.77%	60	8.49%
Escorted movements	90	43.27%	146	42.57%	0	0.00%	66	42.31%	302	42.72%
Tank ships	87	41.83%	127	37.03%	0	0.00%	61	39.10%	275	38.90%
Tank barges	3	1.44%	19	5.54%	0	0.00%	5	3.21%	27	3.82%

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 2024

San Francisco Bay Region Totals

	<u>2024</u>		<u>2023</u>	
Tanker arrivals to San Francisco Bay	890		830	
ATB arrivals	205		172	
Barge arrivals to San Francisco Bay	130		153	
Total Tanker and Barge Arrivals	1,225		1,155	
Tank ship movements & escorted barge movements	4,233		4,040	
Tank ship movements	2,277	53.79%	2,327	57.60%
Escorted tank ship movements	1,793	42.36%	1,859	46.01%
Unescorted tank ship movements	484	11.43%	468	11.58%
Tank barge movements	1,956	46.21%	1,713	42.40%
Escorted tank barge movements	230	5.43%	228	5.64%
Unescorted tank barge movements	1,726	40.77%	1,485	36.76%

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	2,440		4,105		0		1,783		8,328	
Unescorted movements	1,141	46.76%	2,122	51.69%	0	0.00%	927	51.99%	4,190	50.31%
Tank ships	950	38.93%	1,653	40.27%	0	0.00%	798	44.76%	3,401	40.84%
Tank barges	191	7.83%	469	11.43%	0	0.00%	129	7.23%	789	9.47%
Escorted movements	1,299	53.24%	1,983	48.31%	0	0.00%	856	48.01%	4,138	49.69%
Tank ships	1,232	50.49%	1,762	42.92%	0	0.00%	762	42.74%	3,756	45.10%
Tank barges	67	2.75%	221	5.38%	0	0.00%	94	5.27%	382	4.59%

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
January 2025**

NOAA PORTS

The process is moving forward for a PORTS tide gauge up near West Sacramento. The tide gauge was installed in December and should go live in February, 2025.

Voluntary Speed Reduction Zone

Please be advised that **NOAA has extended the voluntary Vessel Speed Reduction (VSR) requests for the California zones through January 15, 2025** due to the continued presence of endangered whales.

All vessels 300 gross tons or larger are asked to reduce speeds to 10 knots or less when transiting within the VSR zones in California to reduce the risk of fatal vessel strikes. The attached and below advisory and charts were published in the District 11 Local Notice to Mariners.

We appreciate your attention to and cooperation with this voluntary slow speed request to protect endangered whales.

