

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

June 12, 2025

The Marine Mammal Center

2000 Bunker Road, Sausalito, 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 10:34.

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; **Robert Estrada** (M), Inlandboatmen's Union; **John Fadeeff** (M), Chevron Shipping Co.; **Brian Garcia** (A), NOAA; **Kathi George** (A), The Marine Mammal Center; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Paul Hendriks** (A), Baydelta Maritime; **Erin Pierson** (M), Crowley; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **Jessica Vargas** (A), US Army Corps of Engineers; **Joseph Vezzali** (M), Levin Richmond Terminal.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the May 8, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Kathi George introduced Dr. Jeff Boehm, Chief Advancement Officer of The Marine Mammal Center. Dr. Boehm advised that The Marine Mammal Center is celebrating their 50th anniversary with over 26,000 marine mammals treated. The organization's mission includes ocean conservation, scientific research, and education. There are more whales in the region this year which impacts navigation safety. Partnership with the HSC and maritime industry is a priority. A tour of the facility will be available after the HSC meeting. Scott Humphrey advised that a Mexican Navy ship recently struck the Brooklyn Bridge resulting in two fatalities aboard the vessel. A moment of silence was held. A final report on the regional Ports and Waterways Safety Assessment (PAWSA) 2025 Workshop is being finalized and will be distributed. A report will also be sent to MTC to inform bridge infrastructure safety planning. Scott Humphrey will be giving a presentation in August to an international organization of toll bridge and underwater infrastructure owners focusing on

Harbor Safety Committee of the SF Bay Region

June 12, 2025

Page 1

Harbor Safety Committee

of the San Francisco Bay Region

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

maritime bridge risk. Scott Humphrey attended Capitol Hill Ocean Week 2025 in Washington DC to advocate for continued CeNCOOS funding from NOAA. Ocean data is vital for navigation safety.

Coast Guard Report- Capt. Jordan Baldueza

- The USCG 2024 Port State Control Annual Report shows a decreased vessel detention rate and increased compliance with USCG regulations.
- NVIC 01-13 was revised on May 9th providing updated guidance on inspection and certification of vessels under the Maritime Security Program (MSP). NVIC 01-89 was revised on May 30th providing updated underwater survey guidance.
- New USCG cybersecurity regulations will take effect on July 16th, and a fact sheet was distributed. Reporting cyber incidents to the NRC will be required. USCG Cyber Command released their 2024 Cyber Trends and Insights in the Maritime Environment Report.
- A 152-foot derelict vessel is discharging oil in Little Potato Slough and will be removed by the USCG in mid-June.
- The barque training vessel USCG Cutter Eagle will be visiting the region in late June and tours will be available.
- No updates are available regarding the proposed reopening of the Alcatraz federal prison.
- LT William Harris read from the May- 2025 Prevention/Response Report (attached). This will be LT Harris's last HSC meeting before transferring out of Sector San Francisco. Capt. Maggie Hallahan thanked LT Harris for his assistance with a Sea Scout ship.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 Oakland Harbor dredging is still ongoing. Planning for FY25 dredging continues and funding has been increased. Debris removal for May was below average. A fire was recently reported at SF Pier 26 and the Dillard responded to help put the fire out. USACE assisted with deceased whale towing. Work continues on the Regional Dredge Material Management Plan and Oakland Harbor Turning Basins Widening Study. LTC Virginia Brickner is the new San Francisco District Commander. Surveys are posted and a channel condition report is included. Surveys are posted on the USACE eHydro website.

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

- Introduced Joseph Vezzali, Levin Richmond Terminal, the newly appointed primary HSC member representing Dry Cargo Vessel Operators II.
- An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Brian Garcia

- The NWS forecasts cooler foggy weather in June followed by above average temperatures in July as high pressure moves in. North winds and south swells are predicted. The summer is expected to be hot which could increase the risk of power outages. Fourth of July weather support is available for planned events.

State Lands Commission Report- Robert Booker (report attached)

PORTS Report- Marcus Freeling

- Service of PORTS buoy-mounted current meters was conducted in late May. Upgrades are being planned for the Bay Bridge Air Gap Station. Obsolete satlinks will be replaced at several PORTS stations. Plans are being made to Relocate the Oakland Berth 67 Weather Station due to future construction at the port. Deck replacement at the Martinez Amorco dock may temporarily impact the tide, current, and visibility stations located there. Windbird nosecones and batteries are being replaced at several PORTS weather stations. IP modems are being upgraded. 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>

Report on Seaspan LNG Bunkering – Zachary Garland, Seaspan Energy

- Zack Garland, Seaspan Energy, gave a presentation to the committee on proposed ship-to-ship Liquid Natural Gas (LNG) bunkering operations in the bay (slides attached). Seaspan Energy is part of The Washington Companies. LNG is an increasingly popular fuel for vessels and produces less greenhouse gas emissions than traditional bunker fuel. Renewable LNG is being developed. Seaspan Energy has acquired three new LNG bunkering vessels that have twin cargo tanks with 7,600 m3 capacity and a service speed of 13 knots. The robust cargo tanks keep the LNG cold and have advanced safety features including automatic shutoffs. LNG bunkering can be conducted while vessels are docked or at anchorage. The bunkering vessels are designed to

Harbor Safety Committee

of the San Francisco Bay Region

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

moor alongside receiving vessels. An operational risk assessment will be carried out with all stakeholders before LNG bunkering is performed. Safety is a priority. Engagement with the maritime community is welcome. Risk assessment workshops are planned. Approval of SF Bay LNG bunkering operations is requested.

