Harbor Safety Committee

of the San Francisco Bay Region

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

Harbor Safety Committee of the San Francisco Bay Region
January 8, 2026
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:00.

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; **Nathan Birtwhistle** (M), Port of Stockton; **Christie Coats** (M), Port of Redwood City; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Jim Haussener** (A), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Lucas Juon** (M), Marathon Petroleum; **Tammie Lasiter** (M), SSA Terminals; **Gerard Olson** (A), Port of Oakland; **Erin Pierson** (M), Crowley; **Randy Scott** (M), Port of Benicia**; Marina Secchitano** (A), Inlandboatmen's Union; **Jessica Vargas** (A), US Army Corps of Engineers**; Joseph Vezzali** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the November 13, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Reviewed HSC meeting rules regarding Subcommittees and Work Groups. Subcommittees are created by the Chair for ongoing consideration of maritime safety issues with continuing subject matter jurisdiction. Subcommittee meetings are public and require published agendas, membership, and meeting minutes in compliance with the Brown Act. A majority of appointed members constitute a quorum. Work Groups are created by the Chair for temporary advisory consideration of specific issues and do not have formal rules for meetings with less than nine HSC member participants. The Marine Exchange is trying to fully comply with HSC meeting rules. Only HSC members can vote on Subcommittee motions but outside advisors and experts can participate in the meetings. The Marine Exchange can distribute meeting announcements and make website posts upon direction from Subcommittee and Work Group Chairs.

Coast Guard Report- Capt. Jordan Baldueza

- Civilian personnel have returned following the recent Government Shutdown. New USCG personnel have transferred into Sector San Francisco.
- The USCG is considering options including public-private partnership for future VTS operation. The best solution for VTS modernization is being sought and feedback is welcome. A Request for Information was issued and several potential VTS vendors have responded with proposals expected later this year.
- The USCG issued a Letter of No Objection for proposed Seaspan LNG bunkering operations. Guidelines require operational transparency, advance notification, and Jones Act compliance.
- New USCG cybersecurity regulations go into effect on January 12th requiring facility personnel cybersecurity training. Cybersecurity plans and officers will be required on July 26th.
- USCG Safety Alerts were issued regarding a risk of propulsion loss from engine exhaust weld failures and recall of a flare product which can spontaneously combust.
- USCG Industry Days are planned. A Small Passenger Vessel Industry Day will be held on January 29th at the Port of Oakland. A Cybersecurity Industry Day will be scheduled in March.
- CWO Dressler read from the November and December- 2025 Prevention/Response Reports (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY25 dredging is ongoing at Redwood City and Oakland Harbor. Planning for FY26 dredging is underway and a schedule is included. The Regional Dredge Material Management Plan has been completed. Debris removal for November and December was below average. New debris yard personnel have been hired. The Raccoon is undergoing repairs. Surveys are posted, and a channel condition report is included.
- Capt. Heeter advised that debris removal is vital for navigation safety.
- Jim Haussener advised that Congress is currently debating the USACE FY26 budget.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- HSC membership updates: Jeff Vine (M), Port of Stockton, retired and has been replaced on the HSC with Nathan Birtwhistle, Port of Stockton. Mike Miller (A), Port of Stockton, and John Fadeeff have renewed their HSC terms.
- An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for January 2026 (attached). ENC re-gridding is ongoing in preparation for the implementation of S100 standards. The Vessel Speed Reduction (VSR) program has been extended until January 15th for whale protection. CA AB 14 has been signed into law implementing VSR statewide. Comments are welcome and a survey is available. The NWS predicts dry, cold weather and high surf.

State Lands Commission Report- Robert Davila (November and December reports attached)

PORTS Report- Marcus Freeling

- The Martinez-Amorco PORTS station was moved due to dock construction and sensors are being reinstalled. Tide and wind data are back online. The visibility sensor was reinstalled, but data is offline due to a fault that is being analyzed. The current meter will be reinstalled soon. A battery was replaced at the Pittsburg Weather Station due to low voltage. Recent heavy fog in the region has reduced solar charging capability. PORTS buoy-mounted current meters will be serviced in late January. PORTS stations were originally installed over fifteen years ago and maintenance is required to keep them operational. PORTS maintenance funding is limited. 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

Work Group Reports-

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

Navigation Subcommittee- Capt. David Corbett: There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations. USACE debris removal is key for safe navigation. Emergency Dredging approval is appreciated. PORTS provides valuable real-time data used by pilots to aid navigation and maintaining funding for the program is a priority.

Ferry Operations Subcommittee- Capt. Tony Heeter: A scheduled vote to approve updated Ferry Routing Protocol Guidelines for HSC Maritime Best Practice was held by the committee (vote announcement attached). The updated guidelines and Ferry Route Caution Areas are also attached. The vote passed unanimously and the updated guidelines were adopted by the HSC.

There are safety concerns regarding kayaks near ferry terminals and there are plans to reach out to local rental companies to address the issue. Christy Coats advised that the Port of Redwood City experienced similar issues and created a 200-foot buffer around terminals to control navigation. Capt. Heeter advised that ferry routing protocol guidelines for the south bay are being developed. Lithium battery fire issues are being considered and will be discussed at the national HSC meeting in Seattle on March 24-25.

Dredge Issues Subcommittee- Jim Haussener: A Subcommittee meeting with be scheduled. The hopper dredge Essayons performed Emergency Dredging at the Richmond Long Wharf and Oakland Harbor Entrance Channel successfully. There are federal budget negotiations regarding USACE debris removal and an HSC letter to Congress in support of the program is being considered. Maintaining CATZOC A1 rating for Pinole Shoal Channel and other channels is a priority.

PORTS Work Group- Eric Napralla (M), Port of Oakland, is the Work Group Chair. Marcus Freeling advised that the Work Group has not been active but is in place to consider PORTS issues including potential upriver expansion and ongoing maintenance funding.

Prevention through People Subcommittee- Nothing to report.

Marine Mammals Subcommittee- Nothing to report.

Tsunami Ready Maritime Work Group – Scott Humphrey: Olivia Fabrizio, Hornblower Cruises, is the Work Group Coordinator. Data modeling is being used to determine potential tsunami impact in the bay. There is a potential grant opportunity to fund a table-top exercise and simulator training for tsunami response. A workshop with UC Berkeley is being planned. Best practices are being developed.

Tanker Tug Escort Work Group – Work Group meetings are scheduled bi-weekly. The process of reviewing and updating OSPR Tanker Escort Program regulations is ongoing.

MERIT Work Group – Scott Humphrey: The new Maritime Evaluation for Risk, Insight and Trends (MERIT) Work Group has been established to review the PAWSA 2025 report and identify key safety concerns. Capt. David Corbett will be the Work Group Chair. Participation is welcome.

Public Comment-

- Rom Matthews, USCG, announced that an overview of the USCG Salvage Response Plan will be held on January 27th at the Port of Oakland.
- Those interested in participating in HSC Subcommittees and Work Groups can contact the Chairs directly or email hsc@sfmx.org.

Old Business-

- Scott Humphrey advised that the HSC is drafting a clean air safety letter to address safety concerns relating to CARB regulations, but the letter is not specifically addressed to CARB. An ad hoc Work Group was formed to draft the letter. Comments are welcome. A vote to approve the letter will be held at the March 2026 HSC meeting.

New Business- None

Next Meeting-

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

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:55.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (November 2025)

MARINE CASUALTIES

Grounding (01NOV25): A U.S. flag towing vessel ran soft aground with a barge while transiting west of Chain Island in the San Joaquin River. The vessel refloated as the water level rose with the tide. Case closed.

Loss of Power (04NOV25): A foreign flag container vessel experienced a loss of power while shifting berths at the Port of Oakland. The power loss was attributed to the malfunction of a 24V DC power supply unit. Third party technicians attended the vessel to conduct repairs, and a report was issued by Class attesting to the satisfaction of the repairs. LOP was not attributed to fuel switching. Case closed.

Loss of Power (05NOV25): A U.S. flag passenger vessel experienced a loss of power while moored in San Francisco and embarking passengers. The power loss was attributed to the failure of the PLC transducer and was rectified by recalibrating the PLC. Satisfactory Sea trials were conducted. LOP was not attributed to fuel switching. Case closed.

Allision (10NOV25): A U.S. flag towing vessel had an allision with a fixed Aid to Navigation while transiting in the vicinity of the San Bruno Shoal Channel. As a result of the allision, the propeller of the towing vessel was fouled and the Aid to Navigation was destroyed. A damage survey conducted found no damage to the vessel. No operational controls were imposed. Case pends.

Loss of Steering (10NOV25): A U.S. flag commercial fishing vessel experienced a loss of steering while transiting in the vicinity of Angel Island and Alcatraz. The loss of steering was attributed to a hydraulic oil leak. Case pends.

Loss of Propulsion (13NOV25): A U.S. flag small passenger vessel experienced a reduction in propulsion while transiting in the vicinity of Anchorage 9. A diver reported that the port propeller had been sheared off and was missing. The loss of the propeller was attributed to a stress fracture in the propeller shaft. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (13NOV25): A foreign flag tank vessel experienced a reduction in propulsion while transiting in the vicinity of Anchorage 9. The vessel failed to get an RPM response to the throttle position "full ahead." The issue was attributed to faulty components on the #1 fuel pump and was rectified by replacing the fuel plunger and the barrel assembly. Class issued a report attesting to satisfactory completion of repairs and operational test. Case pends.

Loss of Propulsion (16NOV25): A foreign flag container vessel experienced a loss of propulsion while transiting to the Port of Oakland from Anchorage 9 with two assist tugs. The issue was rectified by overhauling the pneumatic control valves. Class issued a report attesting to the satisfactory completion of repairs. LOP was not attributed to fuel switching. Case pends.

Loss of Propulsion (21NOV25): A U.S. flag passenger vessel experienced a reduction in propulsion while transiting from Bay Farm Island to South San Francisco. The reduction was attributed to a faulty connector on the vessel's port throttle controller. Issue was rectified by tightening the connections on the throttle controller and USCG inspectors witnessed satisfactory sea trials. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (25NOV25): A foreign flag container vessel experienced a reduction in propulsion while transiting to the Port of Oakland. The vessel was only able to get RPM responses to throttle commands "full ahead" and "stop" but nothing in between. Issue was attributed to a faulty governor system and was rectified by replacing the system. Satisfactory operational tests were conducted. Case pends.

Loss of Steering (30NOV25): A U.S. flag towing vessel experienced a loss of steering while transiting in the vicinity of Point Potrero, Richmond. The loss of steering was attributed to the rudder being fouled on the anchor line of a nearby barge. Case pends.

Loss of Propulsion (30NOV25): A U.S. flag towing vessel experienced a loss of propulsion while transiting in vicinity of the Golden Gate Bridge. Vessel attests that incident resulted from a faulty fuel filter. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (05NOV2025): A foreign flag container ship was issued a Captain of the Port Order after the vessel experienced a loss of control over propulsion. On 06NOV2025, Coast Guard received report of satisfactory repair. Captain of the Port Order lifted. Case closed.

Operational Control (13NOV2025): A foreign flag chemical tanker was issued a Captain of the Port Order after the vessel experienced a reduction of propulsion. On 15NOV2025, Coast Guard received a Class report attesting to satisfactory repair. Captain of the Port Order lifted. Case closed.