END OF REPORT

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

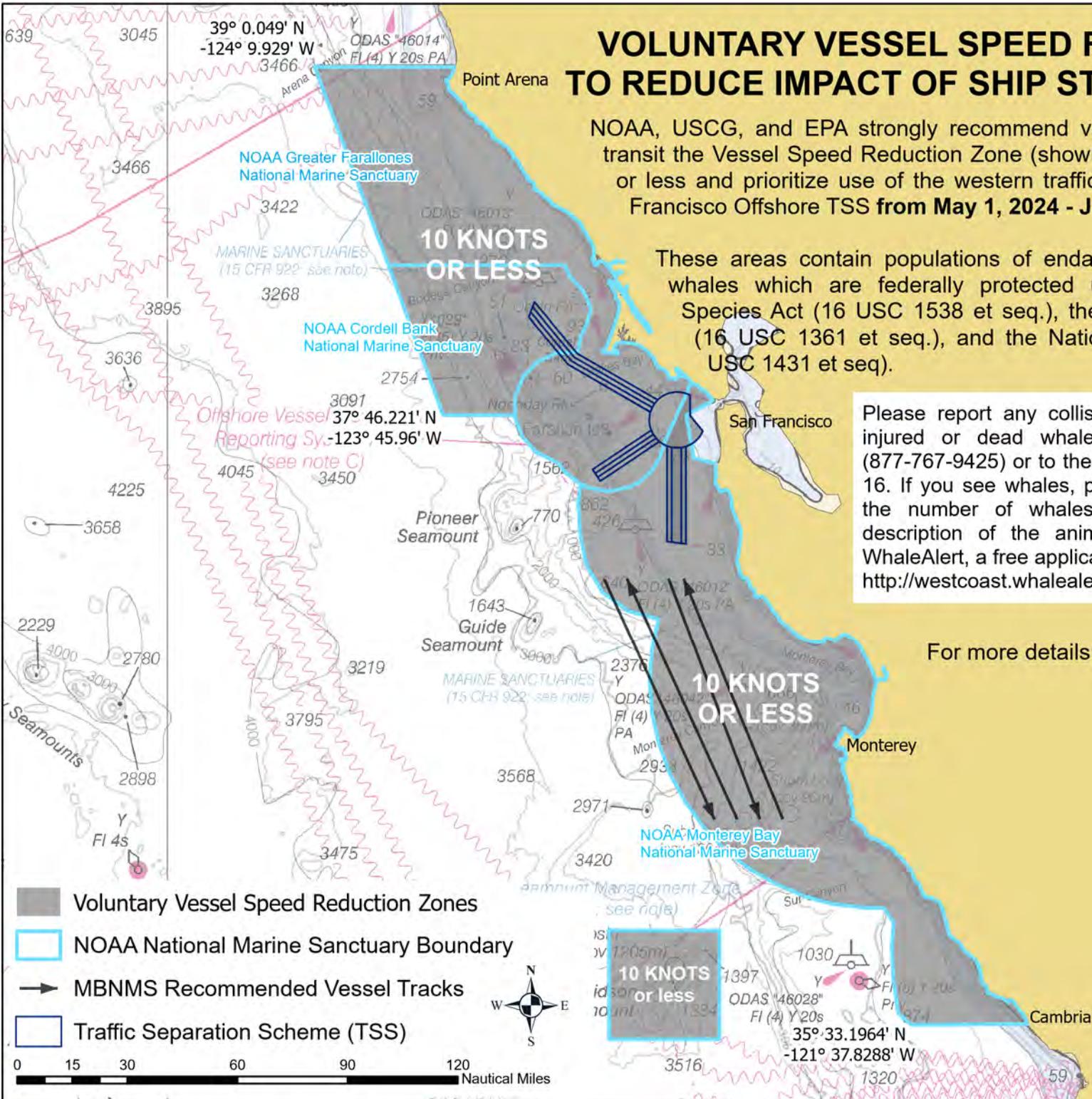
VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE IMPACT OF SHIP STRIKES ON WHALES

NOAA, USCG, and EPA strongly recommend vessels 300 gross tons or larger transit the Vessel Speed Reduction Zone (shown in gray in the map) at 10 knots or less and prioritize use of the western traffic lane when traveling in the San Francisco Offshore TSS from **May 1, 2024 - January 15, 2025**.

These areas contain populations of endangered blue, humpback and fin whales which are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals and report sightings through WhaleAlert, a free application available at: <http://westcoast.whalealert.org>.

For more details, please contact Jessica Morten at jessica.morten@noaa.gov or 805-203-3186



This map is not to be used for navigational purposes



CALIFORNIA STATE LANDS COMMISSION - NORTHERN FIELD OFFICE

DECEMBER 2024 COMPARISON REPORT for HARBOR SAFETY COMMITTEE

VESSEL TRANSFERS

	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
DECEMBER 1 - 31, 2023	182	9.89
DECEMBER 1 - 31, 2024	198	20.61

CRUDE OIL / PRODUCT TOTALS (BBLS)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products (D)</u>	<u>Other Products (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
DECEMBER 1 - 31, 2023	19,773,121	148,000	11,932,195	7,692,926	27,466,047
DECEMBER 1 - 31, 2024	18,667,912	0	10,972,286	7,705,629	26,373,541

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
DECEMBER 1 - 31, 2023	0	0	0	0
DECEMBER 1 - 31, 2024	0	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
20%	411	82	97	15

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.