- Robert Estrada advised of potential labor concerns with the proposed LNG bunkering. Seaspan Energy is a Canadian company which plans to bring in their own labor which could displace local workers. Zack Garland advised that LNG powered vessels are operating in the region and need fuel. The specialized jobs require extensive training and finding local workers is difficult. LNG bunkering does not displace regular fuel bunkering. All local regulations will be followed. Capt. Corbett asked about the risk of over-pressurization. Zack Garland advised that the risk of venting is low and has been mitigated.

Work Group Reports-

Plan Update Work Group- Cody Aichele-Rothman: The 2025 San Francisco Harbor Safety Plan (HSP) Update has been compiled. The HSP Update Transmittal Memo and the 2025 SF HSC Executive Summary were distributed (attached). No substantive changes were made to the plan this year. Justin Taschek advised that the Executive Summary be revised to note the PORTS Work Group's involvement in planning for the new West Sacramento Tide Station. Marcus Freeling advised that the revision will be included in the final draft of the HSP which will be posted on the Marine Exchange website. A motion was made and seconded to approve the 2025 HSP Update. The motion passed without dissent.

Tug Work Group- Erin Pierson: The Work Group met last month and is collaborating with the Tanker Tug Escort Work Group on updating escort regulations.

Navigation Work Group- Capt. David Corbett: Advised of reported issues with inoperable lights on the Richmond Bridge. Gary Reed, USCG VTS, was instrumental in addressing the problem which has been fixed.

Ferry Operations Work Group- Capt. Tony Heeter: The Work Group is focused on lithium battery firefighting issues. Procurement and testing of encapsulating agents and supplemental equipment are priorities. USCG regulations go into effect on July 16th requiring the reporting of cybersecurity incidents to the NRC. Updated ferry routing protocol guidelines are being finalized, and an HSC vote will be held for approval. Chris Gallup, Hornblower, hosted a tabletop fire response exercise this week and results will be presented.

Dredge Issues Work Group- Nothing to report.

Harbor Safety Committee

of the San Francisco Bay Region

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

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Nothing to report.

Marine Mammal Work Group- Kathi George: Introduced Leah Grimes, an intern with The Marine Mammal Center. Leah Grimes advised that over thirty different gray whales have been identified in the bay so far this year. Twelve new gray whales were reported in April. Most sightings have taken place in the central bay. Kathi George advised that the Whale Alert App is available to report sightings. Humpback whales have been reported in the strait and offshore. A whale was recently observed with a vessel strike injury but survived. Gray whale feeding behavior has been reported. Collaboration with the ferry industry was highlighted in a recent article from Golden Gate Ferry and WEDA produced a video on whale strike mitigation. Eighteen dead gray whales have been found this year, including five due to vessel strikes and thirteen due to unknown causes. USACE has assisted with towing whale carcasses. There is a plan in place to put whale carcasses on Angel Island and the addition of a mooring buoy on the beach is proposed to help facilitate the process. Other disposal locations are being considered as well. Today's planned Work Group meeting is canceled and will be rescheduled.

Tsunami Ready Maritime Work Group – Scott Humphrey: The Work Group met last month to address tsunami warning issues. Scott Humphrey will act as the Work Group Chair and a volunteer from Hornblower will be the Work Group Coordinator. The types of tsunami hazards were reviewed as well as the difference in impact from close vs. distant tsunamis. The next Work Group meeting will be scheduled. Representatives from BART and UC Berkeley are participating.

Tanker Tug Escort Work Group – Paul Hendriks: The Work Group met on Monday and Paul Hendriks was appointed Chair. The process of reviewing OSPR Tanker Escort Program regulations is underway. Updating regulation language and terminology is being focused on. The next Work Group meeting will be scheduled. Scott Humphrey advised that OSPR is separately updating escort regulations for ATBs with HSC involvement.

Public Comment-

- Capt. Maggie Hallahan gave a scheduled public comment in opposition to SFRPD proposed decommissioning of the Gashouse Cove Marina fuel dock. Maintaining the fuel dock is essential. PG&E is planning to dredge sediment that was polluted by a historical gas plant, but the dredging does not require the fuel dock to be closed. The CA Water Board has confirmed that the fuel dock does not require decommissioning. The fuel dock is the only one available for smaller boats including USACE vessels.

Harbor Safety Committee

of the San Francisco Bay Region

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

- A group of San Francisco Sea Scouts gave a presentation in support of keeping the Gashouse Cove Marina fuel dock in place. The fuel dock is essential for small boats. The city has future recreation plans for the region but there are sanitary issues due to nearby sewer drains. HSC engagement is requested.
- Justin Taschek introduced Port of Oakland interns. The final EIR for the Oakland Harbor Turning Basins Widening Study has been released, and a certification vote will be held on July 10th.
- Stas Margaronis, Propeller Club, advised of his attendance at the Norway Shipping Conference. The use of ammonia as a fuel of the future was presented. Some vessels in Australia and China are powered by ammonia. An IMO meeting will be held in October with a vote scheduled to approve the goal of zero emissions by 2050. The ORCA AI marine situational awareness system will be tested on a COSCO vessel.

