

# 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

September 11, 2025

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

**Scott Humphrey** (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:03.

**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; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Paul Hendriks** (A), Baydelta Maritime; **Lucas Juon** (M), Marathon Petroleum; **Tammie Lasiter** (M), SSA Terminals; **Erin Pierson** (M), Crowley; **Justin Taschek** (A), Port of Oakland; **Jessica Vargas** (A), US Army Corps of Engineers; **Joseph Vezzali** (M), Levin Richmond Terminal; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

### Approval of the Minutes-

A motion to accept the minutes of the July 10, 2025, meeting was made and seconded. The minutes were approved without dissent.

### Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Highlighted the account of USCG CDR Edward Seebald who was at Ground Zero in New York City during the 9/11 attacks and organized supply distribution. A moment of silence was held.

### Coast Guard Report- Capt. Jordan Baldueza

- Ongoing impacts of the 9/11 attacks include increased resolve and commitment to public service.

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- USCG Marine Safety Alert 14-15 was issued regarding testing and inspection of lithium battery systems. NVIC 01-16 CH-3 was issued regarding chart carriage requirements. MSIBs have also been issued. Details are posted to the USCG's public facing website: [www.dco.uscg.mil](http://www.dco.uscg.mil)
- The USCG has issued updated policy guidelines for LNG bunkering procedures and risk assessments.
- A USCG Small Passenger Vessel Industry Day will be held on November 7<sup>th</sup> at the Bay Model. A Facility Industry Day focused on cybersecurity will be held on November 14<sup>th</sup> at the Port of Oakland.
- The last remaining derelict and abandoned vessel has been removed from Little Potato Slough.
- The USCG is considering public-private partnerships for future San Francisco VTS operation. Upgrades to the ageing VTS system will be needed and alternatives are being considered.
- LCDR Clark Sanford read from the July and August- 2025 Prevention/Response Reports (attached). Scott Humphrey noted that there were forty LOP cases in 2024.

## **Army Corps of Engineers Report- Jessica Vargas**

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY25 dredge season is underway. Richmond Inner Harbor and Oakland Harbor dredging are scheduled for October-November. Debris removal for July and August was below average. The debris vessel Dillard is back in service and will be participating in Fleet Week this year. Surveys are posted, and a channel condition report is included.
- A question was asked about procedures for recovering lost containers in light of the recent Long Beach incident. Capt. Baldueza advised that containers have previously fallen into the water at the Port of Oakland. A survey was conducted to determine container position and operational controls were put in place until salvage. The Long Beach incident involved seventy-five containers falling into the water near an emissions capture barge that was alongside the ship. No major injuries were reported. Robert Estrada advised that there were safety concerns before the incident and the ship was listing. A procedure for reporting safety issues should be developed. Paul Hendriks advised that falling container incidents are not uncommon. Bunker barge protocol advises avoiding container bays alongside ships. Best practices have been developed and are in the LA/LGB Harbor Safety Plan. Jacqueline Moore, PMSA, advised of safety concerns related to the use of emissions capture barges. The barges are required due to CARB shore power regulations. Scott Humphrey proposed the HSC consider sending a letter to CARB outlining the safety concerns. A motion was made and seconded to consider drafting a letter to CARB and a vote on the matter will be held at the next HSC meeting.

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## **Clearinghouse Report- Marcus Freeling (report attached)**

### **OSPR Report- Mike Zamora**

- New HSC members have been appointed to the committee. Tammie Lasiter is the primary member representing Dry Cargo Vessel Operators I. Eric Napralla and Gerard Olson will be the new primary and alternate members representing the Port of Oakland. Lucas Juon is the primary member representing Tanker or Marine Oil Terminal Operators. John Fadeeff will be reappointed as the primary member representing Tanker Ship Operators.
- An updated HSC membership vacancy announcement was distributed (attached). Applications for vacant positions are welcome. Contact: [michael.zamora@wildlife.ca.gov](mailto:michael.zamora@wildlife.ca.gov)
- New OSPR regulations have been approved for Shoreline Protection Tables covering environmentally sensitive sites.

### **NOAA Report- Jeff Ferguson**

- Read from the NOAA HSC Report for September 2025 (attached). ENC regriding is ongoing. Chart updates are being made to deconflict channel frameworks. NOAA's National Marine Fisheries have developed a map displaying commercial fishery closures. The NWS reports that a La Nina Watch is in effect.

### **State Lands Commission Report- Robert Booker (report attached)**

- A report on invasive golden mussels will be given at the October HSC meeting.

### **PORTS Report- Marcus Freeling**

- Major field service of several PORTS stations was conducted in late August with the assistance of expert contractors. Solar panel, cable, antenna, IP modem, and battery upgrades were done at the Oakland Middle Harbor Park weather station, Oakland LB3 current meter shore station, Oakland Berth 38 visibility station, Oakland LB4 current meter shore station, Oakland Berth 34 weather station, Oakland Berth 67 weather station, Pittsburg weather station, and San Francisco Pier 1 weather station. Software upgrades and windbird nosecone replacements were also performed and six upgraded satlinks were installed. GPS antenna and software upgrades were conducted at the Bay Bridge air gap station. All PORTS stations are back online following successful service. PORTS stations were originally installed over fifteen years ago and maintenance is needed to keep them operational. PORTS maintenance funding is limited. Planned deck replacement at the Martinez Amorco dock this fall may temporarily impact the

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tide, current, and visibility stations located there. Relocation of the Oakland Berth 67 weather station has been postponed. The UPRR Bridge wind station is experiencing data issues and will be serviced soon. 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 Operations – Zachery Garland, Seaspan Energy**

- Zachery Garland, Seaspan Energy, gave a follow up report on proposed ship-to-ship Liquid Natural Gas (LNG) bunkering operations in the bay. An initial presentation was given at the June 2025 HSC meeting. Seaspan Energy has submitted an official proposal to the USCG for LNG bunkering operations in Anchorage 9. The USCG issued a policy letter regarding LNG bunkering procedures. A risk assessment will be conducted. A stakeholder information session will be held on September 23<sup>rd</sup> at the Port of Oakland (flyer attached).

