

Harbor Safety Committee

of the San Francisco Bay Region

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

FINAL

Harbor Safety Committee of the San Francisco Bay Region

February 12, 2026

Port of San Francisco, South Beach Harbor

The Embarcadero, San Francisco, 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 10:05.

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 Balduenza** (M), United States Coast Guard; **Capt. David Corbett** (M), San Francisco Bar Pilots; **Ben Eichenberg** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Kevin Hartley** (M), Crowley Petroleum Services; **Jim Haussener** (A), CMANC; **Capt. Tony Heeter** (M), Blue and Gold Fleet; **Lucas Juon** (M), Marathon Petroleum; **Eric Napralla** (M), Port of Oakland; **Randy Scott** (M), Port of Benicia; **Jessica Vargas** (A), US Army Corps of Engineers.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the January 8, 2026, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Introduced Wim Smets, Flemish Government, Agency for Maritime and Coastal Services, Shipping Assistance Division.

Wim Smets reported on the history of vessel traffic management in Belgium and western Netherlands. A vessel traffic system was initiated via a 1978 treaty and further implemented in 1991. The system provides nautical management in both countries, similar to USCG VTS and Marine Exchange operations, along a 150-kilometer coastline including Antwerp. Under keel clearance is a major concern due to shallow river and tidal areas and is actively managed. Narrow channels require coordination to maintain navigation safety. Environmental protection is a primary consideration. The region contains offshore wind farms which present navigation hazards for shipping. Maritime Rescue Coordination Center (MRCC) rescues are performed on vessels drifting into wind turbine areas and the farms are monitored.

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Coast Guard Report- Capt. Jordan Baldueza

- Thanked Wim Smets for his presentation and highlighted the importance of international cooperation.
- Introduced new USCG Sector San Francisco personnel.
- A USCG Certificate of Appreciation was presented to Capt. Larwood, SF Bar Pilots, for his actions related to a January 31st incident involving a ship losing propulsion near the Rio Vista Bridge. The bulker Ken Oh, piloted by Capt. Larwood, was transiting at fog-reduced speed when the LOP occurred causing the ship to drift sideways across the channel. Capt. Larwood dropped anchors and was able to regain control of the vessel. The ship was anchored and resumed transit when the fog lifted.
- Security was provided for the recent 2026 NFL Super Bowl events and counter UAS was deployed.
- A seminar on the USCG Salvage Response Plan was held successfully on January 27th.
- A USCG Cybersecurity Industry Day will be held on March 19th at the Port of Oakland. New USCG cybersecurity regulations went into effect on January 12th requiring facility personnel cybersecurity training. Cybersecurity plans and officers will be required on July 26, 2027.
- The City of Oakland has approved a grant for the removal of abandoned and derelict vessels in the Oakland Estuary.
- CWO Dressler read from the January- 2026 Prevention/Response Report (attached).

Report on USCG VTS Public-Private Partnership- Capt. Matt Fine, USCG

- Capt. Matt Fine, USCG, gave a presentation to the committee on proposed Vessel Traffic Service (VTS) public-private partnerships and the next generation VTS (slides attached). The public-private partnership model is being considered for future San Francisco VTS operations. Public-private partnerships are currently in place for VTS operations in Los Angeles and Tampa. Significant technological upgrades are needed to maintain the aging San Francisco VTS system. The USCG issued a Request for Information (RFI) for potential VTS vendors and has received four responses. A vendor committee will be established to review vendor proposals. VTS will continue to be under USCG jurisdiction and be staffed by USCG personnel.
- Capt. Corbett advised that the Bar Pilots support VTS upgrades as long as USCG maintains full control over traffic management. Eric Napralla asked about liability relating to the proposed public-private partnership. Capt. Fine advised that sole USCG or shared liability is being considered. Jim Haussener asked about VTS maintenance funding. Capt. Fine advised that maintenance consideration will be included in the contract.

Harbor Safety Committee

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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, Oakland Harbor, and MOTCO. Planning for FY26 dredging is underway and a schedule is included. The USACE appropriations bill has been signed. Debris removal for January was below average. The Dillard recently assisted with Navy Mine Countermeasures Group training and reset the Scripts Point Reyes waverider buoy. The Regional Dredge Material Management Plan is being finalized. Surveys are posted, and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- HSC membership updates: Scott Grindy (M), San Francisco Small Craft Harbor, has retired from the HSC. A new Chair of the Prevention Through People Subcommittee will be appointed.
- An updated HSC membership vacancy announcement was distributed in January (attached). Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for February 2026 (attached). ENC re-gridding is ongoing. NOAA is discontinuing the PORTS Mobile Text Product, but PORTS data will continue to be available via the Standard Text Product. The NWS predicts rain and high surf.