Old Business- None

New Business- None

Next Meeting-

1000-1200, July 10, 2025
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:23.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (May 2025)
MARINE CASUALTIES
Grounding (11MAY2025): A U.S. flagged small passenger vessel grounded, experiencing significant damage, after breaking free of its moorings during heavy wind. USCG inspectors attended the vessel and issued an operational control requiring a full damage survey at dry dock prior to further operation. Case pends.
Grounding (15MAY2025): A U.S. flagged commercial fishing vessel grounded off Fort Ord Beach in Monterey County, CA. The vessel operator reported falling asleep at the operating station but was able to climb to shore after the vessel grounded. USCG Pollution responders attended the vessel. Case pends.
Loss of propulsion (27MAY2025): A U.S. flagged articulated tug and barge (ATB) experienced a reduction in propulsion while transiting the Carquinez Strait in the vicinity of the Carquinez Bridge. The vessel's port main diesel engine unexpectedly shut down during the transit; however, the vessel was able to safely maneuver to anchorage and conduct troubleshooting using the starboard main engine alone. Case pends.
Loss of propulsion (27MAY2025): A Marshall Islands flagged chemical tank vessel experienced a loss of propulsion while transiting inbound towards the Golden Gate Bridge. The pilot onboard noticed that the vessel's rpms were not responding and called for tug assistance before the vessel eventually lost rpms completely. The vessel regained some rpms and transited safely under the bridge and made it to anchorage assisted by a tug to conduct troubleshooting. Case pends.
VESSEL SAFETY CONDITIONS
Operational Control (27MAY25): A foreign flag tank vessel experienced a reduction of propulsion due to a malfunctioning fuel oil injector. USCG issued the vessel a COTP Order, which required the vessel to remain at anchorage. USCG received a satisfactory survey report on repairs from Class society and lifted COTP order. Case closed.
Operational Control (29MAY25): A foreign flag tank vessel experienced another reduction of propulsion due to malfunctioning fuel oil injectors. USCG issued the vessel a COTP Order, which required the vessel to remain at anchorage with a minimum one tug on stand-by. COTP Zone with a minimum 2 tug assist. USCG received a satisfactory survey report on repairs from Class society and lifted COTP order. Case closed.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inop Port Anchor (13MAY25): A vehicle carrier was issued an inbound/outbound LOD for a missing Port Side anchor. Repairs are scheduled for the vessel's next foreign port call. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
On 15MAY2025, a F/V operator fell asleep which caused him to run aground, hitting his head on impact causing a laceration but did not lose consciousness. Sector San Francisco Command Center (SSF CC) contacted Monterey County Comms who dispatched North County Fire Department (North Co FD) to respond landside. The mariner jumped off the boat onto the beach and North Co FD was able to locate him. EMS evaluated him on scene and transported him to a local hospital. SSF CC contacted Incident Management Division (IMD), the duty investigating officer, and the commercial fishing vessel Examiner. With a potential of 800 gallons of diesel, the fund was opened and IMD hired a contractor (Parker). SCC SF verified in accordance with ACP VOL II that the incident is in the vicinity of sensitive site 3-340. IMD duty team issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the responsible party. IMD pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).
On 24MAY2025, a pleasure craft discharged approximately less than 5 gallons of Diesel into the San Francisco Bay, creating a 300x50 yard sheen. The vessel discharged the diesel as a result of residual fuel being in the bilge water from a previous leak in the fuel tank that has since been repaired. OSPR was notified and went on scene to investigate. IMD duty team issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) via mail. IMD concluded that no further environmental threat exists. IMD pursued enforcement against responsible party pursuant to 33 U.S.C 1321(b)(3).
On 25MAY2025 a S/V, discharged approximately 5 gallons of Motor Oil into the Alameda Estuary, creating a sheen. Sector San Francisco Incident Management Division (IMD) received an NRC report of the incident. IMD duty team contacted the Responsible Party (RP), who confirmed that the vessel was insured and OSROs were contracted to deploy boom and recover oil. Alameda Fire Department arrived on-scene to cut mooring lines and deploy boom. IMD duty team arrived on-scene to monitor response operations. A verbal Notice of Federal Interest (NOFI) was issued to RP in person. OSROs deployed divers to assess all tanks and found all tanks empty. The sheen was created from a container of motor oil on deck at the time of vessel sinking. IMD concluded that no further environmental threat exists. IMD pursued enforcement against RP pursuant to 33 U.S.C. 1321(b)(3).
On 29MAY2025, the regulated facility discharged approximately 1 gallon of hydraulic oil into the Oakland Inner Harbor, creating a sheen. Sector San Francisco Incident Management Division (IMD) received an NRC report of an individual working at the facility, who tripped on a barge while carrying a bucket of hydraulic oil, spilling it into the water. IMD duty team interviewed the reporting party, who confirmed the details of the NRC report. IMD issued a Notice of Federal Interest (NOFI) to the responsible party (RP) during the field visit and mailed the regulated facility a Letter of Warning (LOW). The source of the pollution was secured and the facility used sorbent material to clean the oil. IMD concluded that no further environmental threat exists. IMD pursued enforcement against RP pursuant to 33 U.S.C 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2025			
PORT SAFETY CATEGORIES*	May-2025	May-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	0	2.39
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	9	6	7.06
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (2), Sinking (0)			
Steering (0), Propulsion (2), Personnel (1), Other (4), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	1.67
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	1	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	12	9	11.25
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2025	May-2024	**3yr Avg
U.S. Commercial Vessels	2	2	0.86
Foreign Freight Vessels	0	0	0.19
Public Vessels	2	1	0.97
Commercial Fishing Vessels	2	0	0.81
Recreational Vessels	11	5	7.72
Pollution Discharge Sources (Facilities)	May-2025	May-2024	**3yr Avg
Regulated Waterfront Facilities	1	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	3	3	4.56
Mystery Spills - Unknown Sources	5	8	6.44
Number of Pollution Incidents (By Spill Size)	May-2025	May-2024	**3yr Avg
Spills < 10 gallons	15	8	11.44
Spills 10 - 100 gallons	5	0	1.78
Spills 100 - 1000 gallons	1	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	11	7.78
Total Pollution Incidents	26	19	21.28
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2025	May-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	1.00	5.60
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	115.00	0.00	19.92
Estimated spill amount from Commercial Fishing Vessels	800.00	1.00	24.82
Estimated spill amount from Recreational Vessels	67.00	1.50	31.20
Estimated spill amount from Regulated Waterfront Facilities	10.00	0.00	1.98
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	81.00	5.50	45.17
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	7.00	5.17
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	1074.00	16.00	136.40
Penalty Actions	May-2025	May-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.11
Letters of Warning	3	0	3.33
Total Penalty Actions	3	0	3.50
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
June 12, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on May 8, dredging has continued at Oakland Harbor. Expected finish is now estimated to be mid-June. In addition, the first two dredging contracts of the '25 season were awarded: Moss Landing Harbor on May 22 and San Joaquin River (Port of Stockton) on June 4.