Operational Control (17NOV2025): A foreign flag bulk carrier was issued a Captain of the Port Order after the vessel experienced a main engine failure. On 23NOV2025, Coast Guard received a Class report attesting to satisfactory repair. Captain of the Port Order lifted. Case closed.

Operational Control (26NOV2025): A foreign flag chemical tanker was issued a Captain of the Port Order after the vessel experienced a reduction of propulsion. Coast Guard requires a Class report attesting to satisfactory repair before lifting the Captain of the Port Order. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), In-op X-band Radar, (07NOV25): A foreign flag bulk carrier was issued an inbound LOD for an inoperable X-Band Radar. On 10NOV2025, USCG received Class report attesting to satisfactory repair. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (02NOV2025): A recreational vessel sank in a marina and discharged approximately 10 gallons of gasoline into the San Francisco Bay. The responsible party stated that the vessel had a hole in the aft end of the keel which caused the vessel to sink. The owner complied with an order to salvage the vessel and hired an OSRO to remove the vessel and mitigated a max potential of 500gal of product. IMD issued a Letter of Warning (LOW) to the responsible party. IMD concluded that no further environmental threat exists. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (18NOV2025): A commercial fishing vessel was reported to have washed onto shore and destroyed due to adverse weather. The engine and two 50-gallon fuel tanks were exposed and approximately 10-20 gallons of red-dye diesel had discharged into Monterey Bay. The owner took immediate clean up actions and removed the pollution source and debris from the shore. The pollution in the water naturally dissipated and was unrecoverable. IMD issued a Notice of Federal Interest (NOFI) and Letter of Warning (LOW) to the owner. IMD concluded that no further environmental threat existed. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
November 2025			
PORT SAFETY CATEGORIES*	**Nov-2025**	**Nov-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:	**4**	**2**	**1.75**
Navigation Safety (4), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**13**	**8**	**6.75**
Allision (1), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (2), Propulsion (6), Personnel (0), Other (1), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**1**	**0**	**1.53**
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	**0**	**0**	**0.11**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.00**
Total Port Safety (PS) Cases opened	**18**	**10**	**10.17**
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	**Nov-2025**	**Nov-2024**	****3yr Avg**
U.S. Commercial Vessels	**0**	**1**	**0.86**
Foreign Freight Vessels	**0**	**0**	**0.22**
Public Vessels	**3**	**0**	**0.97**
Commercial Fishing Vessels	**2**	**1**	**0.81**
Recreational Vessels	**11**	**10**	**7.81**
Pollution Discharge Sources (Facilities)	**Nov-2025**	**Nov-2024**	****3yr Avg**
Regulated Waterfront Facilities	**0**	**0**	**0.25**
Regulated Waterfront Facilities - Fuel Transfer	**0**	**1**	**0.33**
Other Land Sources	**4**	**0**	**4.14**
Mystery Spills - Unknown Sources	**5**	**7**	**6.00**
Number of Pollution Incidents (By Spill Size)	**Nov-2025**	**Nov-2024**	****3yr Avg**
Spills < 10 gallons	**22**	**10**	**10.67**
Spills 10 - 100 gallons	**3**	**2**	**1.81**
Spills 100 - 1000 gallons	**0**	**0**	**0.31**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**0**	**8**	**8.44**
Total Pollution Incidents	**25**	**20**	**21.22**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Nov-2025**	**Nov-2024**	****3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**0.00**	**5.38**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.83**
Estimated spill amount from Public Vessels	**3.00**	**0.00**	**19.98**
Estimated spill amount from Commercial Fishing Vessels	**10.00**	**0.00**	**24.07**

Estimated spill amount from Recreational Vessels	**16.00**	**32.00**	**32.67**
Estimated spill amount from Regulated Waterfront Facilities	**0.00**	**0.00**	**1.70**
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**0.00**	**42.00**	**1.63**
Estimated spill amount from Other Land Sources	**15.10**	**0.00**	**68.68**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**2.00**	**0.00**	**4.58**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**46.10**	**74.00**	**159.52**
Penalty Actions	**Nov-2025**	**Nov-2024**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.06**
Notice of Violations	**0**	**0**	**0.08**
Letters of Warning	**2**	**1**	**3.06**
Total Penalty Actions	**2**	**1**	**3.19**
* 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
(December 2025)

MARINE CASUALTIES

Loss of Propulsion (05DEC2025): A foreign flagged tank vessel experienced a reduction of propulsion while underway in San Pablo Bay, CA. The pilot reported the vessel could not achieve full-ahead propulsion. Investigation by ship's crew determined the casualty was the material failure of the main engine exhaust valves units 2 and 3. LOP was not attributed to fuel switching. Case pends.

Loss of Steering (07DEC2025): A U.S. flagged small passenger vessel experienced a loss of steering while underway in San Francisco Bay, CA. Upon inspection from ship's crew, identified the cause of the casualty as attributed to the material failure of the electrical connection within steering pump #2's valve junction box. Case pends.

Loss of Propulsion (10DEC2025): A U.S. flagged small passenger vessel experienced a loss of propulsion while attempting to moor at Pier 56 in San Francisco, CA. The incident occurred while the vessel was underway conducting drills with no passengers onboard. The findings of the casualty were the failure of the vessel's raw water-cooling system. The system inadvertently suffered air intrusion into the system due to either propeller cavitation or excessive vessel rolling. LOP was not attributed to fuel switching. Case pends.

Loss of Steering (17DEC2025): A U.S. flagged towing vessel experienced a loss of steering while transiting in the vicinity of the Oakland Estuary near Oakland, CA. The vessel's port rudder became unresponsive, and the vessel was able to safely moor in Alameda, CA. Diver's and mechanics were called to investigate the loss of steering. Case pends.

Loss of Propulsion (17DEC2025): A foreign flagged tank vessel experienced a reduction in propulsion while transiting inbound through the San Francisco Bay enroot to Martinez, CA. The pilot stated the vessel could not produce the appropriate RPM's. LOP was not attributed to fuel switching. Case pends.

VESSEL SAFETY CONDITIONS (CID)

Operational Control (03DEC2025): A foreign flagged chemical tanker vessel was issued a COTP Order Amendment. The vessel experienced a previous reduction of propulsion and was issued a COTP order. After reporting satisfactory repairs, the vessel continued to make less speed than the ordered RPM rated. The vessel reported a possible cause as being marine growth on the hull. The amended COTP Order allowed the vessel to depart the Captain of the Port zone with a tug escort. Case closed.

Operational Control (05DEC2025): A foreign flag chemical tanker was issued a COTP Order after the vessel experienced a reduction of propulsion. USCG received a Class report attesting to satisfactory repair and the COTP Order was lifted. Case closed.

Operational Control (05DEC2025): A foreign flag chemical tanker was issued a COTP Order after the vessel experienced a reduction of propulsion. USCG received a Class report attesting to satisfactory repair and the COTP Order was lifted. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop Depth Sounder (15DECV25): A foreign flag tank vessel was issued an outbound LOD for an inoperable Depth Sounder. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (22DEC2025): A regulated waterfront Facility was reported to have discharged approximately 5-10 gallons of an unknown oil-product into the Richmond Channel. The discharge was due to heavy rains causing their Tank Farm to overflow. The discharge occurred within a containment area that had already deployed boom. The party responsible stated that two OSROs were hired to skim the material from the water. IMD issued a Letter of Warning (LOW) and concluded that no further environmental threat existed. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

Letter of Warning (23DEC2025): A regulated mobile facility was reported to have discharged approximately 100 gallons of red-dye diesel with 5 gallons of red-dye diesel making it into the Santa Cruz Harbor, creating a sheen. This incident occurred during a fuel transfer and operator error resulted in a tank to be overfilled. The discharge had been contained by boom and other remedial actions were taken by the party responsible for removing a majority of the product from the water. IMD issued a Notice of Federal Interest (NOFI), a Letter of Warning (LOW), and concluded that no further environmental threat existed. IMD pursued enforcement action against the responsible party pursuant to 33 USC 1321(b)(3).
Letter of Warning (25DEC2025): A fishing vessel was reported to have sunk and discharged less than 1 gallon of oil into San Francisco Bay. The report stated that the vessel's tanks had been removed but an older photo of the vessel revealed two 55-gallon mystery drums to be on board. IMD federalized the case to remove any product from the vessel, however, the mystery drums were never found, and it was determined that the sheen was from residual hydraulic oil in the vessel. Sorbent boom was deployed to contain and remove any residual oil in the water. IMD issued a Letter of Warning (LOW) to the owner and concluded that no further environmental threat existed. IMD pursued enforcement against the responsible party pursuant to 33 USC 1321(b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

December 2025

PORT SAFETY CATEGORIES*	Dec-2025	Dec-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**	**2**	**1.81**
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	**7**	**8**	**6.94**
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (2), Propulsion (3), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	**1**	**0**	**1.56**
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	**0**	**0**	**0.11**
Significant Waterway events/Navigation related Cases:	**0**	**0**	**0.00**
Total Port Safety (PS) Cases opened	**10**	**10**	**10.44**

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Dec-2025	Dec-2024	**3yr Avg
U.S. Commercial Vessels	**0**	**0**	**0.86**
Foreign Freight Vessels	**0**	**0**	**0.22**
Public Vessels	**0**	**1**	**0.97**
Commercial Fishing Vessels	**3**	**0**	**0.89**
Recreational Vessels	**6**	**11**	**7.97**
Pollution Discharge Sources (Facilities)	**Dec-2025**	**Dec-2024**	**3yr Avg**
Regulated Waterfront Facilities	**1**	**0**	**0.28**
Regulated Waterfront Facilities - Fuel Transfer	**1**	**0**	**0.36**
Other Land Sources	**5**	**0**	**4.28**
Mystery Spills - Unknown Sources	**5**	**1**	**6.14**
Number of Pollution Incidents (By Spill Size)	**Dec-2025**	**Dec-2024**	**3yr Avg**
Spills < 10 gallons	**17**	**7**	**11.14**
Spills 10 - 100 gallons	**1**	**0**	**1.83**
Spills 100 - 1000 gallons	**0**	**0**	**0.31**
Spills > 1000 gallons	**0**	**0**	**0.00**
Spills - Unknown Size	**3**	**6**	**8.53**
Total Pollution Incidents	**21**	**13**	**21.81**
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	**Dec-2025**	**Dec-2024**	**3yr Avg**
Estimated spill amount from U.S. Commercial Vessels	**0.00**	**0.00**	**5.38**
Estimated spill amount from Foreign Freight Vessels	**0.00**	**0.00**	**0.83**
Estimated spill amount from Public Vessels	**0.00**	**2.00**	**19.98**
Estimated spill amount from Commercial Fishing Vessels	**2.00**	**0.00**	**24.13**
Estimated spill amount from Recreational Vessels	**1.00**	**16.00**	**32.70**
Estimated spill amount from Regulated Waterfront Facilities	**5.00**	**0.00**	**1.84**

Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	**5.00**	**0.00**	**1.76**
Estimated spill amount from Other Land Sources	**65.70**	**0.00**	**70.51**
Estimated spill amount from Unknown Sources (Mystery Sheens)	**2.00**	**0.00**	**4.64**
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	**80.70**	**18.00**	**161.76**
Penalty Actions	**Dec-2025**	**Dec-2024**	****3yr Avg**
Civil Penalty Cases	**0**	**0**	**0.06**
Notice of Violations	**0**	**0**	**0.08**
Letters of Warning	**3**	**3**	**3.14**
Total Penalty Actions	**3**	**3**	**3.28**
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

Harbor Safety Committee
Of the San Francisco Bay Region

Report of the
U.S. Army Corps of Engineers, San Francisco District
January 8, 2026

1. CORPS O&M DREDGING PROGRAM

FY25 dredging is essentially complete except for three projects still in progress – MOTCO, Redwood City Harbor and Oakland Harbor. The FY25 dredging program schedule can be found at the end of this report.

