



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE ONE HUNDRED AND THIRTY FOURTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 6 APRIL, 2011

The One Hundred and Thirty Fourth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles. **Chairman Strong** called the Meeting to order at 9:55 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF  
LONG BEACH

(Absent)

FOR THE  
PORT OF LOS  
ANGELES

(Absent)

FOR THE LONG BEACH PILOT  
ORGANIZATION

Captain John Strong

FOR THE TANKER OPERATORS

Capt. Norman George  
(Crowley)

FOR THE LOS ANGELES PILOT  
ORGANIZATION

Capt. John Betz

FOR THE MOORING MASTERS

Mr. Dave Selga  
(Chevron)

FOR TUG & BARGE OPERATORS

Mr. Ed McCain  
(Foss)

FOR THE DRY CARGO CARRIERS

Capt. Sam Jebaranathan  
(APL)

FOR RECREATIONAL BOATERS

Ms. Camille Daniels

FOR ORGANIZED LABOR

Mr. Benny Colangeli  
(IBU)

FOR THE CALIF. COASTAL COMM.

Ms. Robin Blanchfield

FOR THE MARINE OIL TERMINALS

Capt. Rob McCaughey  
(Tesoro)

FOR THE U.S. COAST GUARD  
SECTOR LA/LB

Captain Roger Laferriere  
(USCG)

FOR ENVIRONMENTAL  
(SANTA MONICA BAY)

Mr. Brian Meux  
(Santa Monica BayKeeper)

FOR ENVIRONMENTAL GROUPS  
(LA/LB HARBOR REGION)

(Absent)

FOR THE CDF&G/OSPR

Mr. Mike Coyne,  
(OSPR HQ)

FOR PASSENGER FERRY OPERATORS

Capt. Ray Lyman  
(Cat. Express.)

FOR THE USACOE

(Absent)

FOR THE CALIF. STATE LANDS  
COMM.

Mr. Robert Chatman

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR SHIP'S AGENTS

Mr. Ion Badea  
(Norton Lilly)

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FOR COMMERCIAL FISHING  
(Absent)

FOR U.S. NAVY  
(Absent)

EXECUTIVE SECRETARY  
Capt. Dick McKenna  
(MX-SOCAL)

ALTERNATES, MEMBERS OF THE PUBLIC, AND  
OTHER PARTIES (SEE ATTACHED LIST)

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**Chairman Strong** opened the meeting by welcoming everyone in attendance, thanking all for their interest and participation in the Los Angeles/Long Beach Harbor Safety Committee. He expressed the Committee's appreciation and thanks to the Port of Los Angeles for making their facilities available for this gathering. **The Chairman** then advised the audience that they would be offered the opportunity to speak before this panel, after Item IV under "New Business" was announced. He also encouraged all present to be sure to sign-up on the attendance sheet located on the table just outside the meeting room. **The Chairman** explained that certain members of the LA/LB HSC panel were "non-voting" and therefore would not be participating in any "show of hands" vote called to determine a decision on any particular agenda or action item. He began the meeting requesting self introductions from the Committee and their Alternates.

**Mr. Mike Coyne** began proceedings with the swearing in of **Capt. Jimmy Eduljee (Shell)** as the Alternate Marine Oil Terminal Operator Representative.

**Chairman Strong** Then introduced **Mr. Kevin Miller** of California Emergency Management Agency (CAL EMA), who gave a presentation on the recent tsunami activity experienced in California as a result of the Northern Japanese earthquake. He stated that we were fortunate that the event occurred at low tide and that a high tide would have caused significantly more damage. A Warning was issued north of Point Conception, where there was tidal wave danger; to the south the pronouncement was Advisory in nature with the expectation that the occurrence would be more current related. Inundation mapping of low lying populated areas has been completed and modeling for improved prediction is currently underway. His agency's efforts are in three parts offshore, using a nominal depth of 100 fathoms beyond which ships had a reasonable degree of safety, the study of currents in the inner harbors, and an effort to work with the State's various harbor organizations in plan development. Crescent City provided an excellent study in that the fishing fleet was successfully evacuated, and needed to be diverted to Humboldt because of the extensive damage to its harbor. His presentation was well received and he offered the services of CAL EMA to the Committee in their tsunami deliberations.

ITEM I -- APPROVAL OF MINUTES:

**Chairman Strong** called for approval of the minutes of the 133rd Meeting. **Mr. Dave Selga moved, seconded by Mr. Benny Colangeli, to accept and approve the Minutes of the 133rd Meeting. Motion carried unanimously by a show of hands from voting members present.**

ITEM II – OLD BUSINESS:

(A) Update on Vessel Traffic Activities:

**Chairman Strong** called for an update on VTS activities from **Executive Secretary McKenna**. There were four incidents since last meeting, two propulsion/mechanical, a close quarters incident with a pleasure craft and a tug, and an incident in the “other” category involving an arriving ship with a missing anchor. This brings the total to five incidents for the year.