Planning for the FY25 dredging program continues in accordance with the year-long Continuing Resolution and the Corps' FY25 Work Plan that was made public on May 15. The FY25 dredging program schedule can be found at the end of this report.

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

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2, 2024, with bid opening held on May 16, 2024. The contract was awarded to Curtin Maritime on June 7, 2024, with actual dredging commencing on September 1, 2024. **Dredging continues at Oakland Harbor. Estimated completion is mid-June 2025.**

FY 2025 CONTRACT DREDGING PROGRAM

- a. **San Joaquin River (Port of Stockton)** – A dredging contract solicitation was posted on sam.gov on April 17 with bid opening held on May 19. The contract was awarded to Curtin Maritime on June 4. **Dredging is tentatively scheduled to start in mid-July.**
- b. **Sacramento River Deep Water Ship Channel** – A dredging contract solicitation was posted on sam.gov on April 30 with bid opening held on May 30. **Contract award pending review of bids.**
- c. **Suisun Bay Channel and New York Slough** – A dredging contract solicitation was posted on sam.gov on May 13 with bid opening scheduled for June 13.
- d. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – **Planning and design for a maintenance dredging event at the service craft berthing area at MARAD SBRF is currently paused until next year due to lack of funding to award the dredging contract.**
- e. **Petaluma River** – Planning and design for a maintenance dredging event at Petaluma River is currently underway with **contract award tentatively scheduled for end of July and dredging estimated to start mid-September.**

- f. **Military Ocean Terminal Concord (MOTCO)** – Planning and design for a dredging event at Wharf 2 and 3 at MOTCO is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start mid-September.
- g. **Redwood City Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September.
- h. **Richmond Inner Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October.
- i. **Oakland Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late September and dredging estimated to start early November.

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- a. **San Francisco Main Ship Channel** – **The Government Hopper Dredge Essayons arrived at the Main Ship Channel on June 1 after working in the Humboldt Bay Bar & Entrance Channel and immediately began dredging operations here. They will remain on station until around June 19 when they will transition to San Pablo Bay (Pinole Shoal).** The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- b. **San Pablo Bay (Pinole Shoal)** – **Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there by early July.** Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- c. **Richmond Outer Harbor** – Dredging is deferred to FY26 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 May was 5.5 tons. Dillard: 4 tons; Raccoon: 1.5 tons. Average debris removal for May from 2015 to 2024 is 78 tons (Range: 6 – 114.5).

On 14 MAY while on a routine patrol to remove floating debris, the crew of the USACE Drift Collector Dillard investigated smoke originating from Pier 26 in San Francisco. The crew of the Dillard contacted VTS on VHF 14 to report the fire and was asked to report it directly to USCG Sector San Francisco on VHF 16. The USCG subsequently relayed the situation to the SF Fire Department (SFFD). Dillard coordinated with SFFD Fire Boat 3 (Saint Francis) and SFPD Marine 3. With the permission of SF Fire Dept., Dillard began flooding the pier with water as flames were now visible (10 minutes from initial discovery). A SF Fire Dept fire boat relieved Dillard approximately 15 minutes after the initial discovery and extinguished the fire.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	23	0	0	23
FEB	65.3	0.5	0	65.8
MAR	14.3	0.8	0	15.1
APR	49	3	0	52
MAY	1.5	4	0	5.5
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
161.4



DILLARD crew using the fire suppression system to flood Pier 26 with water (Right) and standing by after SFFD Fireboat 3 arrived on scene (Left). Credit: USACE, San Francisco District, Navigation and Structural Branch and San Francisco Fire Department Fireboat 3.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

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

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

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

5. OTHER WORK

Regional Dredge Material Management Plan: The final round of reviews is underway, including **District Quality Control Review**, Agency Technical Review, Public Review, and USACE vertical team review, with a target to respond to all comments, complete back check, revise the final draft and receive all approvals to be ready for the FY26+ dredging program. **Interim agency approvals have been coordinated to support FY25 dredging.** 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. **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 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: After Dredge surveys (various dates) from October 2024 through March 2025.

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): February 27, 2025.

Petaluma River (Main Channel): Condition survey of May 16, 2025.

Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.

Pinole Shoal Channel: Condition survey of March 25, 2025.

Redwood City Harbor: Condition survey of March 3, 2025.

Richmond Inner Harbor: Condition survey of May 15-19, 2025.

Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.