Planning for the FY26 dredging program is currently underway based on amounts identified in the FY26 President's Budget. A tentative schedule, subject to final FY26 appropriations actions and Work Plan funding 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

1. **Military Ocean Terminal Concord (MOTCO) –** A dredging contract solicitation was posted on sam.gov on June 10 with bid opening held on July 24. Contract awarded to Dutra on August 5. Placement site berm construction started on September 15. **A work window extension has been granted until January 17. Completion of dredging by this date is at risk due to unforeseen delays.**

2. **Redwood City Harbor –** A dredging contract solicitation was posted on sam.gov on July 16 with bid opening held on August 18. Bids were determined too high, and the solicitation was converted to a Request for Proposals (RFP). Following receipt of proposals and negotiations, a contract was awarded to CAM-Dutra Joint Venture on September 19. **Dredging started on November 13 and is expected to complete end of January.**

3. **Richmond Inner Harbor –** A dredging contract solicitation was posted on sam.gov on August 6 with bid opening held on September 5. Contract awarded to Curtin Maritime on September 19. **Dredging started on October 12 and was completed in December.**

4. **Oakland Harbor –** A dredging contract solicitation was posted on sam.gov on October 6 with proposals due by November 7. **Dredging is scheduled to start mid-January and complete early April.**

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

1. **All FY25 hopper dredging work completed as of end of July 2025.**

FY 2026 CONTRACT DREDGING PROGRAM

1. **San Joaquin River (Port of Stockton) –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.

2. **Sacramento River Deep Water Ship Channel –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early June and dredging estimated to start mid-July.

3. **Oakland Harbor –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for mid-June and dredging estimated to start late July.

4. **Redwood City Harbor –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late Jun and dredging estimated to start early August.

5. **Suisun Bay Channel / New York Slough –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for early July and dredging estimated to start mid-August.

6. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF) –** Planning and design for maintenance dredging of the service craft berthing area is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start late August.

7. **Richmond Inner Harbor –** Planning and design for the FY26 dredging cycle is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September.

8. **San Rafael Creek –** Planning and design for maintenance dredging of the San Rafael Creek is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.

9. **Military Ocean Terminal Concord (MOTCO) –** Planning and design for the second phase of maintenance dredging at MOTCO is currently underway. Contract award has been postponed to next summer due to lack of permitted placement sites.

FY 2026 GOVERNMENT HOPPER DREDGING PROGRAM

1. **San Francisco Main Ship Channel –** The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel on or about end of May to mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.

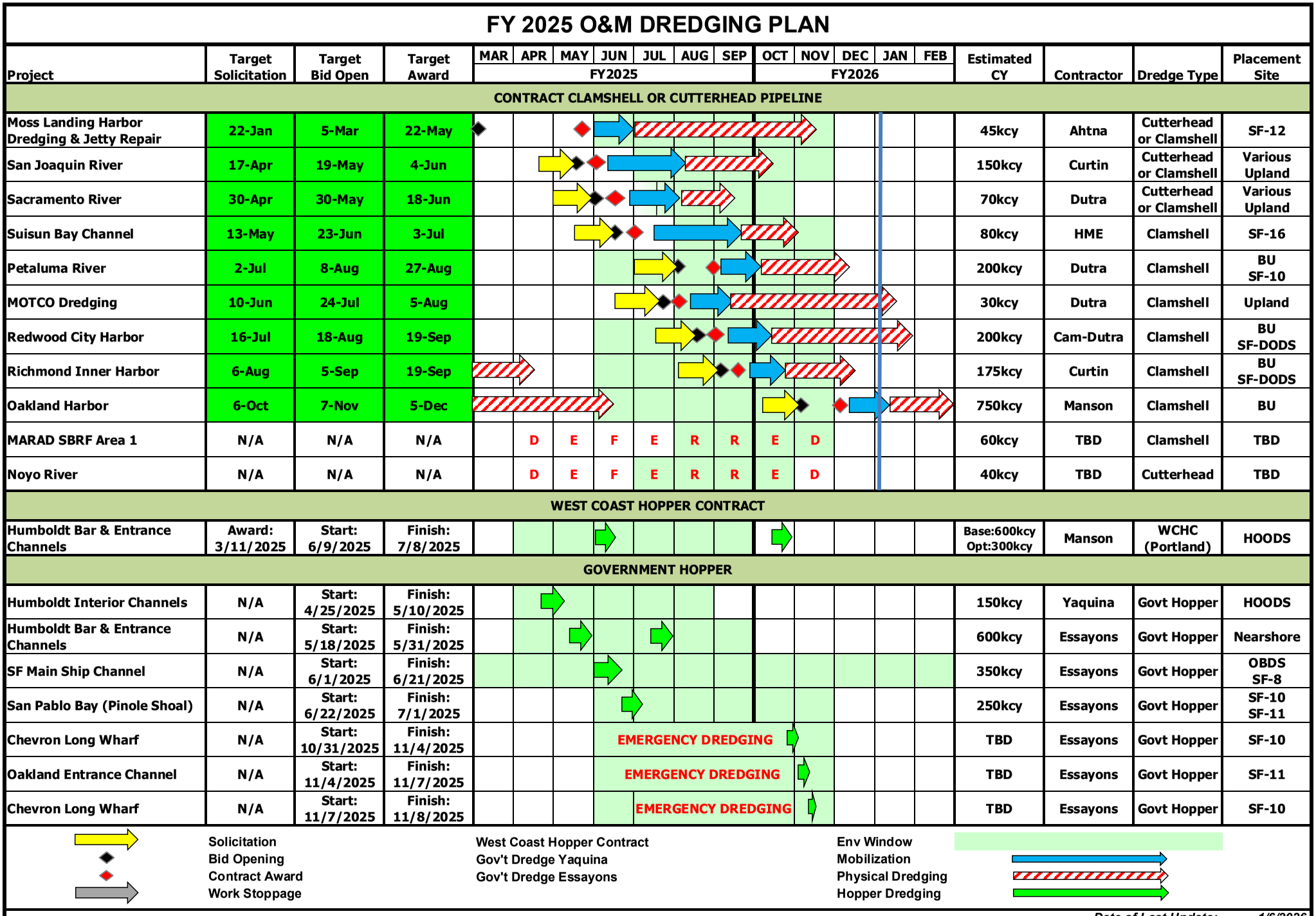
2. **Richmond Outer Harbor –** Following completion of the Main Ship Channel, the Essayons will move to Richmond Outer Harbor in mid-June and perform maintenance dredging there until end of June. Upon completion of Richmond Outer Harbor, Essayons will depart the Bay Area.

3. **San Pablo Bay (Pinole Shoal) –** **Dredging is deferred to FY27 but will resume on an annual cycle once the recommended plan contained in the San Francisco Bay Regional Dredged Material Management Plan and new programmatic environmental permits are fully implemented.**

2. EMERGENCY (URGENT & COMPELLING) DREDGING: **USACE San Francisco District, in coordination with U.S. Coast Guard Sector San Francisco, performed emergency dredging operations at both the Chevron Long Wharf area and the Oakland Harbor Entrance Channel due to excessive shoaling in these areas. USACE Portland District Government Hopper Dredge Essayons arrived at the Long Wharf on October 31, conducted dredging operations there for 4 days, transited to the Oakland Harbor Entrance Channel on November 4, worked that area for 4 days, returned to the Richmond Long Wharf for one more day of dredging, and then returned to Portland.**

FY 2025 O&M DREDGING PLAN

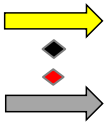
Project	Target Solicitation	Target Bid Open	Target Award	Estimated CY	Contractor	Dredge Type	Placement Site
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE							
Moss Landing Harbor Dredging & Jetty Repair	22-Jan	5-Mar	22-May	45kcy	Ahtna	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	4-Jun	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	Cam-Dutra	Clamshell	BU SF-DODS
Richmond Inner Harbor	6-Aug	5-Sep	19-Sep	175kcy	Curtin	Clamshell	BU SF-DODS
Oakland Harbor	6-Oct	7-Nov	5-Dec	750kcy	Manson	Clamshell	BU
MARAD SBRF Area 1	N/A	N/A	N/A	60kcy	TBD	Clamshell	TBD
Noyo River	N/A	N/A	N/A	40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT							
Humboldt Bar & Entrance Channels	Award: 3/11/2025	Start: 6/9/2025	Finish: 7/8/2025	Base:600kcy Opt:300kcy	Manson	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: 5/18/2025	Finish: 5/31/2025	600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 6/1/2025	Finish: 6/21/2025	350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	Start: 6/22/2025	Finish: 7/1/2025	250kcy	Essayons	Govt Hopper	SF-10 SF-11
Chevron Long Wharf	N/A	Start: 10/31/2025	Finish: 11/4/2025	TBD	Essayons	Govt Hopper	SF-10
Oakland Entrance Channel	N/A	Start: 11/4/2025	Finish: 11/7/2025	TBD	Essayons	Govt Hopper	SF-11
Chevron Long Wharf	N/A	Start: 11/7/2025	Finish: 11/8/2025	TBD	Essayons	Govt Hopper	SF-10



Date of Last Update: *1/6/2026*

FY 2026 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2026							FY2027								
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
San Joaquin River	3-Apr	4-May	18-May													175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	17-Apr	18-May	1-Jun													75kcy	TBD	Cutterhead or Clamshell	Various Upland
Oakland Harbor	28-Apr	28-May	11-Jun													800kcy	TBD	Clamshell	SF-DODS BU
Redwood City Harbor	8-May	8-Jun	22-Jun													200kcy	TBD	Clamshell	SF-11 SF-DODS
Suisun Bay Channel	18-May	18-Jun	2-Jul													100kcy	TBD	Clamshell	SF-16
MARAD SBRF Area 1	29-May	29-Jun	13-Jul													TBD	TBD	Clamshell	TBD
Richmond Inner Harbor	12-Jun	13-Jul	27-Jul													350kcy	TBD	Clamshell	SF-10/11 BU
San Rafael Creek	26-Jun	27-Jul	10-Aug													200kcy	TBD	Clamshell	SF-10/11
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	20-Jan	19-Feb	12-Mar													Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	Start: 4/19/2025	Finish: 5/6/2025													150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Start: 5/8/2025	Finish: 5/17/2025													600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 5/18/2025	Finish: 6/5/2025													350kcy	Essayons	Govt Hopper	OBDS SF-8
Richmond Outer Harbor	N/A	Start: 6/6/2025	Finish: 6/21/2025													250kcy	Essayons	Govt Hopper	SF-10 SF-11
San Pablo Bay (Pinole Shoal)	N/A	N/A	N/A		D	E	F	E	R	R	E	D				250kcy	Essayons	Govt Hopper	SF-10 SF-11