He also noted a recent situation where the VTS intervened with an arriving ship using the inbound provisional traffic lane at thirty five mile range; i.e., outside of the VTS’ official area of responsibility (AOR). Although this situation is rare, it highlights the fact that the East – West lanes are non-regulatory, and that the VTS will reach out beyond its AOR when necessary, given the present set of circumstances.

(B) Update on USCG Sector LA/LB Activities:

**Capt. Roger Laferriere, USCG** commented:

(1) Plans are moving ahead on the refurbishment of Los Angeles Light. The Coast Guard Shore Infrastructure Logistics Center has given a finding of “No adverse effects”. It has been forwarded to the State Historical Preservation Office (SHPO) for final approval. The Coast Guard has located a temporary navigation aid (light) and mooring balls for barges to assist in the renovation. Work is expected to commence later this month or early next.

(2) The recent tsunami alert was instrumental in providing some lessons learned, particularly with the Alert System 2.0. It became apparent that a single point of contact for each organization did not necessarily get the information out as needed, thus the list will be expanded to include a greater number of Port partners. Anyone who feels they should be listed should contact LCDR Fazio and refer to the Marine Operators Contact list.

(3) Regarding aids to navigation, as a result of the tsunami there were no aids off station in the LALB harbor. Further north, in Ventura Harbor, there were three Coast Guard and four private aids off station; Santa Barbara had five Coast Guard aids off station, Morro Bay three. Additionally, the Morro Bay entrance whistle was damaged and required replacement. All twelve aids have been returned to station.

(4) The movie “XMen First Class” was recently filmed in the Harbor from 14-25 February. The original time was extended when the producers decided that there was a need to re-shoot some parts. He thanked the Pilots and others whose schedules had to be accommodated to complete the project.

(C) Update on OSPR Activities:

(1) **Mr. Mike Coyne** discussed the latest on the Tug Matrix effort. The project is in its final stages. California Maritime Academy will soon put the results together and submit to OSPR for final review. A satisfactory review will result in an update to the regulations.

(2) For the tsunami, OSPR deployed over eighty personnel to Crescent City, Yerba Buena Island and Santa Cruz. He noted that both OSPR Staff and Coast Guard were on the ground immediately, without need of a declaration to be signed. Considering the need for relief of the initial eighty and follow on reliefs, the numbers involved were actually closer to two hundred sixty.

(3) OSPR and Sea River are currently conducting a three day oil spill exercise in San Francisco Bay. The drill will last for three days and Sea River will be exercising their salvage plan,

(D) Update on California State Lands Commission Activities:

**Mr. Bob Chatman** had No Comments.

(E) Update on U.S. Army Corps of Engineers:

No Comments.

(F) Update on NOAA/NOS:

**Cdr. Gerry Wheaton** reported that the Coast Pilot for the Pacific has grown to such an extent that it now cannot be bound in a single volume. The current plan is to divide it into two volumes, one for California and Hawaii and one for Washington and Oregon. Before that becomes final, NOAA would like to receive comments from the constituency. This will be brought up this afternoon at Sub Committee #1. He pointed out that NOAA's Coast Survey teams also responded to Crescent City and Santa Cruz during the recent Tsunami. One of the primary concerns was to ensure the harbors were safe for fishing season.

(G) Update on the Area Maritime Security Committee:

**Capt. Laferriere** stated that the Maritime Transportation Recovery Unit (MTSRU), originally a stand alone unit, has now been incorporated into the Area Maritime Security Committee as a result of the AMSC's January meeting. There will be a MTSRU meeting later this month. Anyone interested in attending is invited to contact **LCDR Fazio**.

A table top exercise (Port Protector) was conducted 9 March to exercise the concept of operations for Preventive Maritime Nuclear-Radiological Detection, a fortuitous exercise in light of the recent Japanese Earthquake. It brought all the players who were ultimately needed for screening of Japanese cargo into one room, making the real world evolution go smoothly.

The Area Contingency Pollution Response Plan, specifically dealing with firefighting and salvage is being developed for both North and South regions. Anyone interested in participating in participating should contact Sector's **Mr. John Albrough**.

Coast Guard has been working closely with Customs and Border Protection on the issue of screening Japanese cargo and vessels possibly affected by Japan's nuclear reactor incident. Through their intelligence agencies and the Nuclear Regulatory Commission zones have been established around the reactors and ships transiting that area and cargo shipped subsequent to the event have been identified and have been given priority for screening. A warning has been issued to have ships avoid this zone and that has proven to be effective. Screening of ships and cargo is ongoing. To date, results have yielded levels of radiation well below a threshold of concern. Outreach to County Health authorities, Port Authorities, police and unions have assured a common understanding and acceptance of this plan of action. He also noted that is common practice for both Coast Guard and CBP to carry radiation detectors for all boardings. Exclusive of the Japanese situation, an average day's boarding will yield over three hundred alarms.