By: MRA



CAL MARITIME



Marine Exchange
of the San Francisco Bay Region

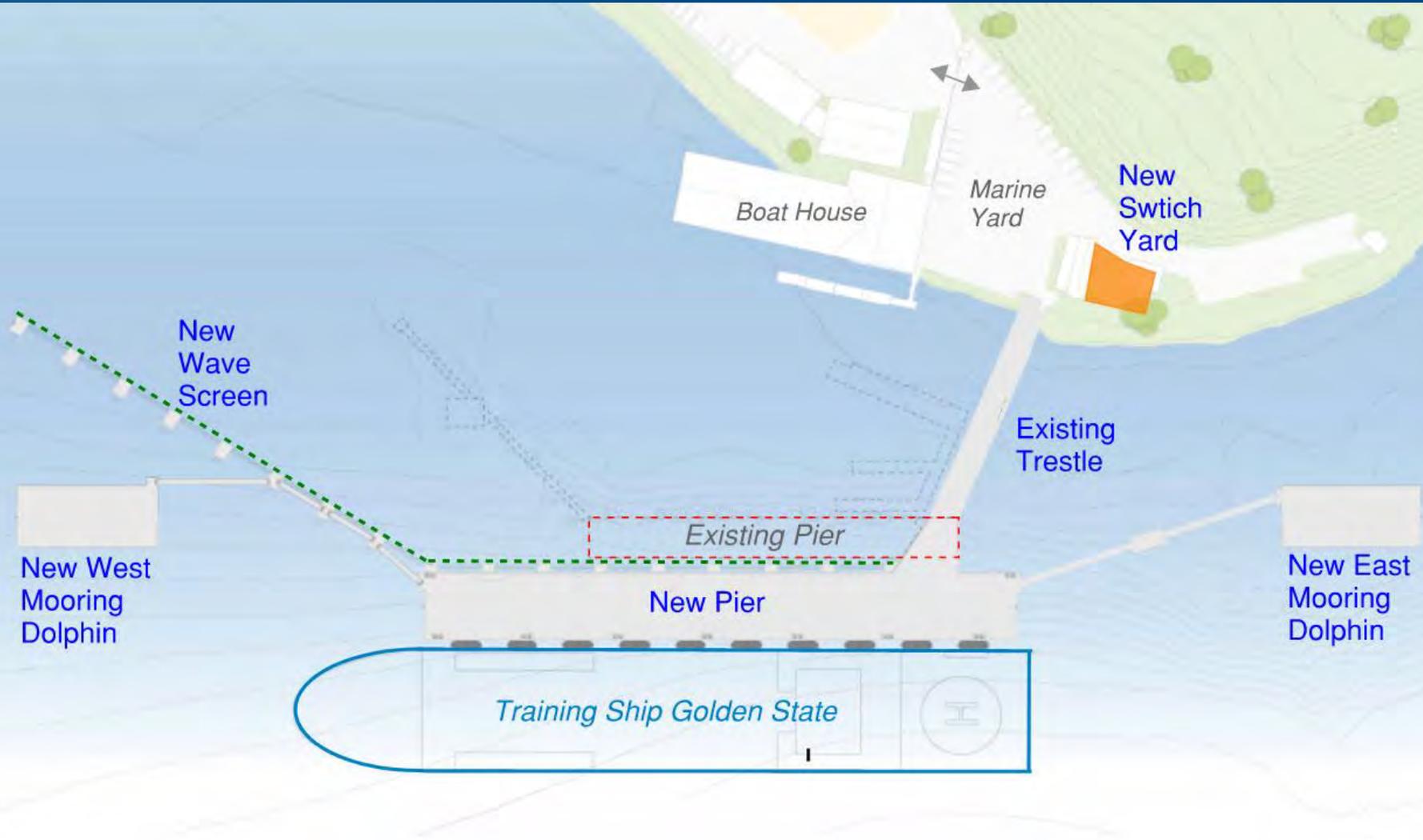