## **Work Group Reports-**

**Tug Work Group-** Erin Pierson: Partnership with Tanker Tug Escort Work Group is ongoing.

**Navigation Work Group-** Capt. David Corbett: A Work Group meeting will be scheduled to consider navigation issues and participation is welcome.

**Ferry Operations Work Group-** Capt. Tony Heeter: Golden Gate Ferry will be participating in a full-scale multi-agency exercise hosted by SFO on September 17<sup>th</sup> simulating downed aircraft response in shallow water. Updated ferry routing protocol guidelines are still being finalized.

**Dredge Issues Work Group-** Nothing to report.

**PORTS Work Group-** Justin Taschek: Eric Napralla will be taking over as Chair of the PORTS Work Group with Gerard Olson as backup.

**Prevention through People Work Group-** Scott Grindy: The next BAMO meeting will be held on September 25<sup>th</sup>. The 2025 Rolex Big Boat Series sailing event is underway.

**Marine Mammal Work Group-** Kathi George (A), The Marine Mammal Center: An increased number of whales have been reported offshore and in the TSS. Planning is underway for next year. A whale safety training and certification program is being developed for commercial vessel operators. A Work Group meeting will be held after today's HSC meeting.

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**Tsunami Ready Maritime Work Group** – Scott Humphrey: Olivia Fabrizio, Hornblower Cruises, is the Work Group Coordinator. Education is the primary focus. CeNCOOS has provided recent tsunami data highlighting risks to deep draft vessels in port.

**Tanker Tug Escort Work Group** – Paul Hendriks: TTE Work Group meetings are scheduled every other week. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing.

## **Public Comment-**

- Scott Humphrey introduced Admiral Eric Jones, Cal Poly Maritime Academy superintendent. Admiral Jones advised that Cal Maritime is now the Cal Poly Solano Campus. Construction of the new training ship pier is set to begin next week. The Golden Bear will anchor in Suisun Bay during construction. A new training vessel is expected to arrive in September 2027.
- Robert Barley, Golden Gate Ferry, thanked the USCG for their responsiveness and partnership regarding vessel inspections.
- Justin Taschek advised of proposed congressional abandoned vessel legislation. The Abandoned Vessel Prevention Act includes seller provisions and increased responsibility after sale.

## **Old Business-**

- Cody Aichele-Rothman, representing BCDC, proposed an HSC Work Group be formed to review the Ports and Waterways Safety Assessment (PAWSA) 2025 report, identify regional risk, and propose recommended mitigation measures. A motion was made and seconded to consider forming a PAWSA Work Group and a vote on the matter will be held at the next HSC meeting.

## **New Business-**

- The October HSC meeting date has been changed due to conflict with Fleet Week.

## **Next Meeting-**

1000-1200, October 23, 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 11:57.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

## MARINE CASUALTIES

**Loss of Propulsion (05JUL25):** A foreign flag tank vessel experienced a loss of propulsion while transiting to Anchorage 9. Propulsion was lost 3 times, and the engine was unable to maintain RPMs. USCG received satisfactory Class report attesting to repairs. Loss of Propulsion was not attributed to fuel switching. Case closed.

**Loss of Propulsion (10JUL25):** A foreign flag tank vessel experienced a loss of propulsion while anchoring in Anchorage 9. Astern helm commands were given from the bridge, and the engine was unresponsive. USCG received satisfactory Class report attesting to repairs. Loss of Propulsion was not attributed to fuel switching. Case closed.

**Loss of Propulsion (11JUL25):** A U.S. flag passenger vessel experienced a loss of propulsion while transiting in the vicinity of Alcatraz Island. Class reported to USCG satisfactory repairs and sea trials. LOP was not attributed to fuel switching. Case closed.

**Fire (16JUL25):** A U.S. flag commercial fishing vessel experienced a fire while anchored off the coast of Capitola, CA. The crew were safely recovered by harbor patrol and the vessel burned until eventually sinking. The vessel was salvaged from the water a couple of days later. USCG and ATF investigators attended the recovery. Case pends.

**Loss of Propulsion (17JUL25):** A U.S. flag towing vessel experienced a loss of propulsion while conducting towing operations near Richmond, CA. The vessel's port engine unexpectedly shut down causing reduced propulsion capability. Class attended the vessel and will issue a report of findings. Case pends.

**Loss of Propulsion (18JUL25):** A foreign flag tank vessel experienced a loss of propulsion while shifting berths at Richmond, CA. The vessel failed to engage astern propulsion after multiple attempts made by the pilot. Class has attended the vessel and issued a report of findings to USCG. Case pends.

## VESSEL SAFETY CONDITIONS

**Operational Control (27JUN25):** A foreign flag tank vessel experienced a hydraulic oil leak on deck caused by a corroded hydraulic line. The hydraulic line was connected to both the vessel's cargo and mooring systems. USCG issued the vessel a COTP Order, which restricted the vessel from cargo and mooring ops. USCG received a satisfactory report on repairs and lifted COTP order. Case closed.

**Operational Control (05JUL2025):** A foreign flag tank vessel reported three separate incidents of loss of propulsion. USCG issued the vessel a COTP Order requiring the vessel to remain at Anchorage 9. USCG received a satisfactory report on repairs and lifted the COTP order. Case closed.

## NAVIGATIONAL SAFETY

**Letter of Deviation (LOD), Inop X-Band Radar, (16JUL25):** A foreign flag chemical carrier was issued an inbound LOD for an inoperable X-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

**Letter of Deviation (LOD), Inop Speed Log, (19JUL25):** A foreign flag bulk freight vessel was issued an inbound LOD for an inoperable speed log. Repairs were conducted and the equipment is working properly. Case closed.

## SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

**Letter of Warning (06JUL25):** A submerged pleasure craft discharged approximately 3 gallons of gasoline into Discovery Bay. Operator error while attempting to tow a jet ski caused the vessel to submerge. The responsible party's organization secured the source, cleaned the pollution and removed the vessel from the waterway. USCG issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the responsible party. USCG pursued enforcement against RP pursuant to 33 U.S.C. 1321(b)(3).

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

July 2025

PORT SAFETY CATEGORIES*	Jul-2025	Jul-2024	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	1	1	2.14
Navigation Safety (1), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	9	5	6.94
Allision (0), Collision (0), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (1), Other (2), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	2	0	1.58
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (1), R.C. (0), Other (0)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.08
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.00
<b>Total Port Safety (PS) Cases opened</b>	<b>12</b>	<b>6</b>	<b>10.78</b>
<b>MARINE POLLUTION RESPONSE</b>			
Pollution Discharge Sources (Vessels)	Jul-2025	Jul-2024	**3yr Avg
U.S. Commercial Vessels	1	1	0.86
Foreign Freight Vessels	0	0	0.19
Public Vessels	2	0	1.03
Commercial Fishing Vessels	0	1	0.81
Recreational Vessels	3	12	8.03
Pollution Discharge Sources (Facilities)	Jul-2025	Jul-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	3	0	4.61
Mystery Spills - Unknown Sources	6	6	6.67
Number of Pollution Incidents (By Spill Size)	Jul-2025	Jul-2024	**3yr Avg
Spills < 10 gallons	6	20	11.47
Spills 10 - 100 gallons	0	0	1.78
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	9	0	8.25
<b>Total Pollution Incidents</b>	<b>15</b>	<b>20</b>	<b>21.78</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jul-2025	Jul-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	1.00	2.00	5.46

Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	2.00	0.00	19.98
Estimated spill amount from Commercial Fishing Vessels	0.00	1.00	24.79
Estimated spill amount from Recreational Vessels	4.00	13.00	32.23
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.87
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	1.25	0.00	46.79
Estimated spill amount from Unknown Sources (Mystery Sheens)	6.00	6.00	5.39
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>14.25</b>	<b>22.00</b>	<b>139.04</b>
<b>Penalty Actions</b>	<b>Jul-2025</b>	<b>Jul-2024</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	1	9	3.19
<b>Total Penalty Actions</b>	<b>1</b>	<b>9</b>	<b>3.33</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

## **SIGNIFICANT PORT SAFETY AND SECURITY CASES (August 2025)**

### **MARINE CASUALTIES**

**Loss of propulsion (01AUG25):** A U.S. flagged passenger vessel experienced a reduction in propulsion while underway in the Oakland Alameda Estuary. The port engine experienced a reduced thrust due to a failure of the engine engagement pin. Following installation of a new engine, USCG attended the vessel and witnessed satisfactory sea trials. LOP was not attributed to fuel switching. Case closed.

**Loss of propulsion (06AUG25):** A U.S. flagged freight vessel experienced a loss of propulsion while transiting outbound San Francisco Bay in the vicinity of the Golden Gate Bridge. A lube oil leak was found to be the cause of the reduction in propulsion. USCG received a satisfactory Class report attesting to repairs. LOP was not attributed to fuel switching. Case closed.

**Loss of propulsion (06AUG25):** A U.S. flagged container vessel experienced a loss of propulsion while conducting propulsion checks prior to mooring in the Port of Oakland. The vessel was safely moored with the assistance of tugs. USCG received a satisfactory Class report attesting to repairs. LOP was not attributed to fuel switching. Case closed.

**Loss of propulsion (08AUG25):** A U.S. flagged towing vessel experienced a loss of propulsion while transiting in the vicinity of Richmond, CA. A faulty emergency fuel valve unexpectedly closed causing the LOP. USCG received a satisfactory Class report attesting to repairs and sea trials. LOP was not attributed to fuel switching. Case closed.

**Loss of propulsion (08AUG25):** A U.S. flagged towing vessel experienced a loss of propulsion while transiting off the coast of Morro Bay, CA. A faulty lube oil sensor caused the starboard engine to shut down. USCG received a satisfactory Class report attesting to repairs. LOP was not attributed to fuel switching. Case closed.

**Collision (10AUG25):** A U.S. flagged small passenger vessel, and a recreational sailing vessel collided in San Francisco Bay. A USCG investigation is ongoing. Case pends.

**Fire (11AUG25):** A U.S. flagged small passenger vessel experienced an engine fire while transiting in the vicinity of Berkeley Marina. USCG investigators and inspectors attended the vessel to assess damage and an investigation is ongoing. Case pends.

**Allision (21AUG25):** A U.S. flagged towing vessel allided with an Aid to Navigation light on the Sacramento River. The allision resulted in damage to the AtoN. Case pends.

**Loss of propulsion (28AUG25):** A U.S. flagged passenger vessel experienced a reduction in propulsion while mooring in Alameda, CA. USCG inspectors attended the vessel and witnessed satisfactory sea trials following repairs. LOP was not attributed to fuel switching. Case pends.

### **NAVIGATIONAL SAFETY**

**Letter of Deviation (LOD) (06AUG25):** A foreign flag container vessel was issued an outbound LOD for an inoperable starboard anchor. Case closed.

### **SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES**

**Letter of Warning (04AUG2025):** A submerged 50 ft fishing vessel discharged an unknown quantity of diesel into the San Francisco Bay. Incident Management Division (IMD) issued a Notice of Federal Interest (NOFI) and an Administrative Order for vessel removal. The party responsible failed to comply, resulting in USCG federally assuming responsibility for the cleanup and removal of the vessel. IMD issued a Letter of Warning (LOW) to the party responsible pursuant to 33 U.S.C. 1321(b)(3). IMD concluded that no further environmental threat existed.

**Letter of Warning (09AUG2025):** A foreign cargo vessel discharged 4 gallons of hydraulic oil onto a dock and approximately 1 liter went into the Sacramento River. The party responsible secured the leak source and made repairs. IMD issued a Letter of Warning (LOW) pursuant to 33 U.S.C 1321(b)(3). IMD concluded that no further environmental threat existed.

**PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS**

**August 2025**

PORT SAFETY CATEGORIES*	Aug 2025	Aug 2024	**3yr Avg
<b>Total Number of Port State Control Detentions:</b>	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
<b>Total Number of COTP Orders:</b>	0	2	1.86
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
<b>Marine Casualties (reportable CG 2692) within SF Bay:</b>	10	8	6.92
Allision (1), Collision (1), Fire (1), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (6), Personnel (0), Other (1), Power (0)			
<b>Total Number of (routine) Navigation Safety issues/Letters of Deviation:</b>	1	0	1.61
Radar (0), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
<b>Reported or Verified "Rule 9" or other Navigational Rule Violations:</b>	0	0	0.08
<b>Significant Waterway events/Navigation related Cases:</b>	0	0	0.00
<b>Total Port Safety (PS) Cases opened</b>	<b>11</b>	<b>10</b>	<b>10.5</b>
<b>MARINE POLLUTION RESPONSE</b>			
Pollution Discharge Sources (Vessels)	Aug 2025	Aug 2024	**3yr Avg
U.S. Commercial Vessels	0	2	0.86
Foreign Freight Vessels	1	2	0.22
Public Vessels	1	2	0.94
Commercial Fishing Vessels	1	2	0.81
Recreational Vessels	4	4	8.00
Pollution Discharge Sources (Facilities)	Aug 2025	Aug 2024	**3yr Avg
Regulated Waterfront Facilities	0	1	0.28
Regulated Waterfront Facilities - Fuel Transfer	0	5	0.33
Other Land Sources	1	3	4.39
Mystery Spills - Unknown Sources	8	3	6.44
Number of Pollution Incidents (By Spill Size)	Aug 2025	Aug 2024	**3yr Avg
Spills < 10 gallons	3	6	11.19
Spills 10 - 100 gallons	0	0	1.75
Spills 100 - 1000 gallons	0	0	0.28
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	13	18	8.72
<b>Total Pollution Incidents</b>	<b>16</b>	<b>24</b>	<b>21.94</b>
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Aug 2025	Aug 2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	2.00	5.38
Estimated spill amount from Foreign Freight Vessels	1.00	2.00	0.83
Estimated spill amount from Public Vessels	5.00	2.00	20.00
Estimated spill amount from Commercial Fishing Vessels	1.00	2.00	24.46
Estimated spill amount from Recreational Vessels	3.00	4.00	32.31
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.87

Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.63
Estimated spill amount from Other Land Sources	1.00	0.00	46.76
Estimated spill amount from Unknown Sources (Mystery Sheens)	8.00	0.00	5.17
<b>Total Oil Discharge and/or Hazardous Materials Release (Gallons)</b>	<b>19.00</b>	<b>12.00</b>	<b>138.40</b>
<b>Penalty Actions</b>	<b>Aug 2025</b>	<b>Aug 2024</b>	<b>**3yr Avg</b>
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	2	1	3.14
<b>Total Penalty Actions</b>	<b>2</b>	<b>1</b>	<b>3.28</b>
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36-month period for the specified category of information.			

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

**Report of the  
U.S. Army Corps of Engineers, San Francisco District  
September 11, 2025**

**1. CORPS O&M DREDGING PROGRAM**

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 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 was awarded to Dutra on June 18.**
- 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. **Contract awarded on July 3. PDT examining justification metrics for advanced maintenance of Bulls Head Reach.**
- 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. **Sponsor requests Area 1 in-bay placement which will require an Alternatives Analyses. Area 2 will need Tier III testing for dredging in FY27.**
- a. **Petaluma River** – Planning and design for a maintenance dredging event at Petaluma River is currently underway with **contract awarded on August 27.**
- b. **Military Ocean Terminal Concord (MOTCO)** – Scope includes clamshell dredging of Wharfs 2 & 3, screening of dredged material down to 3 inches, pumping from scows to bermed area for drying. **Pre-construction meeting took place on September 4 and construction is set to begin on September 15. There will be a second phase of dredging with a target date of FY26 though pre-dredging sampling and other factors could delay that effort to FY27 or even FY28.**
- c. **Redwood City Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for **mid-September and dredging estimated to start mid-October.**

- d. **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. **FY25 has been scoped to -37ft MLLW based on funding availability. Solicitation Bid opening scheduled for Friday, Sept. 5.**
- e. **Oakland Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for **early-November and dredging estimated to early-December.**

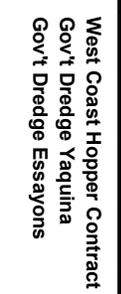
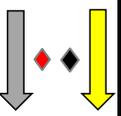
## **FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM**

- 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. **The Essayons completed 14 days of dredging on June 21, removing approximately 450kcy.**
- 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. **Essayons completed dredging at Pinole Shoal on July 1 and departed 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.

# FY 2025 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	FY 2025												Estimated CY	Contractor	Dredge Type	Placement Site		
				MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB						
<b>CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE</b>																					
Moss Landing Harbor Dredging & Jetty Repair	22-Jan	5-Mar	22-May															45kcy	Ahtna	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	4-Jun															150kcy	Curtin	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	30-May	18-Jun															70kcy	Dutra	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	23-Jun	3-Jul															80kcy	HME	Clamshell	SF-16
Petaluma River	2-Jul	8-Aug	27-Aug															200kcy	Dutra	Clamshell	BU SF-10
MOTCO Dredging	10-Jun	24-Jul	5-Aug															30kcy	Dutra	Clamshell	Upland
Redwood City Harbor	16-Jul	18-Aug	19-Sep															200kcy	TBD	Clamshell	BU SF-DODS
Richmond Inner Harbor	6-Aug	5-Sep	19-Sep															175kcy	TBD	Clamshell	BU
Oakland Harbor	5-Sep	6-Oct	27-Oct															750kcy	TBD	Clamshell	BU SF-DODS
MARAD SBRF Area 1	N/A	N/A	N/A															60kcy	TBD	Clamshell	BU
Novo River	N/A	N/A	N/A															40kcy	TBD	Cutterhead	TBD
<b>WEST COAST HOPPER CONTRACT</b>																					
Humboldt Bar & Entrance Channels	Award: 3/7/2025	Start: 6/9/2025	Finish: 7/8/2025															Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
<b>GOVERNMENT HOPPER</b>																					
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: 5/18/2025	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: 6/21/2025	Finish: 7/7/2025															250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	N/A	N/A	N/A															250kcy	Essayons	Govt Hopper	SF-10 SF-11