Richmond Outer Harbor (Longwharf): Condition survey of April 15, 2025.

Richmond Outer Harbor (Southampton Shoal): Condition survey of February 20, 2025.

Sacramento River Deep Water Ship Channel: Condition survey of February 17-20, 2025.

San Bruno Shoal: Condition survey of May 30, 2025.

San Francisco Main Ship Channel: Condition survey of April 4-5, 2025.

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 February 14-17, 2025.

Suisun Bay Channel: Condition survey of May 6-8, 2025.

Suisun Bay Channel (Bullshead Reach): Condition survey of May 6-8, 2025.

Suisun Bay Channel (New York Slough): Condition survey of May 5-6, 2025.

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 April 18, 2025.

SF-10 (San Pablo Bay): Condition survey of April 11, 2025.

SF-11 (Alcatraz Island): Condition survey of May 2, 2025.

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 **9 JUNE 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 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	22-Jan	5-Mar	22-May													50kcy	TBD	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	4-Jun													175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	30-May	13-Jun													75kcy	TBD	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	13-Jun	27-Jun													100kcy	TBD	Clamshell	SF-16
Petaluma River	17-Jun	17-Jul	31-Jul													200kcy	TBD	Clamshell	TBD
MOTCO Dredging	13-Jun	14-Jul	12-Aug													40kcy	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													580kcy	TBD	Clamshell	BU
Oakland Harbor	12-Aug	11-Sep	25-Sep													750kcy	TBD	Clamshell	BU SF-DODS
MARAD SBRF Area 1	N/A	N/A	N/A		D	E	F	E	R	R	E	D				60kcy	TBD	Clamshell	BU
Noyo River	N/A	N/A	N/A		D	E	F	E	R	R	E	D				40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	Award: 3/7/2025	Start: 6/9/2025	Finish: 7/8/2025													Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	Start: 4/25/2025	Finish: 5/10/2025													150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Start: 5/20/2025	Finish: 5/31/2025													600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 6/1/2025	Finish: 6/19/2025													350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	Start: 6/19/2025	Finish: 7/7/2025													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 MARAD PIER 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	04-04-2025	2000	4.96	55	49.3	54.7	55.3	53.8
Redwood City Harbor Redwood City Harbor	03-03-2025	300 943	3.94	30	18.0	29.6	29.7	26.4
Richmond Inner Harbor Entrance Channel	05-15-2025	809 1021	0.96	38	36.8	37.3	37.2	37.1
Richmond Inner Harbor Approach Channel	05-15-2025	809 1201	3.09	38	33.3	34.0	36.5	33.2
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	02-20-2025	600 1291	3.25	45	39.2	44.0	44.6	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-15-2025	2188 5598	0.88	45	29.4	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	02-27-2025	100 361	4.06	8	3.2	4.4	4.4	4.5
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	03-26-2025	544 1997	4.62	50	48.4	50.0	50.1	47.7

**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 MARAD PIER 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	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay Bar and Entrance Channel	03-05-2025	500 2113	2.60	48	18.7	33.9	36.1	30.6
Humboldt Bay Eureka Channel	03-05-2025	400 416	1.69	26	4.0	3.7	10.5	7.1
Humboldt Bay Fields Landing Channel	03-05-2025	300 770	2.35	26	12.2	26.9	25.4	21.1
Humboldt Bay North Bay Channel	03-05-2025	400 657	3.04	38	31.5	36.6	33.7	22.8
Humboldt Bay Samoa Channel	03-05-2025	400 1000	1.83	38	33.3	35.6	34.2	17.5
Pinole Shoal Channel Pinole Shoal Channel	03-25-2025	600 1644	10.40	35	26.1	35.9	34.2	30.1
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	05-06-2025	300	2.84	35	33.3	34.1	34.1	28.7
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)	05-05-2025	400 411	4.42	35	33.7	34.3	33.7	33.9
MARAD Pass Channel	08-17-2021	450 605	1.00	32	24.2	23.9	23.7	23.2
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	05-30-2025	500	5.66	30	28.5	31.2	31.0	30.2
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	11-05-2024	1000 4178	2.90	37	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	05-22-2025	100 400	3.46	12	7.2	9.2	9.5	5.5
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	03-07-2025	200 320	0.42	20	17.3	19.1	18.8	17.1
Crescent City Inner Harbor Basin Channel	03-07-2025	200 300	0.39	15	14.4	15.2	15.2	12.9
Crescent City Marina Access Channel	03-07-2025	228 170	0.22	15	9.1	10.3	11.5	8.4
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

June 12, 2025

- 📄 In May the clearinghouse did not contact OSPR regarding any possible escort violations.
- 📄 In May the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- 📄 The clearinghouse has not contacted OSPR so far in 2025 regarding possible escort violations. The clearinghouse did not contact OSPR in 2024, 2023, 2022, or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- 📄 In May there were 113 tank vessel arrivals: 18 ATBs, 6 Chemical Tankers, 33 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 19 Product Tankers, and 14 Tugs with Barges.
- 📄 In May there were 260 total vessel arrivals.