State Lands Commission Report- Robert Booker (report attached)

PORTS Report- Marcus Freeling

- PORTS buoy-mounted current meters were successfully serviced in late January and data is back online. The Martinez-Amorco current meter was reinstalled after the station was moved due to dock construction. Data is back online but upgraded hardware still needs to be installed. The Martinez-Amorco visibility sensor is offline due to a system fault that is being analyzed. 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>

Harbor Safety Committee

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*Mandated by the California Oil Spill
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Subcommittee/Work Group Reports-

Tug Subcommittee- Nothing to report.

Navigation Subcommittee- Capt. David Corbett: There is ongoing participation with the Tanker Tug Escort Work Group on updating escort regulations.

Ferry Operations Subcommittee- Capt. Tony Heeter: Conflict with recreational boaters near ferry terminals is a concern and community outreach is being conducted regarding precautionary areas near ferry terminals. The Whale Spotter program is in place for whale strike mitigation.

Capt. Heeter asked about use of electric ferries and tugs in the Flemish region. Wim Smets advised that the Port of Antwerp uses both electric and hydrogen powered vessels.

Dredge Issues Subcommittee- Jim Haussener: The OMB budget request is delayed but will be reviewed when released. The USACE FY28 budget is being considered. More funding for debris removal can be requested. Starting in 2027, both Pinole Shoal Channel and Richmond Harbor will be dredged annually.

Prevention through People Subcommittee- Nothing to report.

Marine Mammals Subcommittee- Kathi George (A), The Marine Mammal Center: A recap of the 2025 whale season was provided. Thirty-six unique gray whales were identified in the bay from March through May. Feeding behavior was observed. Twenty-one dead whales were reported regionally. The subcommittee is developing the Whale Smart safety training and certification program for small commercial vessel operators. Collaboration with ferry operators is ongoing.

PORTS Work Group- Eric Napralla: Nothing to report.

Tsunami Ready Maritime Work Group – Scott Humphrey: Olivia Fabrizio, Hornblower Cruises, is the Work Group Coordinator. Best practices are being developed for tsunami response. Risks include grounding, clearance, and increased currents. Information messaging is being considered. A multi-agency workshop, table-top exercise, and simulator training for tsunami response are planned.

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 – Capt. David Corbett: 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. Information will be provided.

Harbor Safety Committee

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Old Business-

- Scott Humphrey advised that the HSC is drafting a clean air safety letter to address safety concerns relating to CARB regulations. The letter will be reviewed at the March 2026 HSC meeting before distribution.
- Scott Humphrey advised that the Marine Exchange is implementing a new Novi database management system.

New Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan (HSP) update is underway. Subcommittee and Work Group annual reports are needed. Voting on the HSP update will be held at the June HSC meeting.

Public Comment-

- Gordon Stout advised of concerns regarding the proposed ferry dock in Berkeley. The proposed location is crowded with recreation boaters and very windy. Loss of propulsion is a major risk. A less windy site near Golden Gate Fields is preferable.

Next Meeting-

1000-1200, March 12, 2026
Port of Oakland, Exhibit Room
530 Water Street, Oakland, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:14.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2026)

MARINE CASUALTIES

Equipment Failure (04JAN26): A U.S. flag passenger vessel experienced failure of the hydraulic steering system while moored at Larkspur, CA. During machinery start-up, the crew observed a sheen coming from the starboard inboard jet drive steering hose. Approximately 01 gallon of hydraulic oil was discharged into the water. The leak was secured and the vessel has been removed from service. Case pends.

Loss of Propulsion (15JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway 10NM west of Ocean Beach, CA. The vessel's fuel system was found to be heavily clogged with microalgae throughout pipes and filters. The obstruction produced low fuel pressure which caused the main engine to shut down and subsequently the loss of propulsion. USCG arrived on scene and towed the vessel back to the Port of San Francisco, CA. LOP was attributed to the poor quality of the onboard fuel system. Case closed.