PIER REPLACEMENT

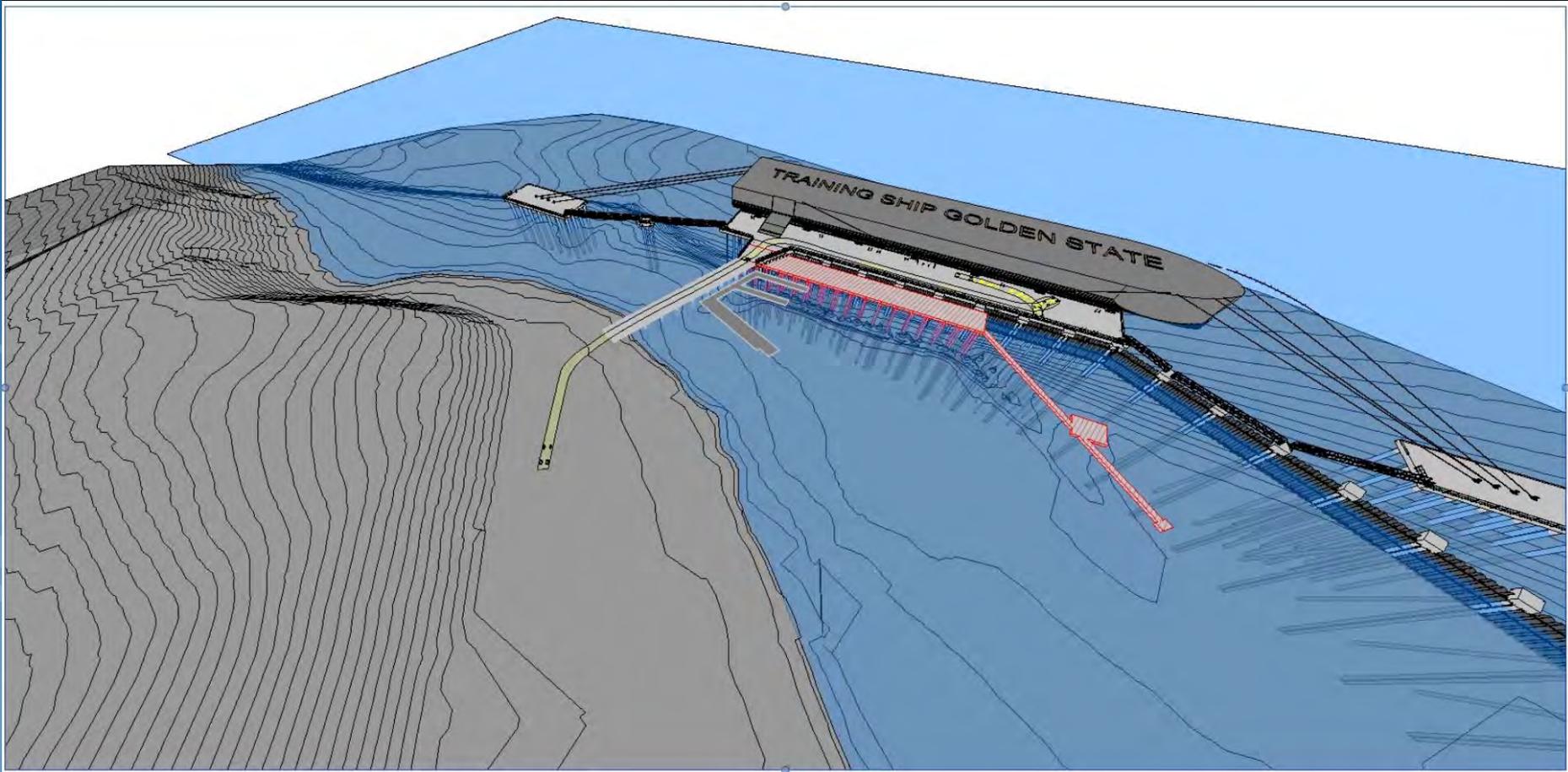
HARBOR SAFETY
COMMITTEE
REVIEW
01/09/2025

