



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FIFTY-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 June 2015

The One Hundred and Fifty-Fifth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Chairperson Strong** called the Meeting to order at 10:00 a.m. **Acting Executive Secretary Reid Crispino** determined that there was a quorum present as listed below --

**FOR THE PORT OF LONG
BEACH**

Absent

FOR THE PORT OF LOS ANGELES

Capt. Bent Christiansen

**FOR THE LONG
BEACH PILOT
ORGANIZATION**

Capt. John Strong

**FOR THE TANKER
OPERATORS**

Capt. Norman George
(Crowley Petroleum Services)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Craig Flinn

**FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS**

Capt. Kenneth Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Capt. Paul Hendricks
(Foss)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

FOR PLEASURE BOAT OPERATORS

Mr. Dave Weil

FOR ORGANIZED LABOR

Absent

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. Sean Marchant
(Valero)

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

Lcdr. Brandon Link, USCG

**FOR THE NON-PROFIT
ENVIRONMENTAL
PROTECTION
ORGANIZATIONS FOR SANTA
MONICA BAY**

Absent

**FOR THE NON-PROFIT
ENVIRONMENTAL PROTECTION
ORGANIZATIONS FOR LA/LB**

Absent

FOR THE CDF&G/OSPR

Mr. Mike Coyne

**FOR PASSENGER FERRY
OPERATORS**

Absent

FOR THE USACOE

Mr. Jim Fields

**FOR THE CALIFORNIA STATE
LANDS COMMISSION –
MARINE FACILITIES
DIVISION**

FOR THE NOAA/NOS

**FOR THE SHIP'S AGENT
ORGANIZATION**

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
E-mail: HSC@mxsocal.org

Absent

Mr. Jeffrey Ferguson (NOAA)

Mr. Ronald Kelly
(Transmarine)

FOR COMMERCIAL FISHING

Absent

FOR THE U.S. NAVY

Absent

EXECUTIVE SECRETARY (Acting)

Mr. Reid Crispino
(MX-SOCAL)

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

Chairperson Strong welcomed everyone in attendance and thanked all for their interest in and participation on Harbor Safety Committee of Los Angeles and Long Beach Harbor. He thanked the Port of Long Beach for making their facilities available for this gathering.

Chairperson Strong recognized **Mr. Mike Coyne (OSPR)** for the swearing in of new or reappointed members.

Mr. Coyne administered the oath **Mr. Peter Moerman**, representing Ship's Agent Organization (reappointed as alternate); **Mr. Ronald Kelly**, representing Ship's agent organization (reappointed as primary); **Mr. Christopher Wilson**, representing Ship's agent organization (reappointed as alternate); **Capt. Mark Nielsen** (reappointed as alternate); and **Mr. Garry Brown**, representing the Non-Profit Environmental Protection Organizations for LA/LB harbor (reappointed as primary). **Capt. Eric Cooper, Rick Roberts, and Capt. Craig Flynn**, who were sworn in at a previous meeting, were requested to see **Mr. Coyne** after the meeting to sign appointment paperwork.

Chairperson Strong recognized **Mr. Reid Crispino as Acting Executive Secretary**, standing in for **Capt. J. Kipling Louttit**; and **Lieutenant Commander Brandon Link, USCG**, standing in for **Capt. Jennifer Williams, USCG**, as Coast Guard Captain of the Port representative.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for approval of the minutes of the 154th Meeting on 1 April 2015. **Capt. Bent Christiansen** made a motion, seconded by **Capt. Norman George**, to accept and approve the Minutes of the 154th Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II - OLD BUSINESS:

(1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Mr. Crispino**, who reported:

- a. **Incident Reports:** There were 5 incidents since the last meeting in April, which makes a total of 10 incidents for the calendar year. There were 21 total incidents at this time in 2014, so we are roughly at the same pace as last year. Reportable incidents include those which occur in the Marine Exchange VTS area of responsibility outside the breakwater. The 1st was a container ship inbound to anchor which determined its anchor windlass was inoperative. The vessel proceeded back out to sea, repaired the windlass, and returned to safely anchor. The 2nd was a dive boat towing a dead whale out to sea for disposal. The dive boat had neither the required running lights for a towing vessel, nor AIS. The vessel was allowed to proceed and light the whale with its searchlight. The VTS advised all vessels in the vicinity. The 3rd was a

reefer ship inbound Los Angeles that determined it had no astern propulsion. The vessel proceeded to an outside anchorage for repairs. The 4th was a tanker outbound in the Western Lanes that developed problems with its controllable pitch propeller. The vessel stopped, drifted, and attempted repairs which were unsuccessful. The tanker proceeded to an outside anchorage with a tug escort. The 5th was an allision between an Articulated Tug and Barge and a derrick barge dump scow near pier 151 Los Angeles. Slight damage was reported to the scow and one spud. The ATB moored safely at pier 168 Los Angeles.