Loss of Propulsion (18JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway in Drakes Bay, CA. A loss of propulsion occurred because the bolts connecting the transmission and main engine sheared, leading to their separation. USCG arrived on scene and towed the vessel back to the port of San Francisco, CA. LOP was not attributed to fuel switching. Case closed.

Loss of Propulsion (22JAN2026): A U.S. flag commercial fishing vessel experienced a loss of propulsion while underway 6NM west of Montara, CA. The vessel lost propulsion when a crab pot line fouled the propeller and shaft. USCG arrived on scene and towed the vessel to Half Moon Bay, CA. LOP was not attributed to fuel switching. Case pends.

Reduction of Propulsion (28JAN2026): A U.S. flag passenger vessel experienced a reduction of propulsion while getting underway from Larkspur, CA. The vessel was departing from the terminal when the port engine failed to respond. The vessel was able to safely re-moor to using the starboard engine. Case pends.

Reduction of Propulsion (30JAN2026): A U.S. flag passenger vessel experienced a reduction of propulsion while getting underway from Emeryville, CA. The vessel was departing from the Emeryville terminal and experienced a shutdown of the starboard engine. The vessel was able to safely moor to the terminal using the port engine. Case pends.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inop X-Band Radar (07JAN2026): A foreign flag tank vessel issued an inbound LOD for an inoperable X-band radar. USCG received a Class report attesting to satisfactory repair. LOD lifted. Case Closed.

Letter of Deviation (LOD), Inop S-Band Radar (08JAN2026): A foreign flag tank vessel had been issued an outbound LOD for an inoperable S-band radar. Case Closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (16JAN2026): A vessel discharged an unknown amount of oily-water mixture into the Sacramento Marina. The owner reported the incident upon discovering a sheen emanating from the bilge. The marina took remedial actions and deployed boom while the owner removed the vessel from the water. The IMD duty team issued a Notice of Federal Interest (NOFI) and a Letter of Warning (LOW) to the owner of the vessel. 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 (17JAN2026): A sunken vessel with a max tank capacity of 250 gallons was reported to have been discharging diesel into Suisun Slough. The cause of the vessel sinking remains unknown and the owner was physically unable to take remedial actions. Approximately 10-15 gallons of diesel were emitted into the water from the vessel. IMD federalized the case to remove the pollution onboard and 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 action against the responsible party pursuant to 33 USC 1321 (b)(3).

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January 2026

PORT SAFETY CATEGORIES*	Jan-2026	Jan-2025	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	2	1.81
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	7.08
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (5), Personnel (0), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	0	1.53
Radar (2), 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	9	10	10.56

MARINE POLLUTION RESPONSE

Pollution Discharge Sources (Vessels)	Jan-2026	Jan-2025	**3yr Avg
U.S. Commercial Vessels	2	2	0.92
Foreign Freight Vessels	1	0	0.25
Public Vessels	1	1	1.00
Commercial Fishing Vessels	3	0	0.89
Recreational Vessels	7	6	7.58
Pollution Discharge Sources (Facilities)	Jan-2026	Jan-2025	**3yr Avg
Regulated Waterfront Facilities	0	2	0.25
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	3	0	4.06
Mystery Spills - Unknown Sources	8	1	6.06
Number of Pollution Incidents (By Spill Size)	Jan-2026	Jan-2025	**3yr Avg
Spills < 10 gallons	12	9	11.14
Spills 10 - 100 gallons	2	0	1.78
Spills 100 - 1000 gallons	1	0	0.33
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	10	3	8.03
Total Pollution Incidents	25	12	21.28

Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Jan-2026	Jan-2025	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.90	2.00	5.40
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.86
Estimated spill amount from Public Vessels	0.04	1.00	19.98
Estimated spill amount from Commercial Fishing Vessels	0.00	2.00	24.13
Estimated spill amount from Recreational Vessels	16.00	0.00	32.78
Estimated spill amount from Regulated Waterfront Facilities	0.00	7.00	0.62
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.76
Estimated spill amount from Other Land Sources	122.00	0.00	69.28
Estimated spill amount from Unknown Sources (Mystery Sheens)	17.00	0.00	4.81
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	156.94	12.00	159.62
Penalty Actions	Jan-2026	Jan-2025	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	0	0	0.08
Letters of Warning	3	4	2.94
Total Penalty Actions	3	4	3.08
* 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.			