Solicitation
Bid Opening
Contract Award
Work Stoppage

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

Env Window
Mobilization
Physical Dredging
Hopper Dredging

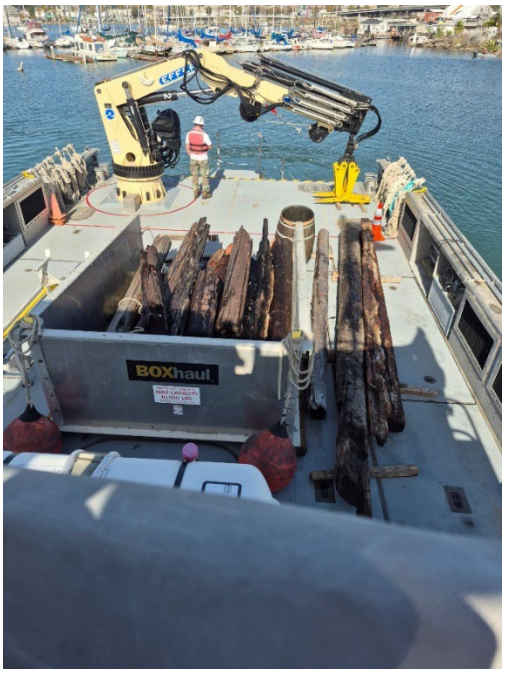
Date of Last Update: *1/6/2026*

3. DEBRIS REMOVAL – Debris removal for December was 38.7 tons. Dillard: 38.7 ton; Raccoon: 0 tons. Average debris removal for December from 2015 to 2024 is 48 tons (Range: 24 – 52.5). The Raccoon was out of service for December due to transmission issues. Repair is scheduled for January with the hope of having the Raccoon back in service by February.

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	1.5	1	0	2.5
OCT	6.0	5.9	0	11.9
NOV	10.1	19.4	0	29.5
DEC	0	38.7	0	38.7

YR TOTAL
271.9



DILLARD crew working the smaller boat to bring debris closer to the DILLARD for retrieval (left). A full day's worth of debris removal for the DILLARD (right). 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 November 25, 2025.
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 October 2-3, 2025.
Napa River: Condition survey of July 30-31, 2025.
Northship Channel: Condition survey of December 2-10, 2024.
Oakland Inner Harbor: Condition survey of November 7, 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 September 10, 2025.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of November 18, 2025.
Richmond Outer Harbor (Southampton Shoal): Condition survey of July 29, 2025.
Sacramento River Deep Water Ship Channel: Post dredge surveys of August 19 and 25, and September 4 and 15, 16, 2025.
San Bruno Shoal: Condition survey of May 30, 2025.
San Francisco Main Ship Channel: Condition survey of October 7-8, 2025.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 11, 2025.
San Rafael (Creek): Condition survey of September 11, 2025.
Stockton Ship Channel: Post dredge survey of August 29, September 4, 23, 27, 29 September and October 1-6, 2025.
Suisun Bay Channel: Condition survey of September 26, and October 14-15, 20, 30, and November 4, 2025.
Suisun Bay Channel (Bullshead Reach): Condition survey of November 4-5, 2025.
Suisun Bay Channel (New York Slough): Condition survey of November 4-5, 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 October 23, 2025.
SF-10 (San Pablo Bay): Condition survey of October 23, 2025.
SF-11 (Alcatraz Island): Condition survey of November 20, 2025.
SF-16 (Suisun Bay Disposal Site): Condition survey of October 28, 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 FY24.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **5 JAN 2026**. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 1/5/2026

To: Navigation Interests	From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102							
RIVER/HARBOR NAME AND STATE SUISUN BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	10-07-2025	2000	4.96	55.0	51.8	55.2	55.3	54.2
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	10-17-2025	809 1021	0.96	38.0	37.0	37.0	37.0	37.0
Richmond Inner Harbor Approach Channel	10-17-2025	809 1201	3.09	38.0	36.8	37.0	37.0	36.4
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	11-18-2025	2188 5598	0.88	45.0	21.3	No Data	No Data	No Data
San Rafael ATF Across the Flats	09-11-2025	100	2.25	8.0	4.5	5.2	5.5	5.1
San Rafael River Inner Canal Channel	09-11-2025	60 160	1.55	6.0	3.7	5.1	4.3	4.3
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	11-07-2025	544 1997	4.62	50.0	44.7	47.5	48.2	45.2

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE 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	2.52	50.0	46.9	49.2	49.3	48.8
Humboldt Bay Bar and Entrance Channel	07-19-2025	500 2113	2.6	48.0	33.1	44.2	44.4	35.8
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)	09-26-2025	300	2.84	35.0	35.6	36.1	37.2	35.6
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	09-26-2025	300	11.1	35.0	35.1	35.0	35.1	35.1
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)	11-04-2025	400 411	4.42	35.0	35.1	35.6	35.3	35.2
Suisun Slough Channel Suisun Slough Channel	11-30-2022	200 250	15.85	8.0	5.9	5.9	5.9	6.1

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

Date 1/5/2026

To: Navigation Interests	From:	US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	05-30-2025	500	5.66	30.0	28.5	31.2	31.0	30.2
Richardson Bay/Marinship Richardson Bay/Marinship	10-02-2025	300 1069	2.11	20.0	4.9	4.9	5.0	5.2
Islais Creek Islais Creek	11-25-2025	500 1424	1.71	40.0	31.1	36.8	37.1	23.4
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	08-28-2025	120 405	0.98	15.0	13.2	11.7	11.5	11.4
Noyo River Entrance Channel	12-05-2025	97 150	0.67	10.0	6.2	8.8	9.7	7.9
Noyo River Channel	12-05-2025	97 150	0.67	10.0	4.8	7.2	5.8	0.3
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

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

Office of Spill Prevention and Response

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

San Francisco Clearinghouse Report

January 8, 2026

- In November and December 2025, the clearinghouse did not contact OSPR regarding any possible escort violations.

- In November and December 2025, the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.

- The clearinghouse did not contact OSPR 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 November 2025 there were 89 tank vessel arrivals: 16 ATBs, 3 Chemical Tankers, 25 Chemical/Oil Tankers, 21 Crude Oil Tankers, 1 LPG, 10 Product Tankers, and 13 Tugs with Barges. In November 2025 there were 206 total vessel arrivals.

- In December 2025 there were 112 tank vessel arrivals: 20 ATBs, 5 Chemical Tankers, 31 Chemical/Oil Tankers, 29 Crude Oil Tankers, 12 Product Tankers, and 115 Tugs with Barges. In December 2025 there were 246 total vessel arrivals.

San Francisco Bay Clearinghouse Report For November 2025

San Francisco Bay Region Totals

	2025		2024	
Tanker arrivals to San Francisco Bay	60		74	
ATB arrivals	16		20	
Barge arrivals to San Francisco Bay	13		8	
Total Tanker and Barge Arrivals	89		102	
Tank ship movements & escorted barge movements	334		343	
Tank ship movements	266	79.64%	178	51.90%
Escorted tank ship movements	133	39.82%	148	43.15%
Unescorted tank ship movements	133	39.82%	30	8.75%
Tank barge movements	68	20.36%	165	48.10%
Escorted tank barge movements	24	7.19%	14	4.08%
Unescorted tank barge movements	44	13.17%	151	44.02%

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	181		320		0		139		640	
Unescorted movements	93	51.38%	165	51.56%	0	0.00%	80	57.55%	338	52.81%
Tank ships	80	44.20%	121	37.81%	0	0.00%	64	46.04%	265	41.41%
Tank barges	13	7.18%	44	13.75%	0	0.00%	16	11.51%	73	11.41%
Escorted movements	88	48.62%	155	48.44%	0	0.00%	59	42.45%	302	47.19%
Tank ships	75	41.44%	132	41.25%	0	0.00%	50	35.97%	257	40.16%
Tank barges	13	7.18%	23	7.19%	0	0.00%	9	6.47%	45	7.03%

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

San Francisco Bay Clearinghouse Report For December 2025

San Francisco Bay Region Totals

	2025		2024	
Tanker arrivals to San Francisco Bay	77		77	
ATB arrivals	20		18	
Barge arrivals to San Francisco Bay	15		8	
Total Tanker and Barge Arrivals	112		103	
Tank ship movements & escorted barge movements	380		353	
Tank ship movements	291	76.58%	168	47.59%
Escorted tank ship movements	153	40.26%	130	36.83%
Unescorted tank ship movements	138	36.32%	38	10.76%
Tank barge movements	89	23.42%	185	52.41%
Escorted tank barge movements	31	8.16%	19	5.38%
Unescorted tank barge movements	58	15.26%	166	47.03%

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	212		365		0		157		734	
Unescorted movements	101	47.64%	185	50.68%	0	0.00%	86	54.78%	372	50.68%
Tank ships	86	40.57%	129	35.34%	0	0.00%	65	41.40%	280	38.15%
Tank barges	15	7.08%	56	15.34%	0	0.00%	21	13.38%	92	12.53%
Escorted movements	111	52.36%	180	49.32%	0	0.00%	71	45.22%	362	49.32%
Tank ships	96	45.28%	152	41.64%	0	0.00%	62	39.49%	310	42.23%
Tank barges	15	7.08%	28	7.67%	0	0.00%	9	5.73%	52	7.08%

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

	2025		2024	
Tanker arrivals to San Francisco Bay	888		890	
ATB arrivals	201		205	
Barge arrivals to San Francisco Bay	173		130	
Total Tanker and Barge Arrivals	1,262		1,225	
Tank ship movements & escorted barge movements	4,253		4,233	
Tank ship movements	3,249	76.39%	2,277	53.79%
Escorted tank ship movements	1,690	39.74%	1,793	42.36%
Unescorted tank ship movements	1,559	36.66%	484	11.43%
Tank barge movements	1,004	23.61%	1,956	46.21%
Escorted tank barge movements	339	7.97%	230	5.43%
Unescorted tank barge movements	665	15.64%	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	2,467		4,084		0		1,836		8,387	
Unescorted movements	1,254	50.83%	2,088	51.13%	0	0.00%	992	54.03%	4,334	51.68%
Tank ships	1,067	43.25%	1,626	39.81%	0	0.00%	846	46.08%	3,539	42.20%
Tank barges	187	7.58%	462	11.31%	0	0.00%	146	7.95%	795	9.48%
Escorted movements	1,213	49.17%	1,996	48.87%	0	0.00%	844	45.97%	4,053	48.32%
Tank ships	1,057	42.85%	1,669	40.87%	0	0.00%	716	39.00%	3,442	41.04%
Tank barges	156	6.32%	327	8.01%	0	0.00%	128	6.97%	611	7.29%