b. **Traffic Report: Mr. Crispino referred to a handout.**

- i. **Arrivals.** There were 398 arrivals in March and 367 arrivals in April, which is a return to relatively normal levels after the lows of only 323 arrivals in January and 328 in February during the heights of the port congestion. Arrivals from the North (Santa Barbara Channel) were 154 ships in March and 144 in April, which was an average of 39%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 79 ships in March and 68 in April, which was an average of 20 percent. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 159 ships in March and 151 in April, which was an average of 40%. The remainder were the 6 ships in March and 11 ships in April that arrived from the Chevron Offshore Terminal in El Segundo, which was 3%. The split of ships arriving from the North, West, and South followed the trend that started in 2014 with more arriving from the North and South, and fewer arriving from the West.
- ii. **Departures.** There were a total of 356 departures in March and 323 in April. Departures to the North were 111 ships in March and 108 in April, which was 32 percent. Departures to the West were 83 ships in March and 78 in April, which was 23%. Departures to the South were 155 ships in March and 127 in April, which was 42%. The remainder were the 7 ships in March and 10 ships in April that departed to El Segundo, which was 2%. The split of ships departing to North, West, and South followed the trend that started in 2014 with the most departing to the South, followed by the North, and the fewest departing to the West.

c. **Other notes:**

- i. The Marine Exchange has not seen a change in traffic patterns since the since the Emissions Control Area that requires ultra-low sulfur fuel was extended from 24 miles to 200 miles on 1 January 2015.
- ii. The Marine Exchange managed congestion for 218 days since October 2014 and is very pleased to report that **there were zero incidents with any of the congestion vessels**. This was due to the terrific partnerships that exist in this port complex. The ships were very cooperative, and everything was safe, secure, efficient, reliable, and environmentally sound. The procedures used followed those that were started in 2002.
- iii. At the request of the National Marine Fisheries Service the MX VTS continues to advise all inbound and outbound ships that there are whales in Southern California waters and ships should take appropriate precautions.

(2) **Update on USCG Sector LA/LB Activities:** **Lcdr. Link**, USCG reported:

- a. **Capt. Williams** and **Capt. Downey** send their respects and are absent because of their duties associated with the oil spill near Santa Barbara.

- b. Invitations to participate in the Ports and Waterways Safety Assessment (PAWSA) of the Los Angeles and Long Beach port complex as a primary participant were sent. There is a limited opportunity to participate. If you did not get an invitation but would like to participate, please contact **Lcdr. Link** and there may be an opportunity to participate in a limited role as an observer. The PAWSA evaluates everything associated with port safety such as the Vessel Traffic Service to Aids to Navigation. Planned dates for the 2-day workshop are late July or August, and approval is working its way through the DHS process.
- c. With the congestion in the port declining, things are returning to the *new normal* state of operations.
- d. On 2 June, 5 containers fell into the water and the response by LAFD Fireboat #2 and the LAPP was outstanding. The cause is believed to be one container got snagged on a hatch, and while trying to pick it up, 5 were knocked into the water. There were no injuries or significant damage. Containers falling into the water has occurred every few weeks and months, and the Coast Guard continues to work with facility operators and safety managers.
- e. There has been an increase in applications for marine events and filming. Patrols by the Coast Guard and port partners will be stepped up around the 4th of July.
- f. From the Coast Guard Eleventh District (Alameda) Bridge Branch:
 - i. Removal of the overland portions of the Commodore Heim Bridge will commence once overland traffic has been routed to the new bridge, which should happen approximately 8 June 2015; there should be no impact to navigation.
 - ii. The work on the Gerald Desmond Bridge replacement continues on land; there has been no notice regarding over-water work.
 - iii. The Ford Avenue Railroad Drawbridge and Vincent Thomas Bridges have no planned work at this time.