Next Gen VTS – co Port Partners Brief

Office of Shore Forces (CG-741)

12 Feb 2026

“Cornerstone of the Service”





VTS Challenges



- **1994 - Coast Guard begins acquiring the Ports and Waterways Safety System (PAWSS) as the VTS system of choice, resulting in a major investment across the program.**
- **1994 - VTS Los Angeles-Long Beach Public Private Partnership (PPP) established**
- **1998 – VTS Tampa PPP established**
- **Today – Coast Guard owned VTS systems exhibiting signs of aging and obsolescence**
 - CG sensors (radar/cameras) and IT systems are reaching end of life.
 - CG is undergoing an IT transformation - 5 to 10 years to implement
 - VTSs LA/LB and Tampa sensors/systems continue to operate well and are updated to keep pace with technology





Current Situation



- **Coast Guard's VTS systems require replacement to keep pace with technology. CG funding and federal acquisition processes are slower and may not be tailored nor keep up with the pace of commerce/change at the Port of San Francisco.**
- **Commercial Off the Shelf (COTS) products offer viable alternatives for providing port communities a tailored, modernized VTS system and sensors fielded much earlier than federally acquired systems. Industry solutions provide:**
 - Cutting edge technology at lower, more predictable, and controllable sustainment costs.
 - New technology that improves safety and security while increases commerce across port.
 - Requirements input from both Coast Guard and industry partners.
- **CG-741 has been tasked to engage key port partners across VTS sites for consideration of turnkey transformation.**
 - First Phase (2025) – Sector Houston-Galveston’s VTS Port Partners (ongoing)
 - Industry demo days scheduled for April 2026
 - Second Phase (2026) – Sector San Francisco and Sector New Orleans Louisiana
 - RFI released to industry to determine interest (no cost to CG/Port)





Proposed Way Forward



- **Sector San Fran and the Port of San Fran would stand up a working group to capture Next Gen VTS requirements.**
- **Approved VTS vendors would conduct site visits to Port to survey area and meet with CG and Port Partners.**
- **VTS vendors would develop turn-key solutions for a Next Gen VTS solution.**
- **VTS vendors would present Next Gen solutions to CG and Port Partners during “Industry Days” to include estimated costs.**
- **Funding and acquisition determination would be made.**





Key Concerns/Solutions



- **VTS San Fran would continue to be staffed by US Coast Guard.**
- **US Coast Guard will retain all authorities and jurisdictions under the COTP.**
- **MOA/MOU would be signed in advance to establish funding streams for initial purchase and sustainment costs.**
- **MOA/MOU would be established to address legal liabilities.**
- **Port recovery procedures will remain under current processes.**





Proposed Timeline



- **Dec 2025 - Coast Guard released a Request for Information to identify vendors**
- **Feb 2026 – Coast Guard confirmed the best industry candidates for turnkey transformation of VTS San Francisco**
- **TBD 2026 – Industry Candidates conduct port assessments**
 - Port partners conduct working groups to capture requirements
 - Meeting with both CG and Industry partners to capture requirements
- **TBD 2026 – Industry Candidates present an Industry Day to San Francisco Port Partners and US Coast Guard, to include:**
 - Presentations from vendors on capabilities/technology
 - Initial transformation plan for Houston-Galveston VTS
 - Range of Magnitude (ROM) costs for transformation and sustainment of VTS
- **Post-Industry Day – Sector San Francisco Port Partners in coordination with Coast Guard develop an acquisition plan for VTS turnkey transformation (TBD)**
 - Coast Guard immediately moves to the next Port to discuss EOTS-Port Assessment.





Interested Industry Partners



- **Tidalis – VTS Rotterdam, VTS Hong Kong**
- **Kongsberg – VTS Singapore, VTS Tampa, VTS Los Angeles-Long Beach**
- **Wartsila – VTS Southampton (UK)**
- **ELMAN – VTS Malta**



Questions?



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

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 12, 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 Energy and Water Approps bill signed into law on January 23, 2026. Final project funding is pending release of the Corps' FY26 Work Plan. 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 is completed and dredged material transport infrastructure has been installed. Dredging started on February 9 and is expected to be completed in early March.**
- 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 be completed in early March.**
- 3. Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on October 6 with proposals due by November 7. **Dredging started on January 12 and is expected to be completed in mid-April.**

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- 1.** All FY25 hopper dredging work completed as of end of July 2025, not counting the emergency dredging events discussed below.