San Francisco Bay Clearinghouse Report For May 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	81		75	
ATB arrivals	18		17	
Barge arrivals to San Francisco Bay	14		10	
Total Tanker and Barge Arrivals	113		102	
Tank ship movements & escorted barge movements	397		333	
Tank ship movements	329	82.87%	184	55.26%
Escorted tank ship movements	161	40.55%	151	45.35%
Unescorted tank ship movements	168	42.32%	33	9.91%
Tank barge movements	68	17.13%	149	44.74%
Escorted tank barge movements	29	7.30%	16	4.80%
Unescorted tank barge movements	39	9.82%	133	39.94%

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	229		383		0		164		776	
Unescorted movements	124	54.15%	198	51.70%	0	0.00%	84	51.22%	406	52.32%
Tank ships	108	47.16%	159	41.51%	0	0.00%	74	45.12%	341	43.94%
Tank barges	16	6.99%	39	10.18%	0	0.00%	10	6.10%	65	8.38%
Escorted movements	105	45.85%	185	48.30%	0	0.00%	80	48.78%	370	47.68%
Tank ships	93	40.61%	156	40.73%	0	0.00%	72	43.90%	321	41.37%
Tank barges	12	5.24%	29	7.57%	0	0.00%	8	4.88%	49	6.31%

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 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	359		890	
ATB arrivals	84		205	
Barge arrivals to San Francisco Bay	71		130	
Total Tanker and Barge Arrivals	514		1,225	
Tank ship movements & escorted barge movements	1,739		4,233	
Tank ship movements	1,228	70.62%	2,277	53.79%
Escorted tank ship movements	697	40.08%	1,793	42.36%
Unescorted tank ship movements	531	30.53%	484	11.43%
Tank barge movements	511	29.38%	1,956	46.21%
Escorted tank barge movements	113	6.50%	230	5.43%
Unescorted tank barge movements	398	22.89%	1,726	40.77%

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	1,002		1,675		0		734		3,411	
Unescorted movements	515	51.40%	875	52.24%	0	0.00%	395	53.81%	1,785	52.33%
Tank ships	425	42.42%	676	40.36%	0	0.00%	339	46.19%	1,440	42.22%
Tank barges	90	8.98%	199	11.88%	0	0.00%	56	7.63%	345	10.11%
Escorted movements	487	48.60%	800	47.76%	0	0.00%	339	46.19%	1,626	47.67%
Tank ships	438	43.71%	688	41.07%	0	0.00%	295	40.19%	1,421	41.66%
Tank barges	49	4.89%	112	6.69%	0	0.00%	44	5.99%	205	6.01%

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.



Marine Environmental Protection Division - Northern California Field Office
Report Combined for Harbour Safety Committee for May 2024 and 2025

VESSEL TRANSFERS

<u>DATE</u>	<u>Vessels Total Arrival</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
May 1-30, 2024	395	106	27
May 1-30, 2025	393	143	36
Difference	2	-37	-9

CRUDE OIL / PRODUCT TOTALS (BBLs)

<u>DATE</u>	<u>Crude Oil (D)</u>	<u>Renewable Products (D)</u>	<u>Other Oil Products (D)</u>	<u>Crude Oil (L)</u>	<u>Renewable Products (L)</u>	<u>Other Oil Products (L)</u>	<u>GRAND TOTAL</u>
							<u>(D) / (L)</u>
May 1-30, 2024	11,948,191	374,761	7,072,869	0	52,363	4,728,500	19,448,184
May 1-30, 2025	11,744,16	257,109	9,288,786	0	1,438,557	5,109,724	16,094,176
Difference	#NUM!	117652	-2215917	0	-1386194	-381224	3354008

OIL SPILL REPORTED

	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
	MARCH 1-31, 2025	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>
May 1-31, 2024	13%	422	54	0
May 1-31, 2025	14%	427	60	-2

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



Sector
San Francisco



STS LNG BUNKERING

Ship to Ship Liquefied Natural Gas Bunkering



NOTICE OF CONFIDENTIAL INFORMATION

This presentation contains trade secrets, or confidential financial, commercial, scientific or technical information of Seaspan ULC or its subsidiaries, affiliates, related parties, or partners. Any disclosure, dissemination, or use of this presentation or of any of the information contained herein is expressly prohibited, except as agreed by Seaspan ULC in writing. All copyright in and to this presentation owned by Seaspan ULC or its subsidiaries.



AGENDA

1 Introduction & Corporate Structure

2 Seaspan Energy LNGBV

3 Typical Bunkering Scenario

4 Benecia - Bunkering

5 Questions

The Washington Companies

 **seaspan**
MARINE



 **seaspan**
FERRIES



 **seaspan**
ENERGY



PETROBULK
MARINE



Canadian group of shipbuilding
Companies – *separate entity*

Sister Company, common
ownership – *separate entity*

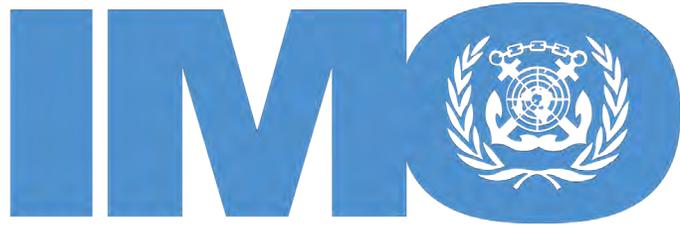
 **seaspan**
SHIPYARDS

 **seaspan**

SEASPAN ENERGY LNGBV



- 7,600 m³ capacity – twin cargo tanks
- High maneuverability – twin azimuthing + twin bow thrusters
- High efficiency DC distribution with propulsion redundancy
- Outfitted for propulsion battery system
- 113 m long, 18.5 m breadth, 5.5 m scantling draft
- 13 knots service speed
- Three manifolds – two midship, single bow
- Redundant BOG management capability
- State of the art STS and SSL system for maximum compatibility
- Static + Dynamic custody transfer system