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

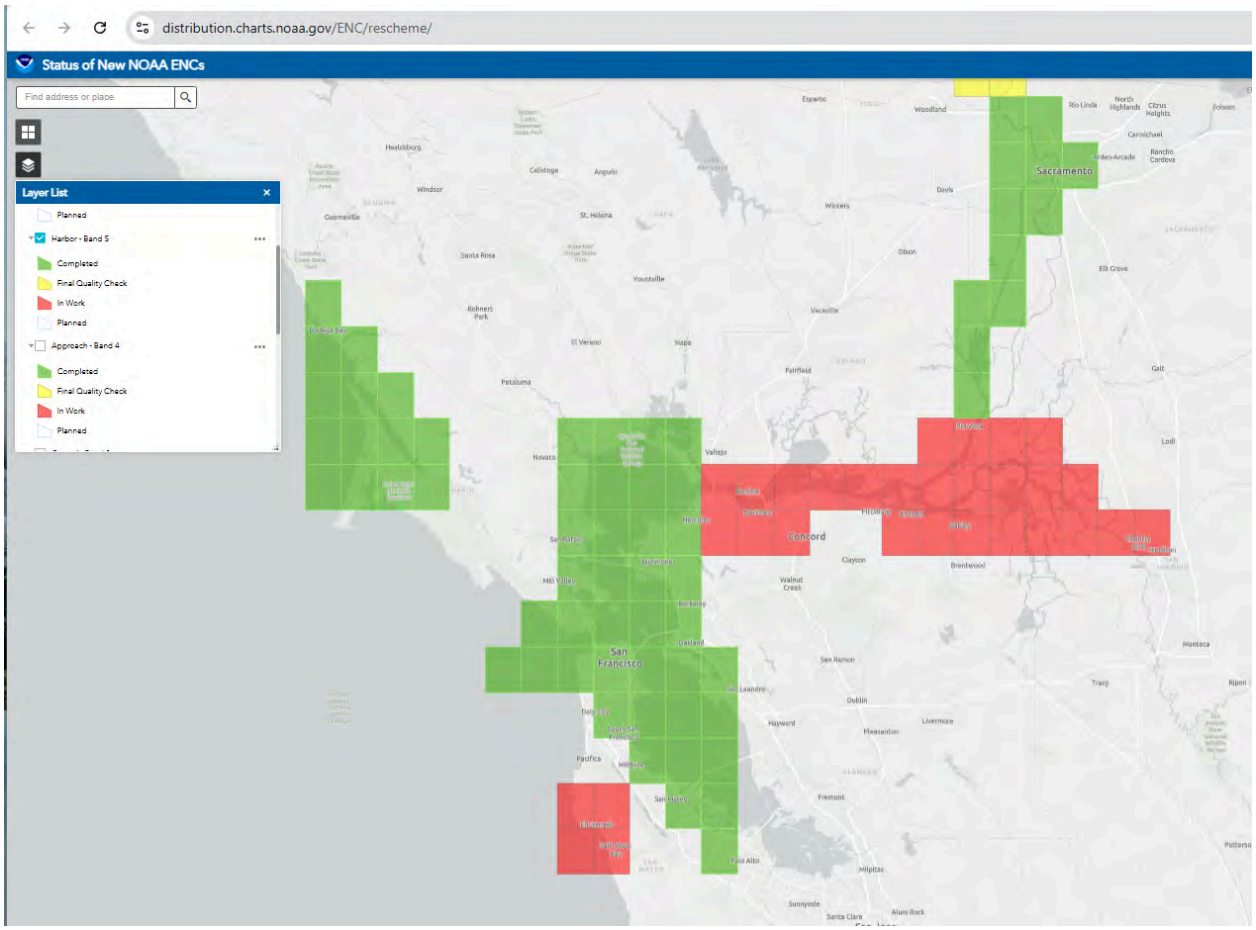
NOAA Report to the San Francisco Bay Harbor Safety Committee
January 2026

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. More completed ENC reschemed cells have been posted since our last meeting.

Current view:



Voluntary Speed Reduction Zones

Please be advised that NOAA is extending the voluntary Vessel Speed Reduction (VSR) request through January 15, 2026, due to the continued presence of endangered whales.

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

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

CA Assembly Bill 14 (AB 14)

In October 2025, **Assembly Bill 14 (AB 14) - Protecting Blue Whales and Blue Skies Act**, was signed into law by Gov. Gavin Newsom. The bill expands the existing **Voluntary Vessel Speed Reduction Program** into a statewide voluntary vessel speed reduction program.

AB 14 authorizes the expansion of the existing program statewide in a manner that is consistent with the program components to date - voluntary cooperation, verification, positive marketing and acknowledgement, and quantifying environmental benefits. Program expansion should not interfere with any other existing port-related vessel speed reduction programs.

Next Steps:
To ensure that the shipping industry's voice is taken into account as part of this process public comment is requested. This is an opportunity for shipping lines, ports, and associations to provide insight on what they value in a statewide program.

A short survey is now available for industry members, **found here.**

As a second option, interested parties are welcome to also submit feedback here.

These links can also be found through an **article in Maritime Executive**, as well as the BWBS website. Please provide your feedback by January 30th, 2026.

END OF REPORT

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

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

NOAA's Greater Farallones, Cordell Bank, and Monterey Bay National Marine Sanctuaries strongly recommend vessels 300 gross tons or larger transit the Monterey and San Francisco VSR zone at 10 knots or less and prioritize use of the western traffic lane when traveling in the San Francisco Offshore TSS from **May 1 - January 15, 2026**.

NOAA also strongly recommends vessels 300 gross tons or larger transit the Southern California Vessel Speed Reduction (VSR) Zone at 10 knots or less from **May 1 - January 15, 2026**. Vessels should transit outside of the Area To Be Avoided (ATBA) in the northern Channel Islands region to reduce the overlap of ships and endangered whales. Every effort should be made to comply with any instruction received from the Navy when transiting south of the Channel Islands.

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

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

For more details, please contact:
Sean Hastings at sean.hastings@noaa.gov or
Jessica Morten at jessica.morten@noaa.gov

Point Arena
NOAA Greater Farallones National Marine Sanctuary
NOAA Cordell Bank National Marine Sanctuary
San Francisco
NOAA Monterey Bay National Marine Sanctuary
Monterey
Cambria
NOAA Chumash Heritage National Marine Sanctuary
Santa Barbara
Los Angeles
NOAA Channel Islands National Marine Sanctuary

39°0.049'
-124°9.929'
37°46.221'
-123°45.96'
35°33.1964'
-121°37.8288'
35°0.8364'
-121°34.9428'
34°45.7362'
-121°42.3'
34°10.158'
-121°29.466'
33°54.603'
-121°24.5412'
33°18.066'
-121°12.7234'
33° 18.066'
-117° 29.988'

Voluntary Vessel Speed Reduction Zones
Area To Be Avoided (ATBA)
Traffic Separation Scheme (TSS)
NOAA National Marine Sanctuary Boundary
MBNMS Recommended Vessel Tracks

0 25 50 100 150 200 Nautical Miles

California, U.S.A.

Map source: Jess Morten/NOAA

NOAA Chart 501

This map is not to be used for navigational purposes

17 DECEMBER 2025

Marine Environmental Protection Division - Northern California Field Office

NOVEMBER 2025 Combined Report for Harbour Safety Committee

VESSEL TRANSFERS

DATE	Vessels Total Arrival	Vessels Monitored	Percentage of Vessel Monitored
NOVEMBER 1-30, 2024	180	59	32%
NOVEMBER 1-30, 2025	169	60	35%
Difference			

CRUDE OIL / PRODUCT TOTALS (BBLS)

DATE	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	GRAND TOTAL (D) / (L)
NOVEMBER 1-30, 2024	14,028,799	379,339	5,723,020	0	608,343	5,356,599	26,096,100
NOVEMBER 1-30, 2025	12,124,568	118,002	7,216,605	0	793,074	6,156,543	26,408,792
Difference	1,904,231	261,337	-1,493,585	0	-184,731	-799,944	-312,692

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
NOVEMBER 1-30, 2025	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
NOVEMBER 1-30, 2024	20%	410	84	99	-15
NOVEMBER 1-30, 2025	17%	376	63	93	-30

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

By: MRA

Marine Environmental Protection Division - Northern California Field Office

DECEMBER 2025 Combined Report for Harbor Safety Committee

VESSEL TRANSFERS

DATE	Vessels Total Arrival	Vessels Monitored	Percentage of Vessel Monitored
DECEMBER 1-31, 2024	197	77	39%
DECEMBER 1-31, 2025	205	67	33%
Difference			

CRUDE OIL / PRODUCT TOTALS (BBLS)

DATE	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Renewable Products (L)	Other Oil Products (L)	GRAND TOTAL (D) / (L)
DECEMBER 1-31, 2024	13,417,138	403,093	4,741,681	0	1,434,118	6,347,511	26,343,541
DECEMBER 1-31, 2025	13,511,697	165,000	7,370,709	0	1,374,616	6,058,474	28,480,496
Difference	-94,559	238,093	-2,629,028	0	59,502	289,037	-2136955

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
DECEMBER 1-31, 2025	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Qualified Voyages	Voyages Inspected	Goal	Shortfall
DECEMBER 1-31, 2024	20%	438	88	105	17
DECEMBER 1-31, 2025	20%	374	73	90	17

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

By: MRA

HSC Vote on 01/08/2026: Adoption of Ferry Routing Protocol Guidelines HSC Maritime Best Practice

At the January 8, 2026, HSC meeting, the committee will vote on whether to adopt the Ferry Traffic Routing Protocol Operating Guidelines as written and approved by the Harbor Safety Committee Ferry Subcommittee. A yes vote approves the complete document and provides the first formal written documentation of the Harbor Safety Committee best practice that has been in effect since 2008 under the name Ferry Traffic Routing Protocol. Adoption also advances the protocol's long-term direction by shifting routine coordination away from frequent VHF voice exchanges and toward electronic chart–based information, scheduled route identifiers, and vessel telemetry, reserving VHF capacity for time-critical safety communications while supporting more predictable and technology-aligned waterway planning. The final draft of the protocol guidelines is included for your review, and any remaining changes will be limited to formatting and editorial cleanup.

Final 12/07/2025 for HSC Vote

Ferry Traffic Routing Protocol Guidelines for HSC Maritime Best Practice

1. Introduction

1.1. Nothing in this guidance should be interpreted to contravene any applicable law, regulation, or instruction issued by the Captain of the Port.

2. Communications

2.1. Ferries should make passing arrangements on VHF-FM Channel 13.

2.2. Ferries should make passing arrangements between ferries whenever they approach ferry-route crossings, junctions, branches, or when one ferry intends to overtake another.

2.3. Ferries should make passing arrangements between ferries and other vessels whenever a ferry will meet, cross, or overtake another vessel.

2.4. Unless required by VTS or a ferry captain, passing arrangements are not necessary for ferries following reciprocal routes with no intent to enter the other's route corridor.

2.5. In low visibility, at night, or whenever a ferry is unsure of the location or intent of another ferry, ferries should make passing arrangements.

2.6. VTS may direct any vessel to contact another vessel via radio.

2.7. VTS may also direct vessels to make passing arrangements.

3. AIS and ECS (Automatic Identification System and Electronic Chart System)

3.1. ECS Guidelines

3.1.1. ECS display should show accurate ferry-routes.

3.1.2. AIS targets should be displayed on the ECS.

3.1.3. VTS should be notified immediately if ECS or AIS equipment becomes inoperative.

3.2. AIS Guidelines

3.2.1. AIS equipment should be properly installed and operated using the guidelines set forth by the International Maritime Organization (IMO) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or the National Marine Electronics Association (NMEA) Installation Standard 0400-3.10 in lieu of SN/Circ.227 and 245 (incorporated by reference, see § 164.03).