Date of Last Update: 9/3/2025

**3. DEBRIS REMOVAL – Debris removal for August was 11.5 tons. Dillard: 9.5 tons; Raccoon: 2 tons. Average debris removal for August from 2015 to 2024 is 45 tons (Range: 1.8 – 89).**

**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	2.3	5	0	7.3
JUL	2.3	6.8	0	9.1
AUG	2.0	9.5	0	11.5
SEP				
OCT				
NOV				
DEC				

YR TOTAL
<b>189.3</b>



RACCOON assisting SFPD diver training by placing (and later lifting out) a car in the water (Right) DILLARD unloading the catch of the day (Left). Credit: USACE, San Francisco District, Navigation and Structural Branch.

#### 4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

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

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

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

#### 5. OTHER WORK

**Regional Dredge Material Management Plan :** The final management plan has been approved and is available on the RDMMP website. 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 July 30-31, 2025.](#)  
**Northship Channel:** Condition survey of December 2-10, 2024.  
**Oakland Inner Harbor:** [Condition survey of August 4-6, 2025.](#)  
**Oakland Inner Harbor (Brooklyn Basin):** Condition survey of 15-20 January 2021.  
**Oakland Outer Harbor:** [Condition survey of August 4, 2025.](#)  
**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 July 15, 2025.](#)  
**Redwood City Harbor:** Condition survey of June 11, 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 July 29, 2025.](#)  
**Richmond Outer Harbor (Southampton Shoal):** [Condition survey of July 29, 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 July 16-18, 2025.](#)  
**Suisun Bay Channel (Bullshead Reach):** [Condition survey of July 16-18, 2025.](#)  
**Suisun Bay Channel (New York Slough):** [Condition survey of July 16-18, 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 July 24, 2025.](#)  
**SF-10 (San Pablo Bay):** [Condition survey of July 24, 2025.](#)  
**SF-11 (Alcatraz Island):** [Condition survey of August 1, 2025.](#)  
**SF-16 (Suisun Bay Disposal Site):** Condition survey of June 12, 2025.  
**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 SEP 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.

**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 BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	04-04-2025	2000	4.96	55.0	49.3	54.7	55.3	53.8
Redwood City Harbor Redwood City Harbor	06-11-2025	300 943	3.94	30.0	17.8	29.1	28.2	25.1
Richmond Inner Harbor Entrance Channel	05-15-2025	809 1021	0.96	38.0	36.8	37.3	37.2	37.1
Richmond Inner Harbor Approach Channel	05-15-2025	809 1201	3.09	38.0	33.3	34.0	36.5	33.2
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38.0	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	07-29-2025	600 1291	3.25	45.0	39.3	43.5	45.2	41.9
Richmond Outer Harbor Longwharf Turning Basin	07-29-2025	2188 5598	0.88	45.0	24.3	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8.0	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6.0	3.6	4.5	4.8	4.8
Petaluma River Main Channel	02-27-2025	100 361	4.06	8.0	3.2	4.4	4.4	4.5
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8.0	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	07-30-2025	75 245	3.19	15.0	3.3	8.3	8.7	6.3
Napa River Asylum Slough to Napa City	07-30-2025	102 183	9.92	10.0	2.6	2.5	1.9	1.9
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35.0	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35.0	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	08-04-2025	544 1997	4.62	50.0	45.0	47.3	48.4	45.9

**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 BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Oakland Harbor Oakland Outer Channel	08-04-2025	296 1761						
Humboldt Bay Bar and Entrance Channel	07-19-2025	500 2113	2.52	50.0	46.9	49.2	49.3	48.8
Humboldt Bay Eureka Channel	07-19-2025	400 416	1.69	26.0	7.2	3.9	10.0	6.9
Humboldt Bay Fields Landing Channel	07-19-2025	300 770	2.35	26.0	11.4	26.6	25.0	20.3
Humboldt Bay North Bay Channel	07-19-2025	400 657	3.04	38.0	32.9	35.9	35.8	29.8
Humboldt Bay Samoa Channel	07-19-2025	400 1000	1.83	38.0	33.0	35.0	33.7	17.2
Pinole Shoal Channel Pinole Shoal Channel	07-01-2025	600 1644	10.4	35.0	26.0	35.8	35.7	34.3
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	07-16-2025	300	2.84	35.0	33.5	32.6	33.4	34.6
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	07-16-2025	300	11.1	35.0	33.8	33.6	34.0	28.6
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	07-16-2025	400	0.9	35.0	36.3	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	07-16-2025	400 411	4.42	35.0	32.7	34.6	34.9	33.0
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8.0	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	30.0	28.5	31.2	31.0	30.2
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20.0	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40.0	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.9	37.0	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30.0	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13.0	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45.0	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15.0	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	05-22-2025	100 400	3.46	12.0	7.2	9.2	9.5	5.5
Moss Landing Moss Landing	07-24-2024	120 405	0.98	15.0	5.0	3.5	5.1	8.8
Noyo River Entrance Channel	10-25-2024	97 150	0.67	10.0	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10.0	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	08-02-2025	200 320	0.42	20.0	16.9	18.4	17.4	16.3
Crescent City Inner Harbor Basin Channel	08-02-2025	200 300	0.39	15.0	11.8	12.5	13.1	12.8
Crescent City Marina Access Channel	08-02-2025	228 170	0.22	15.0	5.7	11.1	11.1	8.6
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.5	7.0	2.8	3.6	3.4	3.2

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

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.3	7.0	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.3	7.0	3.3	4.7	4.6	4.8



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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](mailto:hsc@sfmtx.org)

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## San Francisco Clearinghouse Report

September 11, 2025

- ☞ In July and August, the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In July and August, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The clearinghouse has not contacted OSPR 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 July there were 106 tank vessel arrivals: 16 ATBs, 5 Chemical Tankers, 29 Chemical/Oil Tankers, 24 Crude Oil Tankers, 19 Product Tankers, and 13 Tugs with Barges. In July there were 256 total vessel arrivals.
- ☞ In August there were 123 tank vessel arrivals: 22 ATBs, 10 Chemical Tankers, 24 Chemical/Oil Tankers, 28 Crude Oil Tankers, 19 Product Tankers, and 20 Tugs with Barges. In August there were 264 total vessel arrivals.