PANAMA
MARITIME AUTHORITY



BUREAU
VERITAS



- Panama Flag – built in compliance with Transport Canada requirements
- Classed by Bureau Veritas – LNG Bunkering Vessel
- **USCG** – 33CFR, 46CFR compliant as applicable
- Fully manned vessel in accordance with Flag State requirements
- IMO – SOLAS – IGC Compliant
 - ✓ All officers – Advanced Liquefied Gas Tanker Cargo Operations
 - ✓ All ratings – Basic Liquefied Gas Tanker Cargo Operations
 - ✓ Fire and gas detection
 - ✓ ESD system
 - ✓ Fixed CO2 system
 - ✓ Water spray system
 - ✓ Hi-fog system
 - ✓ Dry chemical powder system
 - ✓ Portable extinguishers



TYPICAL BUNKERING SCENARIO

LNG as a marine fuel

Safety and Operational Guidelines – Bunkering

samf © Society for Gas as a Marine Fuel

- LNGBV designed to **moor alongside** receiving vessel
- Ship-To-Ship (STS) transfer can take place at **terminals** or **anchor**
- Seaspan works with customer and port authority to **define operational limits** and documentation
- Operational **risk assessment** carried out with all stakeholders
- Each **unique operation is engineered** to consider transfer and system operational parameters
- **Sophisticated ship emergency system** integration between both vessels
- Seaspan Energy was **first to market** with STS LNG bunkering services in the ports of Long Beach and Vancouver, BC.

Benecia - Bunkering



- Interest from car carriers
- **Request** to offer LNG Bunkers
- Seaspan has developed Joint Procedure of Bunker Operations in accordance with industry guidelines and standards.
- **Proposing** to hold risk assessment.
 - Shareholders: terminal, port, USCG, vessels, LNG SME, system designers
 - Efficiency: robust pre-workshop documentation with mitigations noted, allowing group to focus on location specific items.
 - Timeline: **Q3-2025 (?)**
 - Format: HAZID & HAZOP



Zack Garland

Zack.garland@seaspans.com

To: Harbor Safety Committee of the San Francisco Bay Region

Date: 1 June 2025

Subject: Annual Update of Harbor Safety Plan

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

The California State's Harbor Safety Committees are required to periodically update their plans for submittal to the OSPR Administrator. The Administrator subsequently determines whether to accept the revised Safety Plans. The Committee will vote at the next Harbor Safety Committee meeting whether to adopt an updated Executive Summary (enclosed with this memo), which highlights Committee activities since June 2024.

In addition to appendices updated by SFMX, appendices were revised by their responsible agencies and will be included in the plan approved by the Administrator.

In an effort to increase the plan's functionality, SFMX will make available substantive changes, such as Ferry routing protocol updates, as they are approved by the Committee. Work Group activity reports will continue to be added to the plan on an annual schedule.

Executive Summary 2024-2025

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

These are some notes and highlights showcasing the work of the SF HSC from June 2024 to May 2025:

- The SF HSC has continued to hold monthly hybrid meetings, with options available online, as well as rotating physical locations around the bay including sites in San Francisco, Oakland, Richmond, and Sausalito. Meetings are always open to the public.
- New SF HSC members were appointed by OSPR including Kevin Hartley, Crowley Petroleum Services, representing Tank Barge Operators, and Joseph Vezzali, Levin Richmond Terminal, representing Dry Cargo Vessel Operators II.
- The SF Marine Exchange is updating the SF HSC distribution list database to facilitate increased committee participation. The SF Marine Exchange conducted USCG industry orientation training for newly arrived servicemembers and invited them to the November 2024 SF HSC meeting to learn about the committee.
- The SF HSC voted in June 2024 to approve a petition for the addition of an at-large HSC member position focused on cybersecurity. OSPR denied the petition, but cybersecurity issues will continue to be addressed by the committee.
- In response to the Baltimore Bridge Collapse incident in early 2024, the SF Marine Exchange, in partnership with the SF HSC, conducted an IALA Risk Assessment of the San Francisco Bay region. The Metropolitan Transportation Commission (MTC) funded the risk assessment which included a quantitative IWRAP analysis of AIS data and a qualitative PAWSA workshop held on April 15-17, 2025, with over forty participants. Risk assessment results will be published and included in the SF Harbor Safety Plan. Results will also be provided to Caltrans and MTC for future infrastructure planning.
- The Tug Work Group held meetings on tug assist issues and is participating in the OSPR Tanker Escort Program review.
- The Navigation Work Group continued to engage on Vessel Speed Reduction (VSR) issues. The San Francisco Bar Pilots have revised their operational guidelines to include daylight and visibility restrictions. Conventional tugs are not permitted to conduct tanker escorts. Tide data for the delta is critical for navigation safety. The port of West Sacramento installed a new NOAA tide station, and the data is being used to improve local tide predictions.
- The Ferry Operations Work Group held regular meetings to consider issues including lithium battery firefighting. Lithium battery fires are a major concern for the ferry industry considering the prevalence of electric scooters and bikes on board. Supplemental and specialized firefighting equipment is needed. The Ferry Operations Work Group continued collaboration with The Marine Mammals Work Group on whale protection measures. Ferries have adopted a proactive approach to report and avoid whales in the bay. Updated ferry routing protocol traffic lanes were voted on and approved by the SF HSC in September 2024. A new downbound traffic lane was established and added to navigational charts. A second vote will be held for final approval of updated ferry routing protocol guidelines.