3.2.2. Unless the ferry is powered down, AIS should remain transmitting continuously, including while moored.

3.2.3. The correct AIS Vessel Type should always be selected.

4. Published Schedules and Routes

4.1. Ferry routes are track lines with cross-track distances (XTD), not corridors or lanes.

4.2. Cross-track distances (XTDs) should be displayed with the route lines on the ECS.

4.3. If the route's cross-track distance (XTD) is unknown or unpublished, ferries should navigate as close to the charted route line as is safely practicable.

4.4. Following a charted route means remaining within the cross-track distance (XTD) or as close as safely possible to the route line.

4.5. Ferries should follow charted routes regardless of whether other ferries are present.

4.6. When overtaking other ferries on routes, ferries should return to the route as soon as safely possible.

4.7. Corners of routes should not be cut unless necessary for navigational safety.

5. When to Call VTS

Ferries should report to VTS:

5.1. If departing a route — stating the reason and expected point of re-entry.

5.2. If you must depart the route due to recreational, fishing, small craft, or swimmers on or near a ferry route.

5.3. When obstructions to navigation or marine wildlife are spotted on or near a ferry route.

6. Joining or Departing Routes

When joining or departing routes, ferries should:

6.1. Join and depart at designated waypoints.

6.2. If joining or leaving elsewhere, do so at as slight an angle as practicable.

6.3. When departing a route, avoid approaching or crossing reciprocal routes.

6.4. Before joining a route, carefully survey the area for vessels or impediments.

6.5. Make passing arrangements with ferries already on the route.

6.6. Remain mindful of minimum Closest Point of Approach (CPA) guidelines.

7. Crossing Routes

Ferries should:

7.1. Cross at designated points whenever possible.

7.2. If not possible, cross as close to a right angle as practicable.

7.3. Make passing arrangements with ferries on the route being crossed.

7.4. Remain mindful of minimum Closest Point of Approach (CPA) guidelines.

8. VTS Actions

VTS may:

8.1. Question a ferry operating outside the cross-track-distance (XTD) limit.

8.2. Recommend that a ferry follow a route.

8.3. Direct a ferry to follow a route.

8.4. Under heightened MARSEC or other special circumstances, direct ferries follow alternate routes.

8.5. Direct ferries to establish radio contact.

8.6. Direct ferries to make passing arrangements.

9. Adding New Routes

Approval of new routes depends on completing the following steps:

9.1. Submit a written route proposal with scale diagrams.

9.2. Present the proposal to the Harbor Safety Committee.

9.3. Conduct a maritime safety analysis.

9.4. Complete a NOAA ENC analysis and obtain approval.

9.5. Receive Harbor Safety Committee vote and endorsement.

9.6. Chart routes and waypoints on the ENC.

9.7. Ensure an ENC route corridor is portrayed aboard ENC-equipped vessels operating in the San Francisco Bay Region.

10. Ferry Route Caution Areas

Ferry-route caution areas describe parts of the waterways where heightened situational awareness is necessary due to special concerns.

10.1. Ferry Building Maneuvering Area [Fig. C1]

10.1.1. NOAA ENC Advice: Mariners should exercise caution when transiting near the Ferry Building while ferries are waiting, transiting, or loading/unloading passengers.

10.1.2. Marine-event routes should not encroach on this area.

10.2. Central Bay (CB) Crossing Area [Fig. C2]

10.2.1. Encompassing part of the Central Bay Regulated Navigation Area's Precautionary Area and Federal Anchorage 7, between Alcatraz and Treasure Island.

10.2.2. The CB northbound route crosses through Federal Anchorage 7.

10.2.3. Junction of CB north–south and east–west ferry routes.

10.2.4. The Sausalito westbound route crosses the CB southbound route.

10.2.5. The Sausalito eastbound route joins the CB southbound route.

10.3. Larkspur Crossing Area [Fig. C3]

10.3.1. Encompassing part of the North Ship Channel Regulated Navigation Area, surrounding the Central Bay North Channel Bravo and Charley Buoys.

10.3.2. Junction of CB north–south and Larkspur routes.

10.3.3. Southeast-bound Larkspur route joins the CB southbound route.

10.3.4. Northwest-bound Larkspur route crosses the CB southbound route.

10.4. East Brothers Island Convergence Area [Fig. C4]

10.4.1. Northbound routes from the Richmond–San Rafael Bridge West and East Navigation Spans converge in the narrow passage between East Brothers Island and Point San Pablo.

10.4.2. A small passenger ferry serving the East Brothers Light B&B operates between the Light's mooring and Point San Pablo Marina.

10.5. Federal Anchorage (FA) 7 [Fig. C5]

10.5.1. The northbound Central Bay route crosses through the west side of FA 7.

10.5.2. Waypoint TULLA, at the junction of the Central Bay northbound and westbound routes, lies in the northwest corner of FA 7.

10.5.3. The southbound Richmond route between waypoints ROPER and REDER crosses the east side of FA 7.

10.6. Richmond (RCH) Route [Fig. C6]

10.6.1. The RCH route is bi-directional; northbound and southbound ferries navigate along the same route line.

10.6.2. Ferries on the RCH route should make passing arrangements early.

10.6.3. Ferries should normally pass port-to-port when safe to do so.

10.6.4. Ferries should remain close to the route line.

10.6.5. The RCH route crosses through FA 7.

11. Marine Events

11.1. Coast Guard Sector San Francisco Waterways Management may disapprove marine events that overlap ferry-route caution areas.

12. Advancing Maritime Safety Through the Development of Technology and Future-Ready Systems

12.1. The Harbor Safety Committee should promote the development and adoption of new systems and technologies that enhance passenger-vessel safety and are resilient enough to accommodate rapidly expanding ferry operations. These systems should strengthen situational awareness across the maritime domain, benefiting mariners underway as well as the traffic managers and waterway coordinators responsible for overall operational oversight.

12.2. To achieve this, such systems should make full use of AIS and other electronic-voyage-data exchanges to deliver a more complete and timelier picture of vessel activity throughout the Bay Region.

12.3. They should also enable mariners to enter, verify, and update AIS voyage-related information in full compliance with U.S. Federal Regulations, ensuring that navigation data transmitted between vessels and traffic managers remains accurate and consistent.

12.4. In addition, these systems should help ferry operators meet increasingly tight operational schedules while improving the timeliness and accuracy of sailing-plan reports and other critical navigation-safety information provided to ferry operators and VTS personnel.

12.5. Systems should be capable of electronically transmitting waterway-safety information — such as navigation advisories, minimum-wake requests, aids-to-navigation (ATON) discrepancies, and other safety broadcasts — and of displaying that information geospatially on each ferry's Electronic Chart System (ECS) to assist with real-time decision-making.

12.6. They should further support electronic comparison of published ferry schedules and charted routes, displaying their relationship to each vessel's current navigation status, position, and operational behavior — both underway and alongside the dock — to enhance maritime safety and improve traffic coordination.

12.7. These capabilities should position ferry operators to remain compliant with evolving regulatory requirements while maintaining high-availability, real-time performance standards essential to safe, reliable, and efficient operations in a fully connected maritime environment.

12.8. Triggering Events for Setting AIS Data
Such systems should support the following functions related to AIS information.

12.8.1. When ferry is loading passengers

- Navigation Status → MOORED
- Destination → Current location or Route

12.8.2. When ferry lets go last lines (underway from dock)

- Navigation Status → UNDERWAY USING ENGINE
- Destination → Next dock or Route

12.8.3. When ferry arrives and throws over first lines (moored at the dock)

- Navigation Status → MOORED
- Destination → Arrival dock

12.8.4. If ferry has a vessel-control emergency

- Navigation Status → NOT UNDER COMMAND
- Destination → Next dock or Route

Ferry Route Caution Areas

Diagrams Showing Approximate Caution Area Boundaries

Precise boundaries to be plotted with GIS tools.