# San Francisco Bay Clearinghouse Report For July 2025

## San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	77		77	
ATB arrivals	16		13	
Barge arrivals to San Francisco Bay	13		9	
Total Tanker and Barge Arrivals	106		99	
Tank ship movements & escorted barge movements	332		358	
Tank ship movements	276	83.13%	183	51.12%
Escorted tank ship movements	132	39.76%	140	39.11%
Unescorted tank ship movements	144	43.37%	43	12.01%
Tank barge movements	56	16.87%	175	48.88%
Escorted tank barge movements	27	8.13%	16	4.47%
Unescorted tank barge movements	29	8.73%	159	44.41%

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	203		322		0		145		670	
Unescorted movements	105	51.72%	165	51.24%	0	0.00%	73	50.34%	343	51.19%
Tank ships	93	45.81%	136	42.24%	0	0.00%	68	46.90%	297	44.33%
Tank barges	12	5.91%	29	9.01%	0	0.00%	5	3.45%	46	6.87%
Escorted movements	98	48.28%	157	48.76%	0	0.00%	72	49.66%	327	48.81%
Tank ships	82	40.39%	130	40.37%	0	0.00%	63	43.45%	275	41.04%
Tank barges	16	7.88%	27	8.39%	0	0.00%	9	6.21%	52	7.76%

Notes:

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

# San Francisco Bay Clearinghouse Report For August 2025

## San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>		
Tanker arrivals to San Francisco Bay	81		79		
ATB arrivals	22		18		
Barge arrivals to San Francisco Bay	20		12		
Total Tanker and Barge Arrivals	123		109		
Tank ship movements & escorted barge movements	363		377		
Tank ship movements	295	81.27%	211	55.97%	
Escorted tank ship movements	148	40.77%	161	42.71%	
Unescorted tank ship movements	147	40.50%	50	13.26%	
Tank barge movements	68	18.73%	166	44.03%	
Escorted tank barge movements	37	10.19%	25	6.63%	
Unescorted tank barge movements	31	8.54%	141	37.40%	

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

Escorts reported to OSPR 0 0

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	228		342		0		154		724	
Unescorted movements	112	49.12%	164	47.95%	0	0.00%	79	51.30%	355	49.03%
Tank ships	95	41.67%	133	38.89%	0	0.00%	69	44.81%	297	41.02%
Tank barges	17	7.46%	31	9.06%	0	0.00%	10	6.49%	58	8.01%
Escorted movements	116	50.88%	178	52.05%	0	0.00%	75	48.70%	369	50.97%
Tank ships	98	42.98%	144	42.11%	0	0.00%	60	38.96%	302	41.71%
Tank barges	18	7.89%	34	9.94%	0	0.00%	15	9.74%	67	9.25%

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	594		890	
ATB arrivals	138		205	
Barge arrivals to San Francisco Bay	117		130	
Total Tanker and Barge Arrivals	849		1,225	
Tank ship movements & escorted barge movements	2,800		4,233	
Tank ship movements	2,107	75.25%	2,277	53.79%
Escorted tank ship movements	1,136	40.57%	1,793	42.36%
Unescorted tank ship movements	971	34.68%	484	11.43%
Tank barge movements	693	24.75%	1,956	46.21%
Escorted tank barge movements	209	7.46%	230	5.43%
Unescorted tank barge movements	484	17.29%	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

<b>Movements by Zone</b>	<b>Zone 1</b>	<b>%</b>	<b>Zone 2</b>	<b>%</b>	<b>Zone 4</b>	<b>%</b>	<b>Zone 6</b>	<b>%</b>	<b>Total</b>	<b>%</b>
Total movements	1,651		2,685		0		1,197		5,533	
Unescorted movements	843	51.06%	1,364	50.80%	0	0.00%	628	52.46%	2,835	51.24%
Tank ships	710	43.00%	1,080	40.22%	0	0.00%	550	45.95%	2,340	42.29%
Tank barges	133	8.06%	284	10.58%	0	0.00%	78	6.52%	495	8.95%
Escorted movements	808	48.94%	1,321	49.20%	0	0.00%	569	47.54%	2,698	48.76%
Tank ships	709	42.94%	1,118	41.64%	0	0.00%	490	40.94%	2,317	41.88%
Tank barges	99	6.00%	203	7.56%	0	0.00%	79	6.60%	381	6.89%

Notes:

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



STATE OF CALIFORNIA  
THE NATURAL RESOURCES AGENCY

SEPTEMBER 9, 2025

ANNOUNCEMENT FOR:

**Harbor Safety Committee of the San Francisco Bay Region Membership**

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

Commercial Fishing (Alternate)  
Dry Cargo Vessel Operators I (Alternate)  
Dry Cargo Vessel Operators II (Alternate)  
Port Authorities - Benicia (Alternate)  
Marine Oil Terminal Operators (Alternate)  
Tank Ship Operator (Alternate)