- The Dredge Issues Work Group focused on regional dredging priorities and funding considerations. Pinole Shoal Channel shoaling continues to be a concern.
- The PORTS Work Group is considering proposed upriver expansion of SF PORTS into the delta although funding has not been acquired. The Oakland Berth 67 Weather Station will need to be relocated due to future construction at the Port of Oakland.
- The Prevention Through People Work Group focused on recreational boating issues. The Bay Area Marina Operators (BAMO) group met quarterly. There are plans to remove the Gas House Cove fuel dock and move it to a new location in 2027. The Gas House Cove fuel dock is the only remaining fuel dock in San Francisco.
- The Marine Mammals Work Group held regular meetings to consider VSR issues and proposals for marine mammal protection. The VSR program in the SF Bay region runs from May 1st to December 31st. Ships are asked to reduce speed offshore for whale safety. There have been an increased number of whales in the bay in 2025. Local ferries have implemented policies to monitor whales and minimize impact. Outreach to recreational boaters is a priority. The June 2025 SF HSC Meeting will be held at The Marine Mammal Center in Sausalito.
- In response to confusion generated by a West Coast Tsunami Warning issued on December 5, 2024, the SF HSC established the Tsunami Ready Maritime Work Group tasked with developing guidelines and creating best practices for tsunami response in the bay.
- The new Tanker Tug Escort Work Group was established to review and propose updates to OSPR Tanker Escort Program regulations.
- Significant maritime events reported on by the USCG included San Francisco Fleet Week which was held on October 6-14, 2024. SEAR rated events were also held in San Francisco for Fourth of July and New Year's Eve.

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

- Henry Ruhl, Central and Northern California Ocean Observing System (CeNCOOS), gave a presentation to the committee. CeNCOOS is focused on ocean observation and engaging with maritime stakeholders. CeNCOOS maintains an HF radar network measuring ocean surface currents which can be used to aid Search and Rescue operations. Gliders are used to measure temperature. Water quality stations are useful for harmful algae risk mapping. Data collected by CeNCOOS is used for a variety of modeling applications. The SF Bay Currents mobile app is available and provides access to high-resolution ocean surface current speed and direction data.
- Melanie Roberts, SailGP, gave a presentation to the committee on the Sail Grand Prix Season 4 Grand Final racing event held on July 13-14, 2024, off the San Francisco City Front. An exclusion zone was in place for rehearsal and race days. Course marshal boats were used to enforce the exclusion zone in addition to USCG vessels.
- Omar Eriksson gave a presentation to the committee on maritime risk management and International Organization for Marine Aids to Navigation (IALA) standards. IALA was founded in 1957 and is responsible for developing international standards for VTS and ATON services. IALA is an Intergovernmental Organization partnering with the International Maritime Organization (IMO) to represent coastal member states. IALA risk assessments are conducted using both the PAWSA tool incorporating qualitative stakeholder input and the IWRAP tool for quantitative AIS data analysis. Using these tools together, the probability of collisions in a given area can be calculated. IALA has developed S-200 and S-100 standards for maritime data exchange and nautical charting. Having international data formatting standards for exchanging information is critical for risk management.

- Capt. Samar Bannister, Cal Maritime, gave a presentation to the committee on plans to replace the Vallejo campus pier. 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. 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. The diesel/electric vessel has increased capacity for students and will also be used for FEMA disaster relief efforts.
- Melanie Roberts, SailGP, gave a presentation to the committee on the Sail Grand Prix racing event held on March 22-23, 2025, off the San Francisco City Front. An exclusion zone was put in place for rehearsal and race days. Exclusion zone and racecourse maps were provided.
- LCDR Tammy Bolin, USCG, gave a presentation to the committee on the Coast Guard Investigations Division Sector San Francisco. Sector SF has a seventeen-person team to investigate marine casualty reports. The investigative process includes determining cause, whether misconduct was involved, civil and criminal evidence, and if new regulations could prevent the recurrence of the casualty. Report marine casualties to the USCG Command Center. Sexual Assault and Sexual Harassment (SASH) reports are required for incidents detailed in USCG MSIB 1-23. Marine casualty reporting procedures are detailed in USCG NVIC 01-15.
- Tamara Coffey gave a presentation to the committee on Kale Info Solutions, a global port logistics company with customers in over forty countries. A Port Community System (PCS) has been developed which includes a web portal for maritime stakeholders. Tools are available to help reduce port congestion and increase productivity in the maritime ecosystem. Assistance with trucking efficiency, invoicing, and mobile apps are available to help improve container throughput.
- LCDR Kristin Hass, USCG, gave a presentation to the committee on the implementation of new USCG cybersecurity regulations which go into effect on July 16, 2025. Incident reporting, cyber officers, cybersecurity plans, and mitigation measures will be required. A compliance guide is available.
- Kathryn Purcell, Port of San Francisco, and Rob Saur, PG&E, gave a presentation to the committee on the Beach Street Offshore Sediment Remediation Project along the northern San Francisco waterfront. Work is scheduled for June – November 2025. Sediment in the region was contaminated by a historic gas plant. PG&E and the Port of San Francisco are responsible for remediation which includes dredging in 2025 – 2030. Remediation plans and required permits are in place. 2025 work will focus on Piers 43 – 43½ which requires the temporary relocation of the Red & White Fleet and USS Pampanito. Dredged areas will be capped with clean rock and soil. Contaminated dredge material will be transported to the Montezuma disposal site in Collinsville. Notice to Mariners will be issued in addition to public outreach. Plans are in place to protect the environment and public. Work will be paused if whales are detected in the vicinity.

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