Rev. 12/31/2025

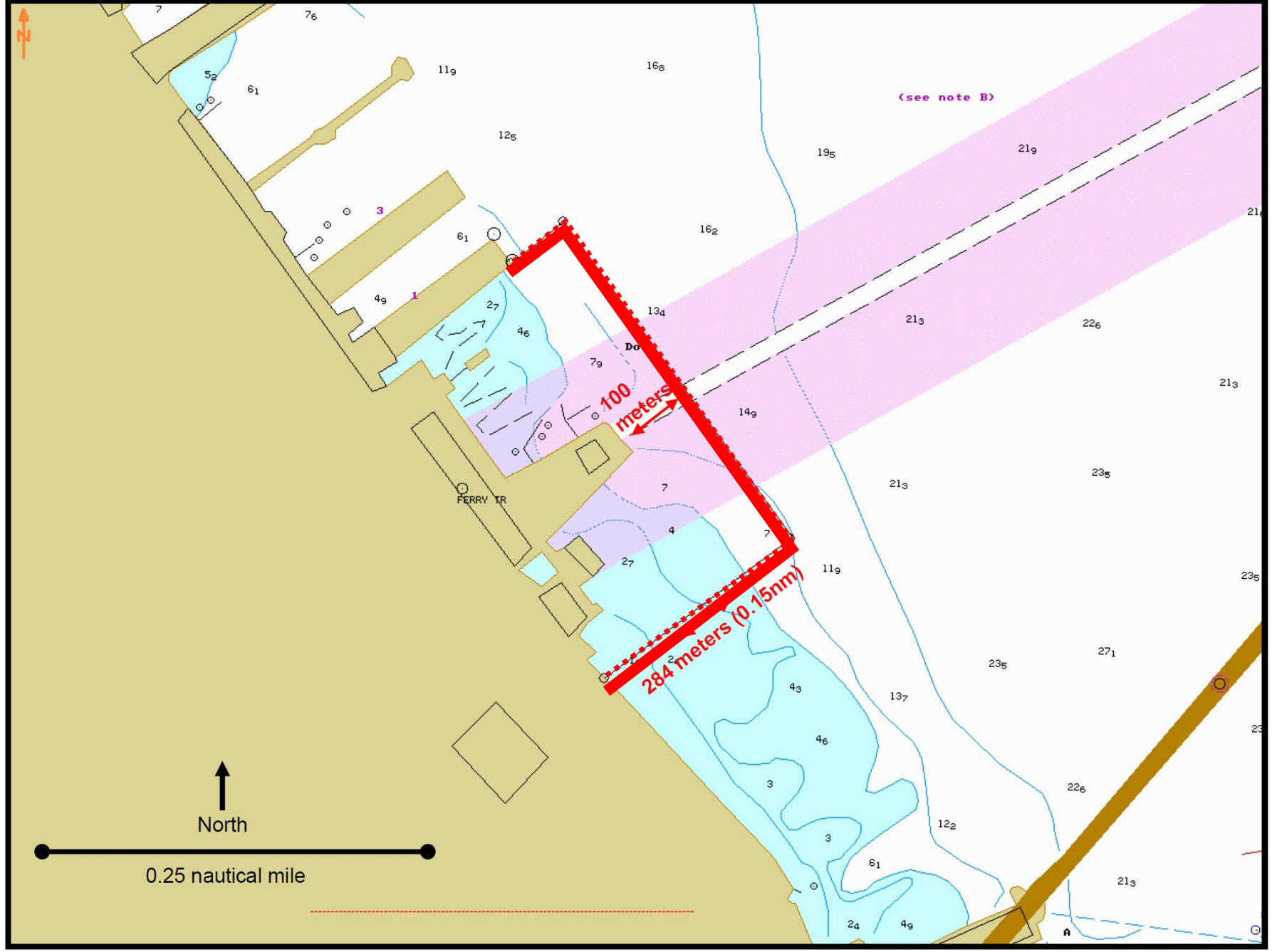

(see note B)
100 meters
284 meters (0.15nm)
FERRY TR
North
0.25 nautical mile

Figure C1

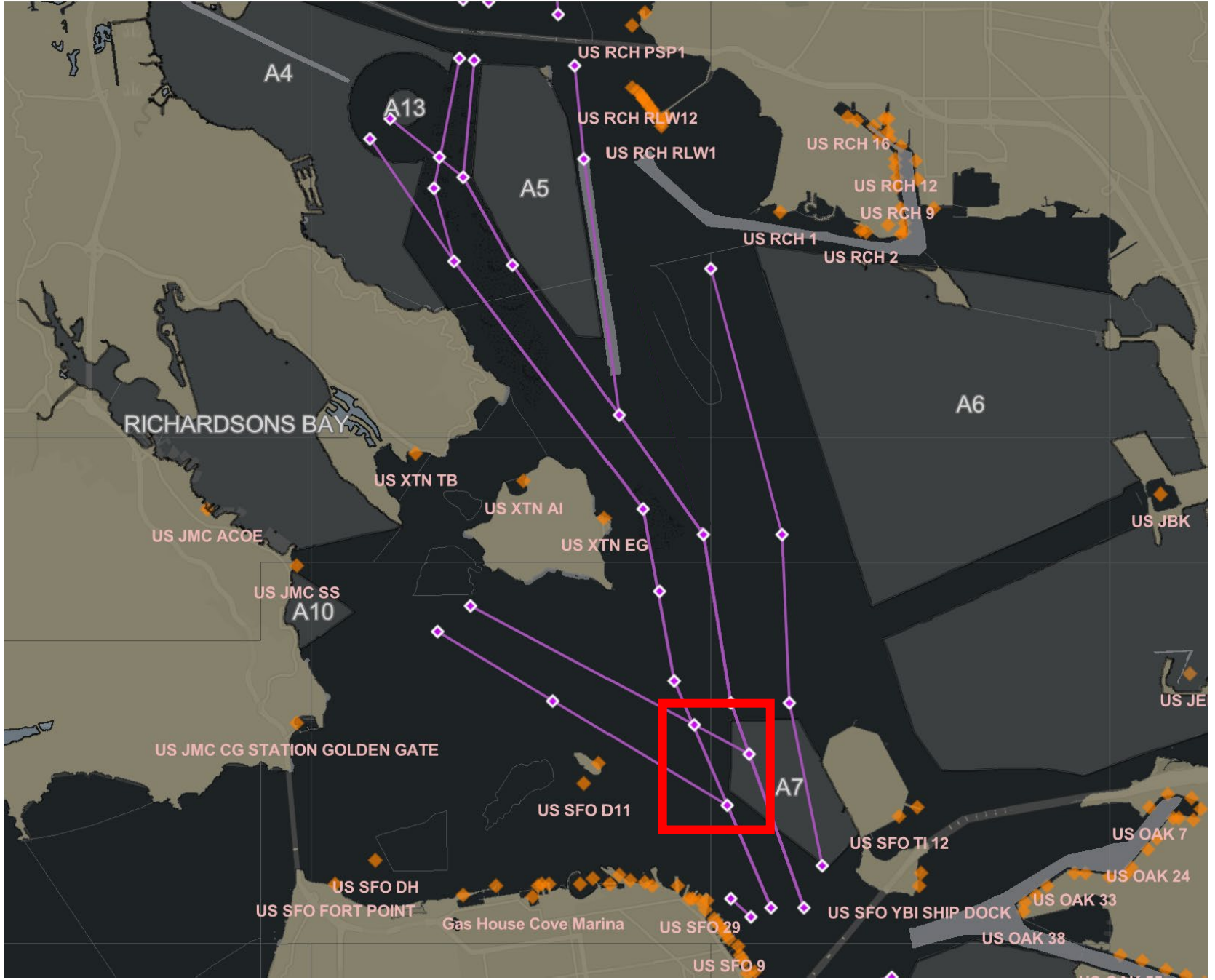
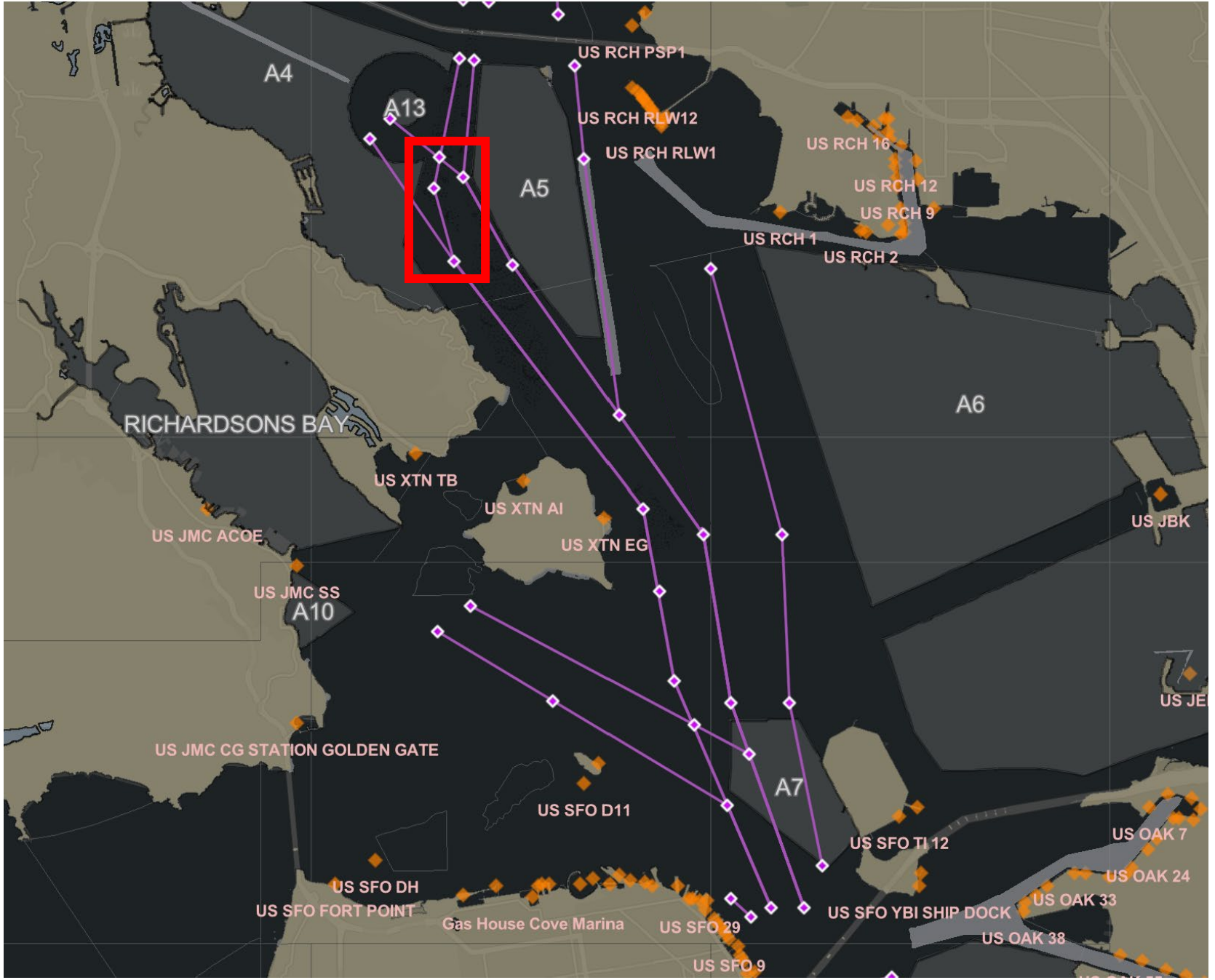

A4
A13
A5
A6
A7
A10
US RCH PSP1
US RCH RLW12
US RCH RLW1
US RCH 16
US RCH 12
US RCH 9
US RCH 1
US RCH 2
RICHARDSONS BAY
US XTN TB
US XTN AI
US XTN EG
US JMC ACOE
US JMC SS
US JBK
US JMC CG STATION GOLDEN GATE
US SFO D11
US SFO TI 12
US OAK 7
US OAK 24
US OAK 33
US OAK 38
US SFO DH
US SFO FORT POINT
Gas House Cove Marina
US SFO 29
US SFO YBI SHIP DOCK
US SFO 9

Figure C2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A6
A7
A10
US RCH PSP1
US RCH RLW12
US RCH RLW1
US RCH 16
US RCH 12
US RCH 9
US RCH 1
US RCH 2
RICHARDSONS BAY
US XTN TB
US XTN AI
US XTN EG
US JMC ACOE
US JMC SS
US JBK
US JMC CG STATION GOLDEN GATE
US SFO D11
US SFO TI 12
US OAK 7
US OAK 24
US OAK 33
US OAK 38
US SFO DH
US SFO FORT POINT
Gas House Cove Marina
US SFO 29
US SFO YBI SHIP DOCK
US SFO 9