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. 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.
- 7. 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.
- 8. Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – **Dredging is postponed pending analysis of alternative solutions to the excessive shoaling seen at the service craft berthing area following the 2024 dredging event.**
- 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	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2025						FY2026									
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Moss Landing Harbor 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
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
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>→ Solicitation</p> <p>◆ Bid Opening</p> <p>◆ Contract Award</p> <p>→ Work Stoppage</p> </div> <div style="width: 30%;"> <p>→ West Coast Hopper Contract</p> <p>→ Gov't Dredge Yaquina</p> <p>→ Gov't Dredge Essayons</p> </div> <div style="width: 30%;"> <p>→ Env Window</p> <p>→ Mobilization</p> <p>→ Physical Dredging</p> <p>→ Hopper Dredging</p> </div> </div>																			

Date of Last Update: 2/10/2026

3. DEBRIS REMOVAL – Debris removal for January was 45.5 tons. Dillard: 35.5 tons; Raccoon: 10 tons. Average debris removal for January from 2016 to 2025 is 165 tons (Range: 23 – 417).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2026	TONS	TONS	TONS	TONS
JAN	10	35.5	0	45.5
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
45.5



DILLARD crew assisted the Navy Mine Countermeasures Group to set “training shapes” (left). DILLARD worked with the SCRIPS Coastal Data Information Program (CDIP) to reset the Point Reyes Waverider buoy (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 RDMP website. **The Finding of No Significant Impact was signed on 8 FEB 2026.** Three studies to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling, Ecological Modeling, and Benefits Analysis/Decision Support Tools. **Those final reports will be posted to the website and utilized for future decisions and RDMP 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 December 10, 2025.](#)

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: [Reach 9 Post Dredge survey of January 20, 2026.](#)

Petaluma River (Across-the-Flats): February 27, 2025.

Petaluma River (Main Channel): [Post Dredge surveys of October 22, November 19, and December 11, 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: [Post Dredge surveys of October 17-29, November 3 and 14-29, and December 8-10, 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: [Condition survey of January 5-7, 2026.](#)

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: [Condition survey of January 2-5, 2026.](#)

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 January 14, 2026.

SF-10 (San Pablo Bay): Condition survey of January 14, 2025.

SF-11 (Alcatraz Island): Condition survey of January 13, 2026.

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 **10 FEB 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

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	12-11-2025	100 361	4.06	8.0	1.9	1.7	1.8	0.3
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

**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		296			No			
Oakland Outer Channel	01-20-2026	1761	2.52	50.0	Data	50.3	50.2	50.2
Humboldt Bay		500						
Bar and Entrance Channel	07-19-2025	2113	2.6	48.0	33.1	44.2	44.4	35.8
Humboldt Bay		400						
Eureka Channel	07-19-2025	416	1.69	26.0	7.2	3.9	10.0	6.9
Humboldt Bay		300						
Fields Landing Channel	07-19-2025	770	2.35	26.0	11.4	26.6	25.0	20.3
Humboldt Bay		400						
North Bay Channel	07-19-2025	657	3.04	38.0	32.9	35.9	35.8	29.8
Humboldt Bay		400						
Samoa Channel	07-19-2025	1000	1.83	38.0	33.0	35.0	33.7	17.2
Pinole Shoal Channel		600						
Pinole Shoal Channel	07-01-2025	1644	10.4	35.0	26.0	35.8	35.7	34.3
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	02-03-2026	300	2.84	35.0	34.9	34.6	34.4	35.6
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	02-03-2026	300	11.1	35.0	34.5	34.6	34.7	31.3
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	02-03-2026	400	0.9	35.0	36.1	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	02-03-2026	411	4.42	35.0	33.2	35.0	35.5	34.3
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8.0	5.9	5.9	5.9	6.1

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

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	12-16-2025	500	5.66	30.0	28.5	31.1	30.9	30.2
Richardson Bay/Marinship 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	01-28-2026	1000 4178	2.9	37.0	9.7	10.3	15.9	15.1
Mare Island Strait Mare Island Strait	12-10-2025	400 606	3.37	30.0	28.0	29.8	32.7	32.9
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

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



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

San Francisco Clearinghouse Report

February 12, 2026

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2026 regarding possible escort violations. The clearinghouse did not contact OSPR in 2025, 2024, 2023, 2022, or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 times 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January there were 89 tank vessel arrivals: 16 ATBs, 2 Chemical Tankers, 27 Chemical/Oil Tankers, 23 Crude Oil Tankers, 12 Product Tankers, and 9 Tugs with Barges.
- ✎ In January there were 227 total vessel arrivals.