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

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

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

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

*Conserving California's Wildlife Since 1870*

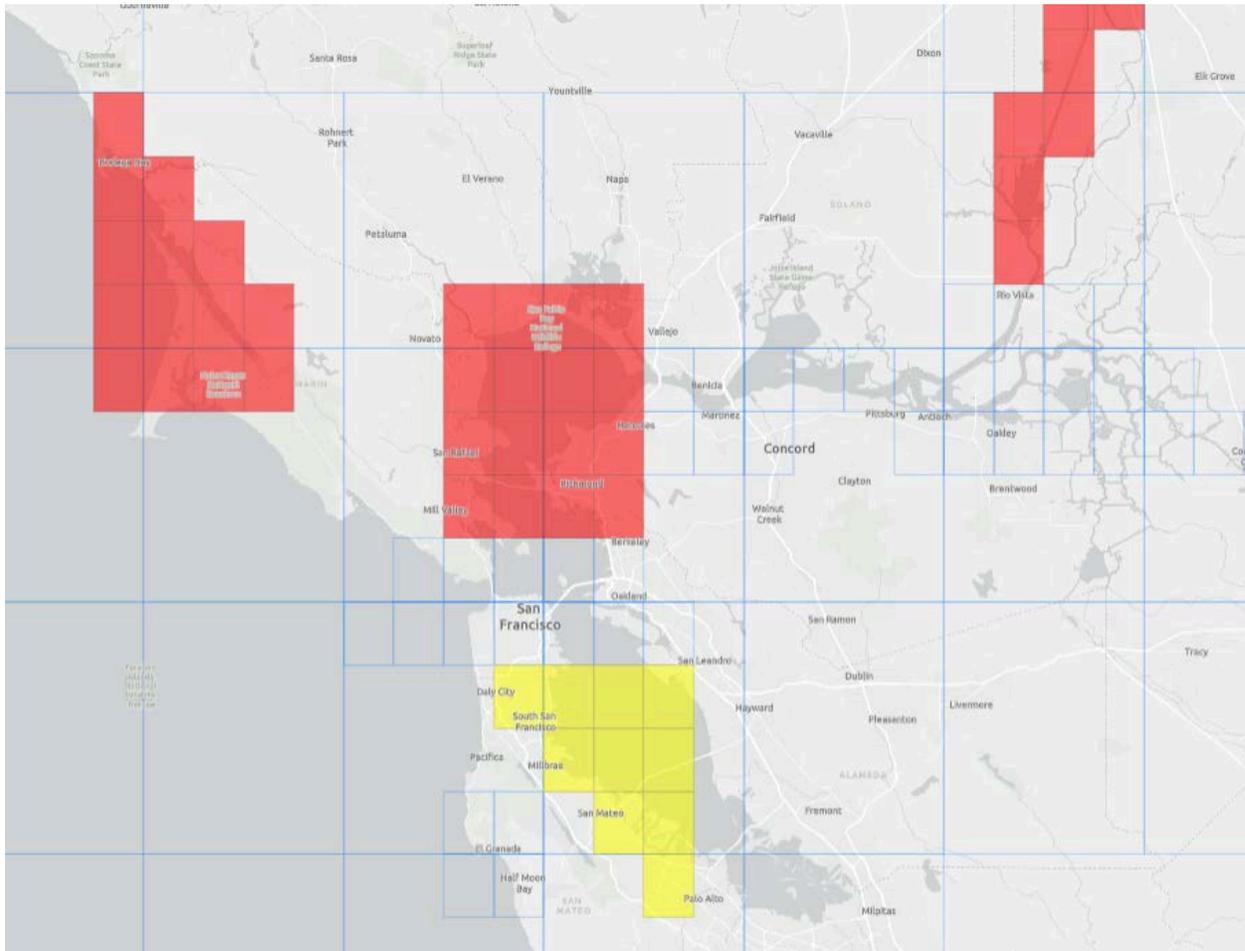
# NOAA Report to the San Francisco Bay Harbor Safety Committee September 2025

## Electronic Navigational Chart (ENC) Updates

As mentioned in previous meetings, NOAA is in the process of re-gridding our ENC coverage. You can view progress here: <https://distribution.charts.noaa.gov/ENC/rescheme/>

Most chart updates are on hold, while charts are in the “In Work” or “Final Quality Check” phase.

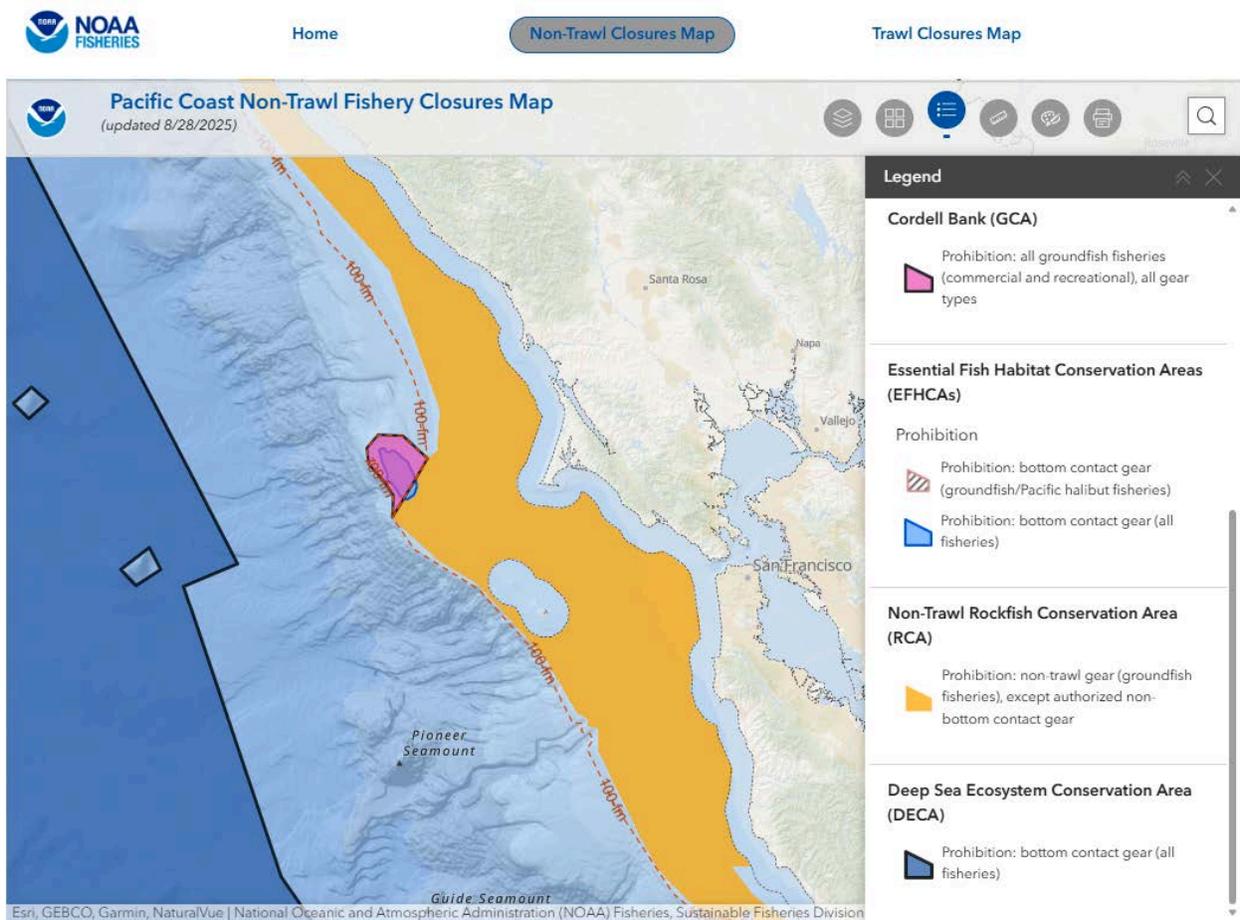
Current view:



## NOAA's National Marine Fisheries

### NEW website: Maps of Closed Areas for Pacific Coast Groundfish Commercial Fisheries

NOAA Fisheries announces a new website called "Maps of Closed Areas for Pacific Coast Groundfish Commercial Fisheries," available at [this link](#). The primary objective of this web application is to help groundfish fishermen clearly identify areas that are closed to commercial groundfish fishing. The application features two dedicated maps that visually represent current fishery closures for both the commercial trawl and non-trawl sectors of the Pacific Coast Groundfish Fishery. Users can zoom into any area along the Pacific coast to see what closures are closest to an area of interest.



### END OF REPORT

Submitted by  
Jeffrey Ferguson, CA Navigation Manager  
NOAA, Office of Coast Survey  
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Marine Environmental Protection Division - Northern California Field Office

JULY 2025 Report for Harbour Safety Committee

VESSEL TRANSFERS

DATE	Vessels Total Arrival	Vessels Monitored	Percentage of Vessel Monitored
JULY 01 - 31, 2024	188	59	31.38
JULY 01 - 31, 2025	183	79	43.17
Difference	5	-20	

CRUDE OIL / PRODUCT TOTALS (BBLS)

DATE	Crude Oil ( D )	Renewable Products ( D )	Other Oil Products ( D )	Crude Oil ( L )	Renewable Products ( L )	Other Oil Products ( L )	GRAND TOTAL
							( D ) / ( L )
JULY 01 - 31, 2024	14,069,127	559,534	5,282,873	0	791,540	6,225,764	26,928,838
JULY 01 - 31, 2025	11,714,521	269,466	7,964,806	0	919,070	5,830,956	26,698,819
Difference	2354606	290068	-2681933	0	-127530	394808	230019

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
JULY 01 - 31, 2025	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
JULY 01 - 31, 2024	17%	407	68	100	32
JULY 01 - 31, 2025	21%	408	85	101	16
Difference		-1	-17		

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



**Marine Environmental Protection Division - Northern California Field Office**  
**AUGUST 2025 Report for Harbour Safety Committee**

**VESSEL TRANSFERS**

<b>DATE</b>	<b><u>Vessels Total Arrival</u></b>	<b><u>Vessels Monitored</u></b>	<b><u>Percentage of Vessel Monitored</u></b>
<b>August 1 - 31, 2024</b>	187	64	34.22
<b>August 1 - 31, 2025</b>	185	86	46.49
<b>Difference</b>	2	-22	

**CRUDE OIL / PRODUCT TOTALS (BBLs)**

<b><u>DATE</u></b>	<b><u>Crude Oil ( D )</u></b>	<b><u>Renewable Products ( D )</u></b>	<b><u>Other Oil Products ( D )</u></b>	<b><u>Crude Oil (L)</u></b>	<b><u>Renewable Products ( L )</u></b>	<b><u>Other Oil Products (L)</u></b>	<b>GRAND TOTAL</b>
							<b><u>(D) / (L)</u></b>
<b>August 1 - 31, 2024</b>	12,654,925	721,964	5,766,306	0	706,137	4,556,147	24,405,479
<b>August 1 - 31, 2025</b>	12,090,088	277,776	8,878,063	0	840,722	5,206,974	27,293,623
<b>Difference</b>	564837	444188	-3111757	0	-134585	-650827	-2888144

**OIL SPILL REPORTED**

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

**MARINE INVASIVE SPECIES INSPECTIONS**

	<b><u>Percent</u></b>	<b><u>Qualified Voyages</u></b>	<b><u>Voyages Inspected</u></b>	<b><u>Goal</u></b>	<b><u>Shortfall</u></b>
<b>August 1 - 31, 2024</b>	17%	450	78	112	34
<b>August 1 - 31, 2025</b>	19%	367	71	91	20
<b>Difference</b>		83	7		

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

# STS LNG BUNKERING



Information Session and Q&A

An informational session to present an overview of the proposed ship-to-ship LNG bunkering at Anchorage 9, including an opportunity for attendees to ask questions.

Where: Port of Oakland  
Date: Wednesday, Sept. 24  
Time: 1330 - 1630  
Register at: [Media@Seaspan.com](mailto:Media@Seaspan.com)  
Virtual attendance available