Figure C3

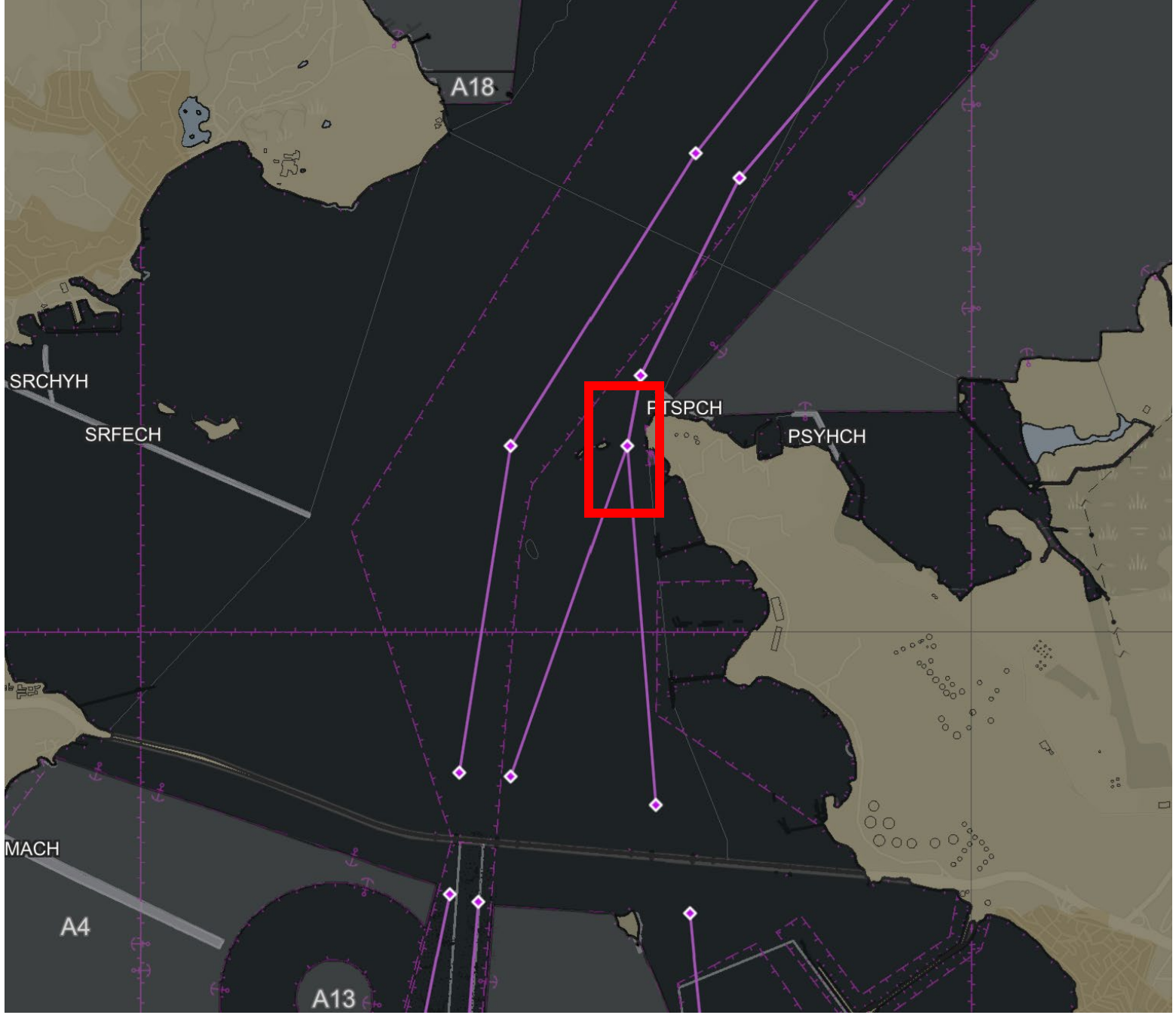
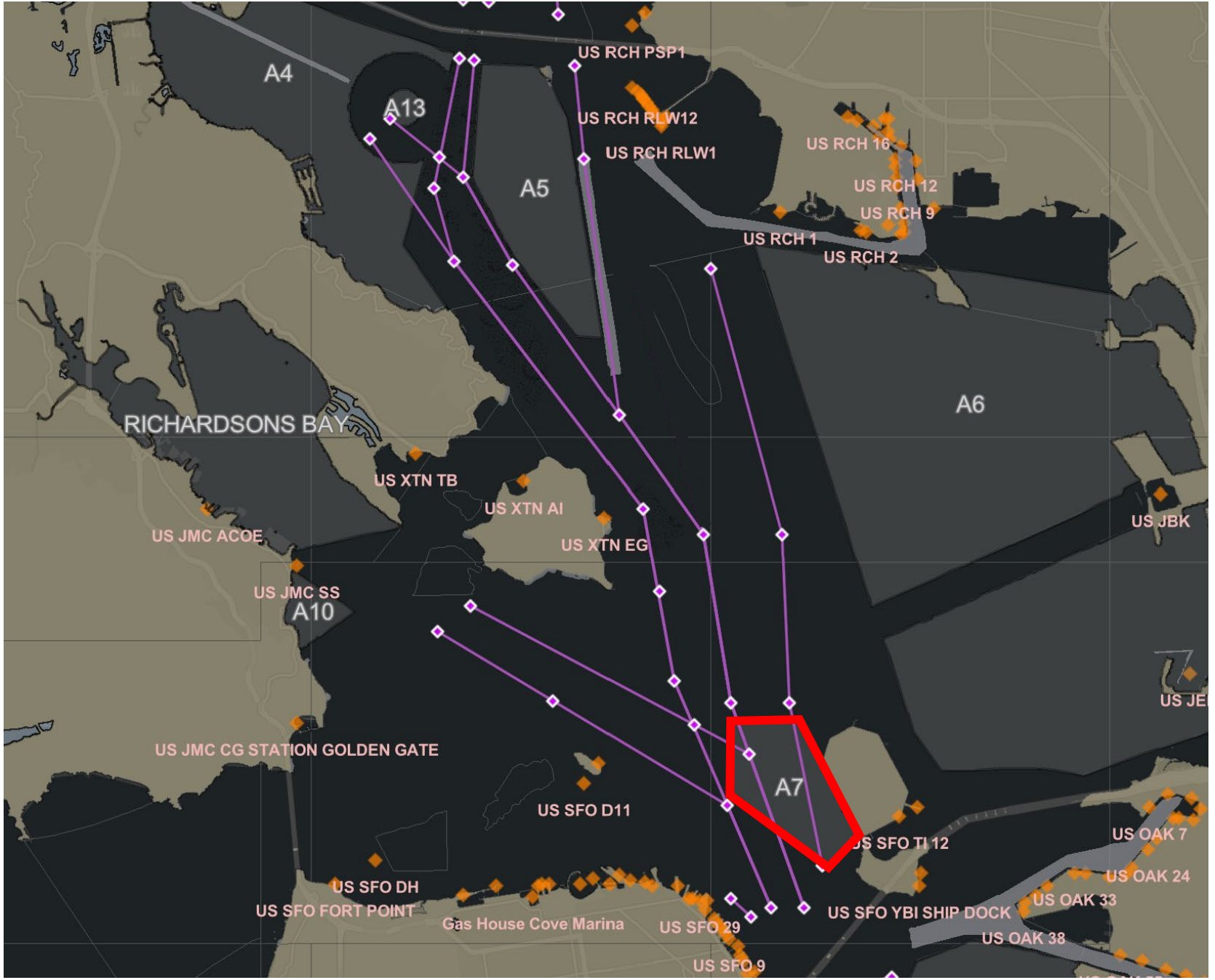


Figure C4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A13
A5
A6
A7
A10
US RCH PSP1
US RCH RLW12
US RCH RLW1
US RCH 16
US RCH 12
US RCH 9
US RCH 1
US RCH 2
RICHARDSONS BAY
US XTN TB
US XTN AI
US XTN EG
US JMC ACOE
US JMC SS
US JBK
US JMC CG STATION GOLDEN GATE
US SFO D11
US SFO TI 12
US OAK 7
US OAK 24
US OAK 33
US OAK 38
US SFO DH
US SFO FORT POINT
Gas House Cove Marina
US SFO 29
US SFO YBI SHIP DOCK
US SFO 9

Figure C5

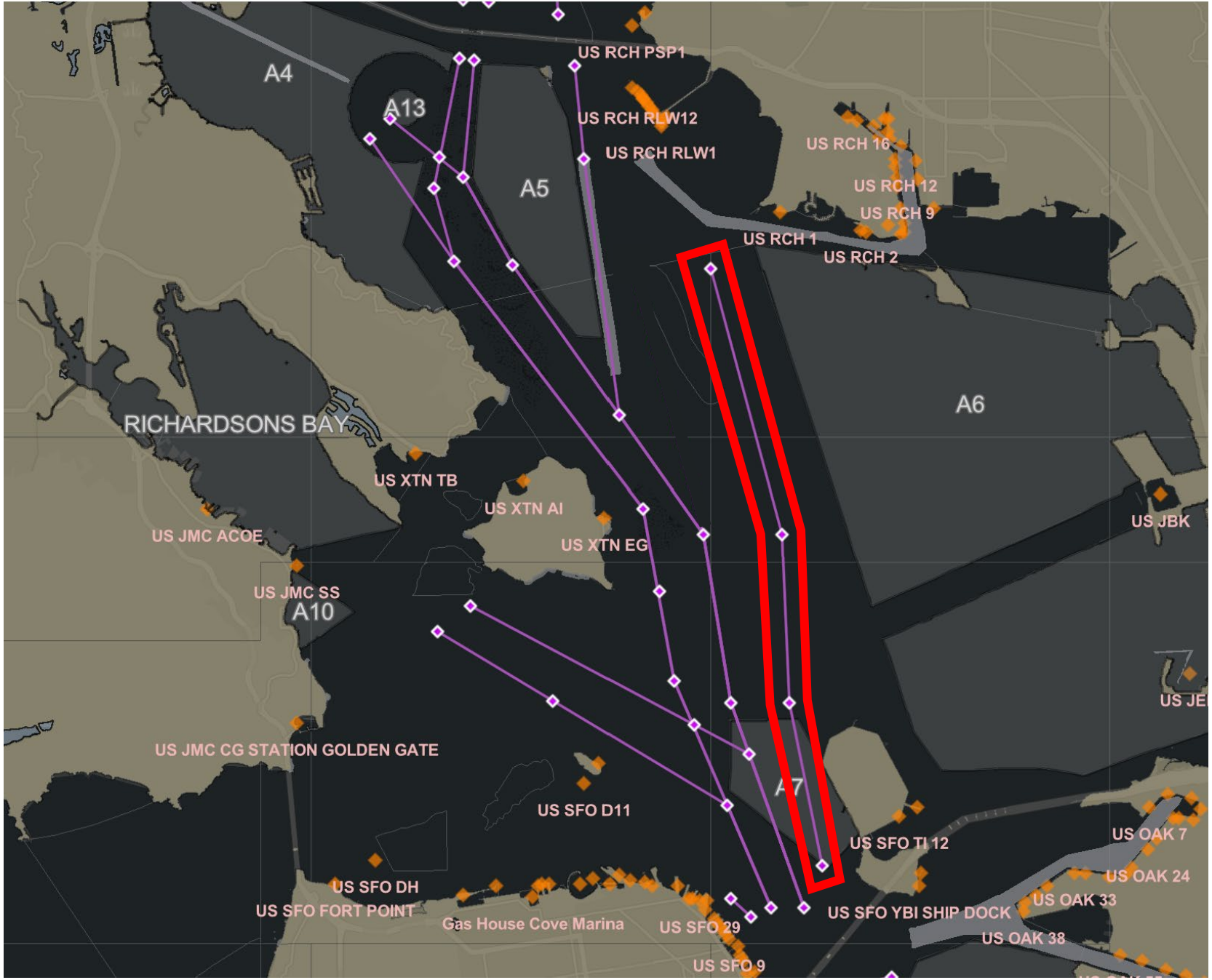
A4
A13
A5
A6
A7
A10
RICHARDSONS BAY
US RCH PSP1
US RCH RLW12
US RCH RLW1
US RCH 16
US RCH 12
US RCH 9
US RCH 1
US RCH 2
US XTN TB
US XTN AI
US XTN EG
US JMC ACOE
US JMC SS
US JBK
US JMC CG STATION GOLDEN GATE
US SFO D11
US SFO TI 12
US OAK 7
US OAK 24
US OAK 33
US OAK 38
US SFO DH
US SFO FORT POINT
Gas House Cove Marina
US SFO 29
US SFO YBI SHIP DOCK
US SFO 9

Figure C6