San Francisco Bay Clearinghouse Report For January 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	64		61	
ATB arrivals	16		22	
Barge arrivals to San Francisco Bay	9		13	
Total Tanker and Barge Arrivals	89		96	
Total tank ship & tank barge movements	317		345	
Tank ship movements	247	77.92%	177	51.30%
Escorted tank ship movements	126	39.75%	129	37.39%
Unescorted tank ship movements	121	38.17%	48	13.91%
Tank barge movements	70	22.08%	168	48.70%
Escorted tank barge movements	23	7.26%	18	5.22%
Unescorted tank barge movements	47	14.83%	150	43.48%

Percentages above are percent of total tank ship & tank 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	175		309		0		134		618	
Unescorted movements	94	53.71%	161	52.10%	0	0.00%	68	50.75%	323	52.27%
Tank ships	79	45.14%	118	38.19%	0	0.00%	47	35.07%	244	39.48%
Tank barges	15	8.57%	43	13.92%	0	0.00%	21	15.67%	79	12.78%
Escorted movements	81	46.29%	148	47.90%	0	0.00%	66	49.25%	295	47.73%
Tank ships	74	42.29%	125	40.45%	0	0.00%	54	40.30%	253	40.94%
Tank barges	7	4.00%	23	7.44%	0	0.00%	12	8.96%	42	6.80%

Notes:

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

San Francisco Bay Clearinghouse Report For 2026

San Francisco Bay Region Totals

	<u>2026</u>		<u>2025</u>	
Tanker arrivals to San Francisco Bay	64		888	
ATB arrivals	16		201	
Barge arrivals to San Francisco Bay	9		173	
Total Tanker and Barge Arrivals	89		1,262	
Tank ship movements & escorted barge movements	317		4,253	
Tank ship movements	247	77.92%	3,249	76.39%
Escorted tank ship movements	126	39.75%	1,690	39.74%
Unescorted tank ship movements	121	38.17%	1,559	36.66%
Tank barge movements	70	22.08%	1,004	23.61%
Escorted tank barge movements	23	7.26%	339	7.97%
Unescorted tank barge movements	47	14.83%	665	15.64%

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

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	175		309		0		134		618	
Unescorted movements	94	53.71%	161	52.10%	0	0.00%	68	50.75%	323	52.27%
Tank ships	79	45.14%	118	38.19%	0	0.00%	47	35.07%	244	39.48%
Tank barges	15	8.57%	43	13.92%	0	0.00%	21	15.67%	79	12.78%
Escorted movements	81	46.29%	148	47.90%	0	0.00%	66	49.25%	295	47.73%
Tank ships	74	42.29%	125	40.45%	0	0.00%	54	40.30%	253	40.94%
Tank barges	7	4.00%	23	7.44%	0	0.00%	12	8.96%	42	6.80%

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

January 13, 2026

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)
Non-Profit Environmental Org (Primary)
Pleasure Boat Operators (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, or by telephone at (916) 215-3749.