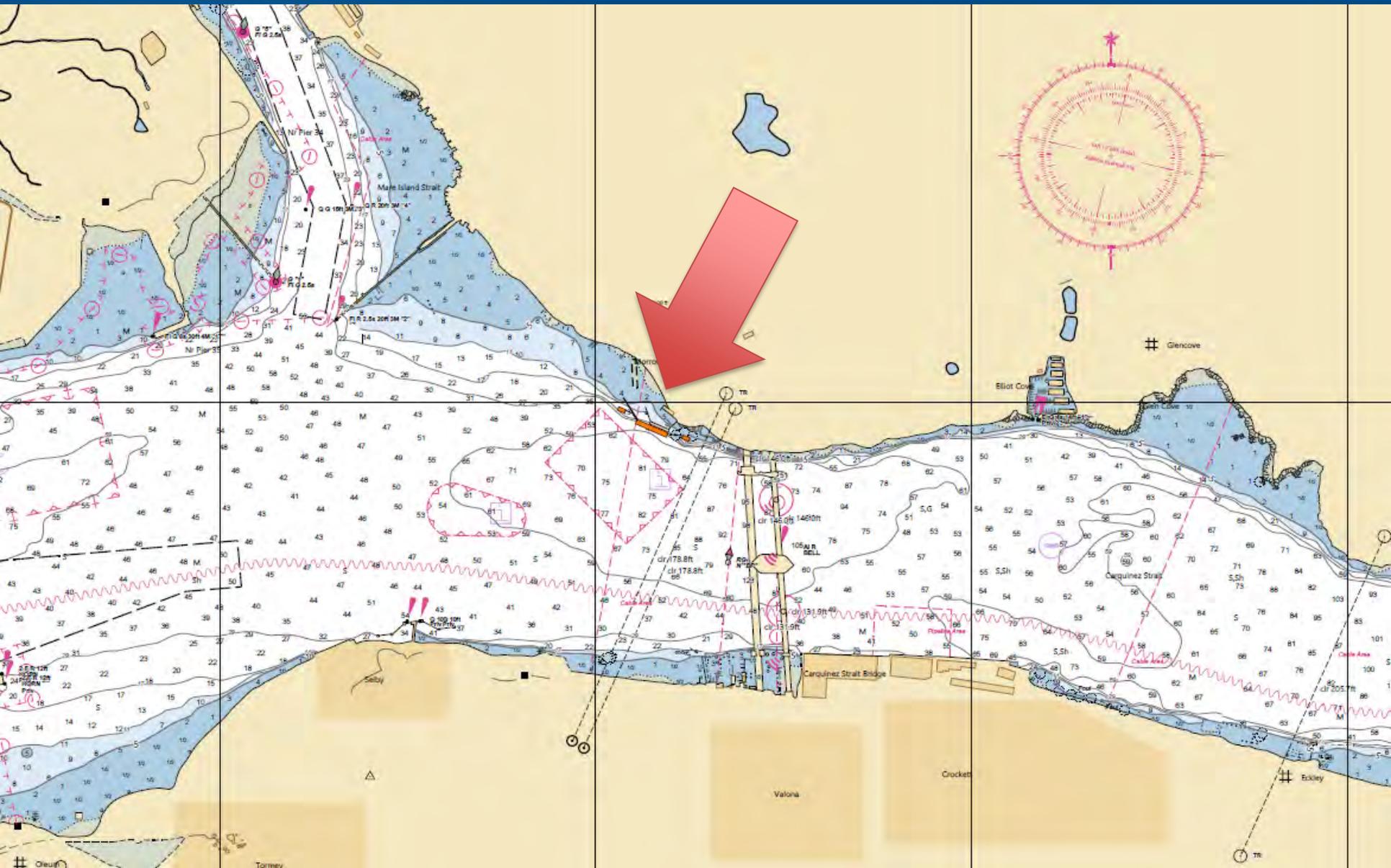


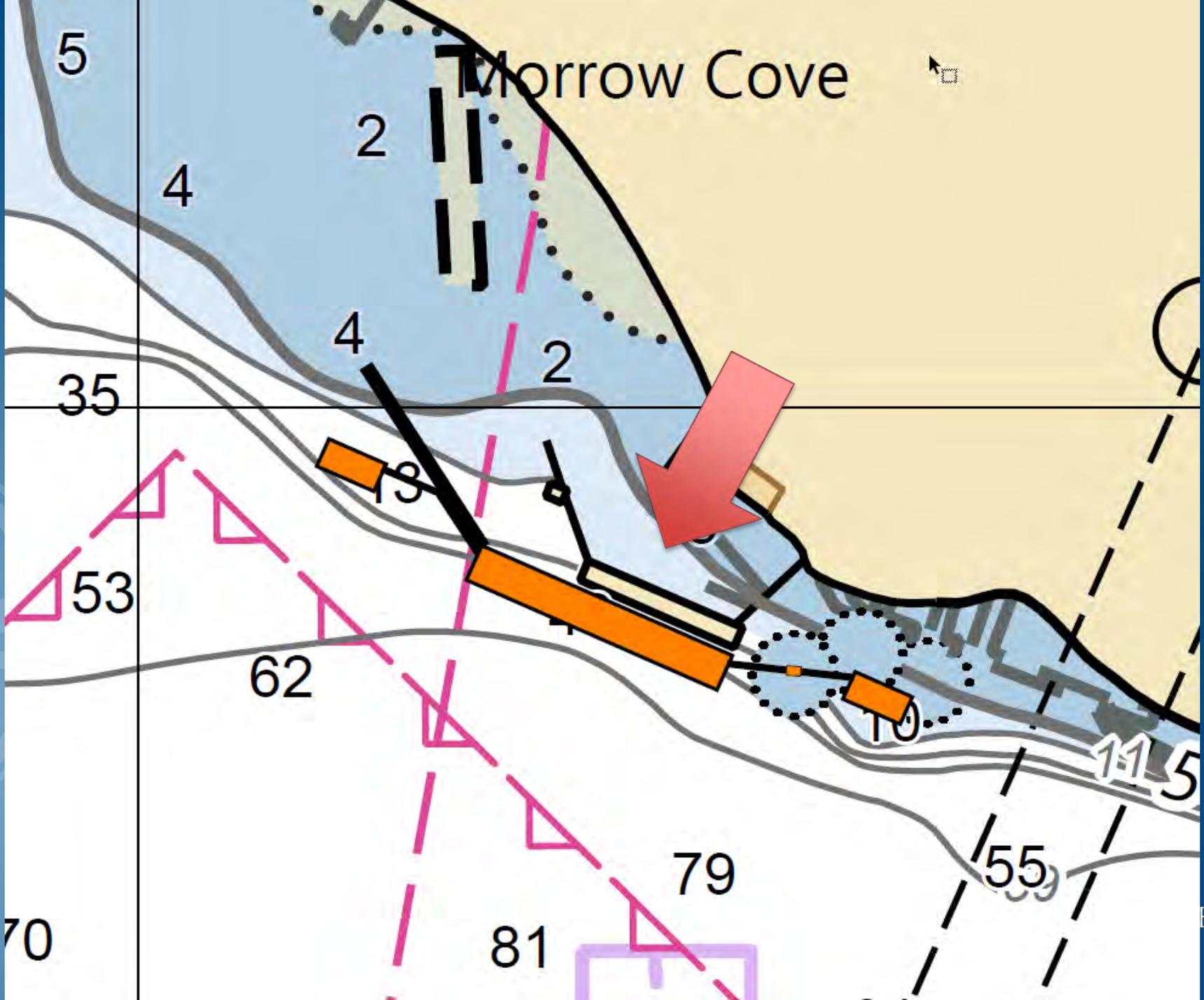


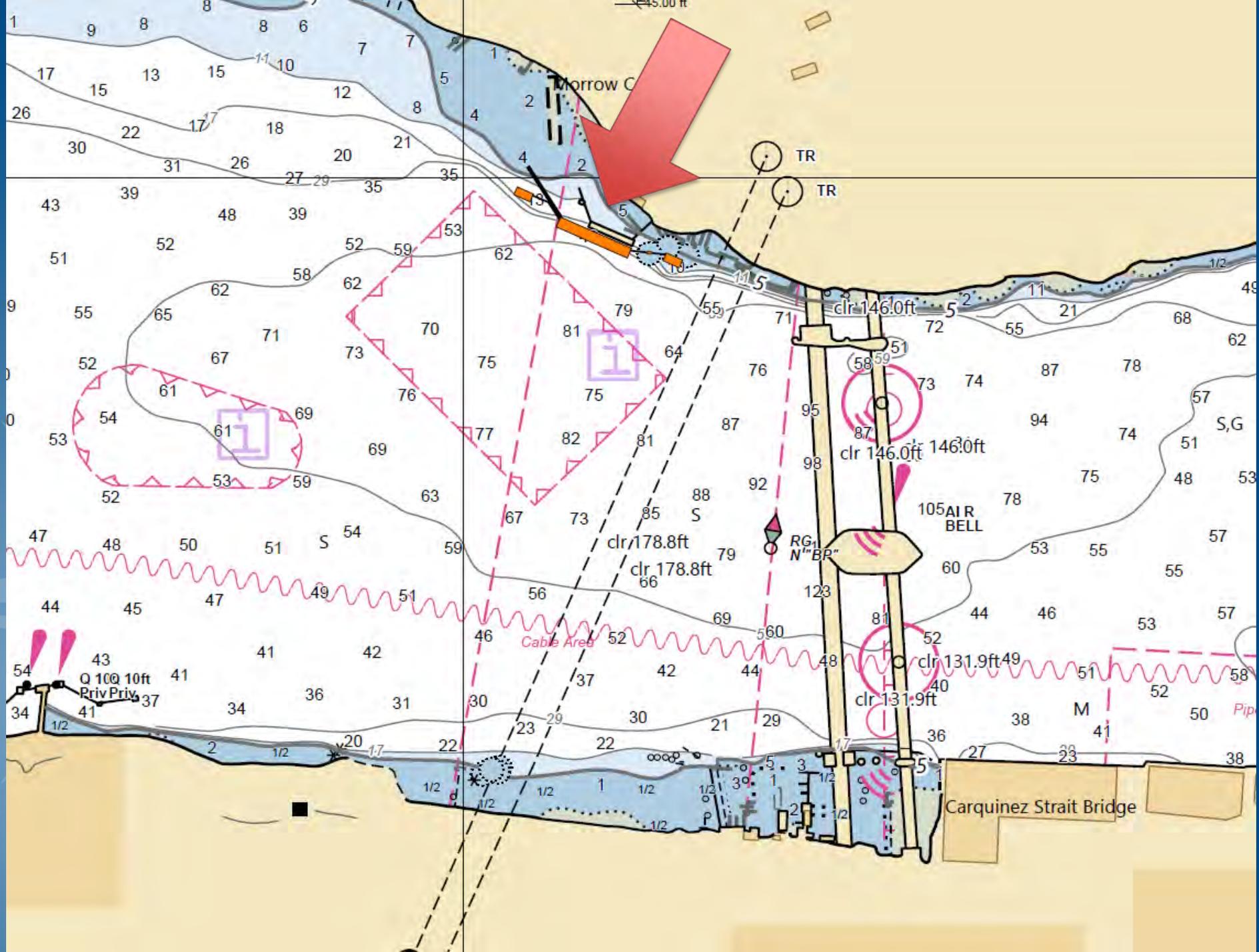
- Project Elements











Schedule

Permits, Concurrences & Approvals

EIR CEQA Certification - CSU Board of Trustees Meeting - Completed	July 2024
SRB Review and Concurrence	September 2024
CPDC 75% SD Approval - <i>Delegated Authority</i>	September 2024
CSU Permitting / Office of Fire Safety Submittal	February 2025
NEPA Approval Complete - Issuance of Record of Decision	March 2025
State Lands Commission Lease Agreement Complete	May 2025
MARAD Cooperative Agreement Complete	June 2025
Final Permits / Approvals Issued - BCDC USACE USCG CSU	August 2025
BB&PE Construction Begins	August 2025

Schedule

Construction

Project Area Turned Over to Design Build Team - Pier Boat Basin Marine Yard	June 2025
Final Permits Issued	August 2025
BB&PE Construction Begins	August 2025
1st In-Water Work Window Open - Pile Driving Pier & Dolphins	August 1, 2025
1st In-Water Work Window Close	November 30, 2025
Pier & Dolphins Deck Begins - Above Water Work	December 2025
Demolition of Old Pier Deck - Above Water Work	May 2026
2nd In-Water Work Window Open - Remove Old Pier Piles Dredging	August 1, 2026
2nd In-Water Work Window Close	November 30, 2026
Construction Complete - Pier Trestle Upgrade Utilities	December 2026
Construction Complete - Electrical	March 2027
Training Ship Golden State - Arrives Bay Area / Cal Maritime	March 2027



CAL MARITIME

Q&A