**ITEM III - New Business:**

(A) Sub Committee Reports:

**S/C # 1 (Navigation Safety) – Capt. John Betz:**

The Sub Committee has met once. The Sub-Committee will meet at the Marine Exchange at 1330 this afternoon. Several items are on today's agenda but will not make the final version of this year's harbor safety plan. Examples cited were recreational and fishing vessels operating in reduced visibility and alignment of the present communications plan with Federal guidelines. A brief discussion ensued on the possibility of providing additions to the plan beyond the annual June deadline date, the sentiment being that enhancements worthy of inclusion should not have to wait. **Mr. Coyne** opined that while it hasn't been done before, that it was no reason not to consider doing so. **Chairman Strong** suggested adding modifications to the Marine Exchange website as they occur, formalizing them in concurrence with the June plan.

**S/C # 2 (Planning & Outreach) – Capt. Christiansen, Chair**– Met March 2 at the Marine Exchange to discuss the operation of the Cerritos Channel Railroad Bridge. Discussions between interested

parties are ongoing. The group will meet again today at the Marine Exchange, convening after Sub Committee #1.

S/C # 3 (Tug Utilization Group; TUG) – Mr. Ed McCain – Has met three times, working on the Standards of Care for bunkering operations in Long Beach Harbor. They are also working closely with their San Francisco counterparts. **Capt. Laferriere** mentioned that the local Assemblywoman is meeting with the Surfrider Foundation as part of their effort to prevent bunkering only operations in the Port. He suggested that the development of safe practices would go a long way in helping this type of operation to continue.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) -- Ms. Camille Daniels – The SubCommittee will be participating in the S/C#1's deliberations on reduced visibility standards for recreational and fishing vessels.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair – Nothing to Report.

Harbor Safety Plan: **Chairman Strong** indicated that it appears the Harbor Safety Plan, with the exception of some minor corrections and updates, will be ready for signature at the June HSC meeting. He also called for a listing of items in development to go along with the plan in keeping with the earlier S/C#1 discussion. **Secretary McKenna** requested members with those planned changes/additions to contact **Steve Chesser** for tracking purposes.

Joint National HSC-Security Conference: **Chairman Strong** mentioned that that the annual National Joint HSC-Security Conference will be held in Houston this year from June 6-9, and that he planned to attend. **Mr. Coyne** mentioned that OSPR would hold its annual California Joint HSC Conference in September-October this year. This will be unique in that it will be held in partnership with the BC-States Task Force, and in effect be a West Coast HSC Conference. The Coast Guard will also be invited, most likely at the PACAREA level. The main issue will be to focus on Prevention. It is expected to take place in Northern California, most likely in the San Francisco – Sacramento area.

ITEM IV – PUBLIC COMMENT: **Mr. Kenny Ursich**, speaking on behalf of the longshore unions, pointed out that the recent tsunamis advisory that the terminals and workers didn't appear to have been notified and that this would have been an excellent time to have exercised an evacuation drill for the workers, since operations were delayed during the advisory time anyway. **Capt Sam Jebanathan** mentioned that part of the reason as mentioned was that notification was made in a limited fashion and did not get to all of the appropriate action personnel. **Captain Laferriere** reaffirmed this, and, as mentioned earlier, that an effort was underway to expand the list of those notified. He also said that the point of exercising the evacuation plan, currently under development by the Area Maritime Security Committee (AMSC) was well taken and that efforts would be made to do so once the plan is complete. He suggested that **Mr. Ursich** attend the MTSRU meeting planned for later this month and to bring the issue up again because it is an important one. **Ms. Lonna Calhoun**, an emergency management consultant to the County and Rancho Palos Verdes, and the founder of COPE an emergency preparedness non-profit, reiterated the problem of non-notification of dock workers and cited it as a serious gap in Port preparedness. While the AMSC is doing a great job this is a particular area of concern that needs addressing. **Mr. Colangeli** called for management to work with labor to ensure that the issue is addressed effectively. **Chairman Strong** cautioned that evacuation scenarios can often be a matter of degree depending on the situation, and that mass evacuation cannot be the solution for every type of event. **Capt. Laferriere** brought in the point of jurisdiction – USCG on the water and the Fire Department on land, coordinated by rapid consultation. He stated that often it is a matter of judgment, that in some cases it may even be safer to shelter in place. **Mr. Jebanathan** said that it goes beyond dockworkers when considering terminals, that office and administrative staff must also be considered. He also had concern against over reacting. **Ms. Calhoun** pointed out that there is currently a short fall of facilities with which to shelter in place.

She also suggested that CAL EMA be brought into deliberations on these matters. **Captain Laferriere** agreed, however he also pointed out that decision making must remain local, staying in the hands of those with all the factors available to them. He pointed out that evacuation is not an end, but a means to an end. He emphasized that both management and workers have a patriotic duty to do their best to keep the Port open and that this is a point that everyone should rally around, within the bounds of safety.

**ITEM V -- MEETING SCHEDULE:**

The next regular meeting for the LA/LB HSC will be held on the first of June, 2011, at the Port of Long Beach at 1000.

**ITEM VI -- ADJOURNMENT:**

With no further business to discuss, **Chairman Strong** adjourned the 134th Harbor Safety Committee meeting at 1113 a.m..

Respectfully submitted,

Capt. R.B McKenna  
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

April 6, 2011

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April 6, 2011

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