Conserving California's Wildlife Since 1870

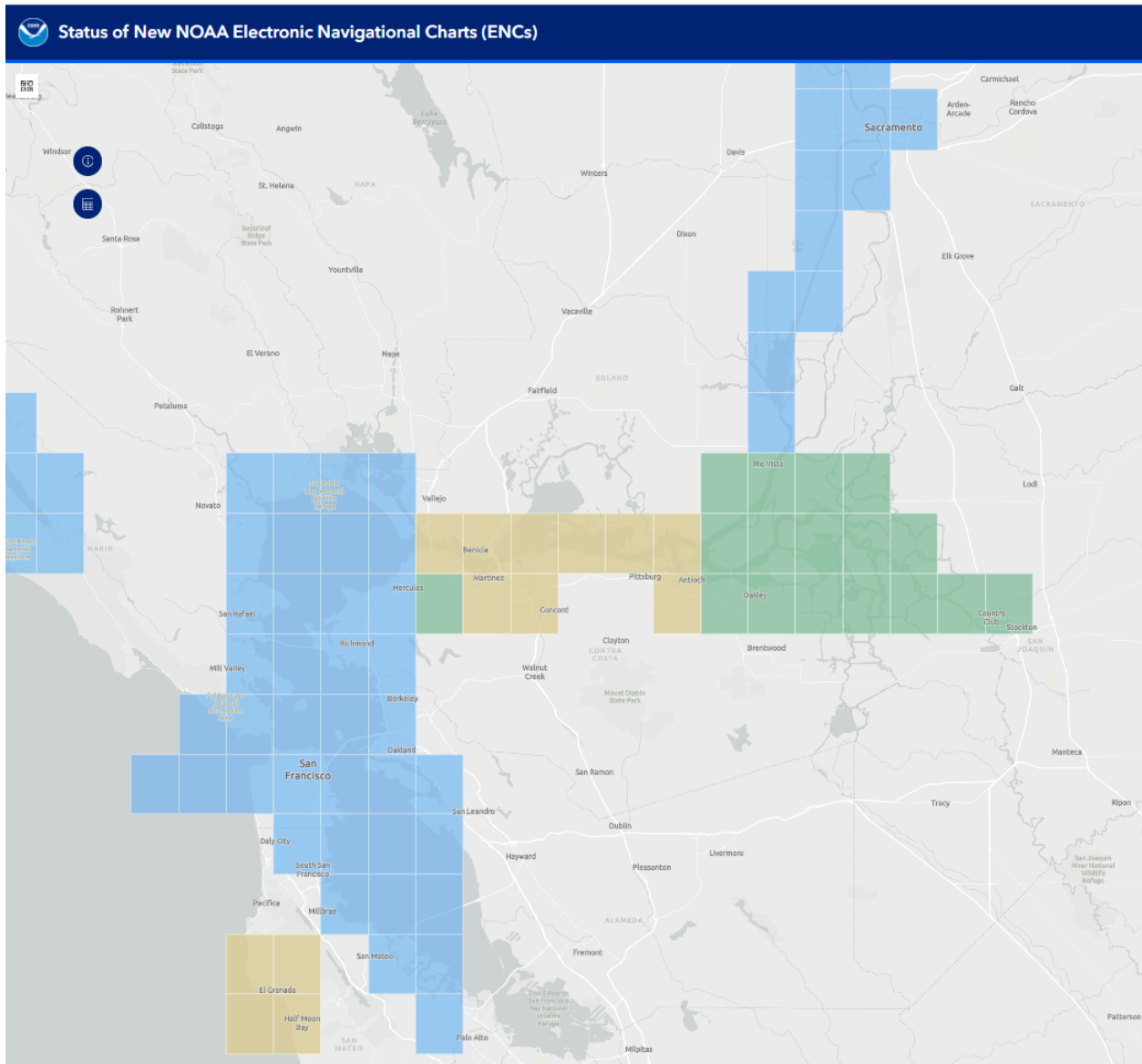
NOAA Report to the San Francisco Bay Harbor Safety Committee February 2026

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 ENC reschemed cells are in final review, since our last meeting.

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



PORTS - Physical Oceanographic Real Time System

Discontinuation of PORTS® Mobile Text Product:

The NOAA Physical Oceanographic Real Time System (PORTS®) provides two text products that display the latest available observations throughout a given PORTS®. The Center for Operational Oceanographic Products and Services (CO-OPS) is planning to discontinue the mobile product domain and requests user transition to the standard text product.

This transition is necessary to comply with updated federal digital web guidelines.

Mobile Text Product

For many years, CO-OPS has provided a PORTS® text product formatted to fit on mobile device screens. There is a specific url for each PORTS®. For the San Francisco PORTS® example the url is: <https://mobile.tidesandcurrents.noaa.gov/ports/mobile.shtml?port=sf>

CO-OPS is intending to discontinue this product in early 2026 as the “mobile.tidesandcurrents...” url is being discontinued.

As a replacement for low bandwidth users, the Standard Text Product that CO-OPS provides is a simple text screen product for a chosen PORTS®.

For the San Francisco PORTS® the url is:

<https://tidesandcurrents.noaa.gov/ports/textscreen.shtml?port=sf>

(see sample below.)

Products for other PORTS areas are easily accessible from each PORTS® homepage. Those can be accessed through the dropdown at the url here:

https://tidesandcurrents.noaa.gov/ports_info.html

San Francisco Bay PORTS, NOAA/NOS 2026-02-11 12:27 PST

-----Water Levels (above MLLW)-----
 West Sacramento 4.7 ft, Rising Port Chicago 3.6 ft, Falling
 Martinez-Amorco Pier 3.6 ft, Falling Richmond 2.3 ft, Falling
 Alameda 2.1 ft, Falling Redwood City 2.8 ft, Falling
 San Francisco 1.7 ft, Falling

-----Winds-----

	Spd	Dir	Gusts		Spd	Dir	Gusts
Port Chicago	11 kn	SE	15	Davis Point	12 kn	S	18
Union Pacific RR Br	16 kn	S	21	Pittsburg	11 kn	SSE	13
Martinez-Amorco Pier	12 kn	SE	16	Richmond	9 kn	SE	16
Point Potrero Richm..	16 kn	SE	24	Oakland Berth 34	9 kn	SSE	17
Oakland Middle Hbr	14 kn	SSE	19	Oakland Berth 67	11 kn	SE	16
Alameda	11 kn	ESE	18	Redwood City	9 kn	SSE	14
Pier 1	11 kn	SE	16	San Francisco	5 kn	SSW	12

-----Air and Water Temperature-----

	Air	Water		Air	Water
San Francisco Bar W..	56 °F	57 °F	Port Chicago	60 °F	54 °F
Davis Point	58 °F		Pittsburg	61 °F	
Martinez-Amorco Pier	60 °F	*** °F	Richmond	56 °F	56 °F
Point Potrero Richm..	56 °F		Oakland Berth 38	55 °F	
Oakland Berth 34	55 °F		Oakland Berth 67	56 °F	
Alameda	56 °F	57 °F	Redwood City	57 °F	58 °F
Pier 1	54 °F		Pier 17	56 °F	
San Francisco	56 °F	*** °F			

-----Relative Humidity-----
 Martinez-Amorco Pier 69% Oakland Berth 38 100%
 Pier 17 100%

-----Barometric Pressure-----

Port Chicago	1014 mb	Rising	Davis Point	1014 mb	Rising
Pittsburg	1015 mb	Rising	Martinez-Amorco Pier	1015 mb	Rising
Richmond	1014 mb	Rising	Point Potrero Richm..	1015 mb	Rising
Oakland Berth 34	1015 mb	Rising	Oakland Berth 67	1015 mb	Rising
Alameda	1014 mb	Rising	Redwood City	1015 mb	Rising
Pier 1	1014 mb	Rising	San Francisco	1015 mb	Rising

-----Visibility-----
 Martinez-Amorco Pier *** nm Oakland Berth 38 5.4 nm
 Pier 17 2.02 nm

-----Air Gap/Bridge Clearance (above water surface)-----
 Bay Bridge D-E Span 204.1 ft, Incr.

-----Currents (F)lood, (S)lack, (E)bb, towards °T-----

	Spd	Dir		Spd	Dir
Oakl Inner Harb LB4	0.9 kn	(E), 329.0°T	Oakl Outer Harb LB3	*** kn	(), ***°T
S-hampton Sh Ch LB6	1.2 kn	(E), 168.0°T	Martinez-Amorco Pier	1.5 kn	(E), 252.0°T
Golden Gate (pred)	1.1 kn	(E), 267.0°T			

-----Waves-----

	SigHt	PkDir	PkPer
San Francisco Bar W..	6.7 ft	273°T	12 s

*** Data not displayed as a result of quality control monitoring. For information on missing data, go to [PORTS Station Status](#) or call (301) 713-2540.

END OF REPORT

Submitted by
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Marine Environmental Protection Division - Northern California Field Office
JANUARY 2026 Combined Report for Harbor Safety Committee Rev. 1

VESSEL TRANSFERS

DATE	<u>Vessels Total Arrival</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
JANUARY 1-31, 2025	189	82	43%
JANUARY 1-31, 2026	178	52	29%
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)
JANUARY 1-31, 2025	13,478,059	258,201	5,182,842	0	770,952	5,909,843	25,599,897
JANUARY 1-31, 2026	13,238,082	310,749	5,721,756	0	311,838	6,435,986	26,018,411
Difference	239,977	52,548	538,914	0	459,114	526,143	418,514

OIL SPILL REPORTED

DATE	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
	JANUARY 1-31, 2026	0	0

MARINE INVASIVE SPECIES INSPECTIONS

DATE	<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
JANUARY 1-31, 2025	17%	423	73	104	31
JANUARY 1-31, 2026	21%	327	69	81	12
Difference		96	4		

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