(3) Update on OSPR Activities: **Mr. Coyne** reported:

- a. OSPR is making plans for the West Coast Harbor Safety Summit in the latter part of October at the Declan Suites Hotel in San Diego. Details to follow at the October HSC meeting.
- b. OSPR has ongoing rulemaking efforts for inland facilities and transport of crude oil by rail, which are going through the rulemaking process.
- c. OSPR continues to respond to the Santa Barbara oil spill. As of 2 June, there were 1,153 people assigned to the spill, 13 vessels, 5 SCAT teams that comb the beach and report their findings, 2 helicopters, and 10,580 feet of hard and absorbent boom. The following has been recovered: 510 cubic yards of oiled vegetation, 540 yards of oiled sand, 3,840 cubic yards of oiled soil, and 11,915 gallons of oily water mixture. 51.7 miles of shoreline was surveyed and 40.3 miles of shoreline was impacted. 52 birds were recovered alive and 50 were recovered dead. 36 mammals were recovered alive and 20 were recovered dead.

(4) Update on California State Lands Commission Activities: No representative or report.

- (5) U.S. Army Corps of Engineers (ACOE): **Mr. Fields** reported that various maintenance dredging projects continue around the port of Los Angeles and will continue about one more month. Many shoals that have “drifted around” and the ACOE is working with the Port of Los Angeles to determine which shoals are significant. One contract for breakwater repairs was completed in February and a

second contract is hoped to be advertised in June but will probably be in July. A determination must be made about the historical and archeological significance of the breakwater since it is more than 50 years old. The lighthouses are significant and are historic, but the project does not alter them; the project repairs the existing breakwater. There is \$26 million in additional damage and \$9 million is available, so the contract will be awarded phases with a base plus options. The most significant damage is along the waterline on the outside. **Chairperson Strong** queried the status of Anaheim Bay breakwater repairs, and **Mr. Fields** responded that the head of the East Jetty needs repaired. Funding was provided by the Navy for initial plans and specifications. ACOE engineers will visit on 4 June and it is estimated that 200 feet will need repaired. The Coast Guard will be contacted regarding replacement of the navigation aid on the breakwater.

(6) Update on NOAA/NOS: **Mr. Jeff Ferguson** reported:

- a. **Mr. Ferguson** thanked everyone who attended the NOAA Hydrographic Services Review in Long Beach 8-10 April, especially the Marine Exchange for the tour and Port of Los Angeles for the water tour. It was a good meeting. Presentations, transcripts, and minutes were posted to the HSRP web site at (<http://www.nauticalcharts.noaa.gov/ocs/hsrp/meetings2015.htm>).
- b. The precise navigation project was discussed at the HSRP and **Mr. Ferguson** discussed a local example. He referred to a handout that showed the position of a new wave buoy that will be placed 8 June to provide inputs to the Long Beach Underkeel Clearance project. Funding for the buoy is provided by NOAA to install the buoy and Tesoro for maintenance and data processing. It is expected to be on station for one year. The buoy's purpose is to validate wave prediction models. **Mr. Roberts** (representing recreational boating) requested information on the reference number of the buoy; **Mr. Ferguson** responded that the information will be passed once the buoy is on station. **Chairperson Strong** requested **Mr. Weil** and **Mr. Roberts** (both representing recreational boating) pass the word regarding the buoy to the yachting community to avoid its being hit. **Chairperson Strong** said he would reach out to **Mr. Strunk** (representing commercial fishing), and confirmed with **Mr. Crispino** that the Marine Exchange Vessel Traffic Service would inform ships. **Chairperson Strong** said that the buoy is in the same position as the old Coast Guard yellow "B" buoy that was on station for many years.
- c. The Channel Islands National Marine Sanctuary Advisory Council formed a Marine Shipping Working Group. Two meetings have been held and three more meetings are scheduled. Members are from the shipping industry, air pollution control board, government agencies, and environmental groups. The objectives are to determine alternatives to reduce risk of whale strikes and improve navigation safety. If you desire more information, contact **Mr. Ferguson**. **Chairperson Strong** queried where the meetings were held; **Mr. Ferguson** responded that the meeting moves around between Oxnard and Santa Barbara, and there is a lot of virtual work.

(7) Update on the Area Maritime Security Committee: **Lcdr. Link** reported:

- a. The last AMSC meeting was on the morning of 6 May at the Port of Los Angeles and the major focus was cybercrime. Agent Michael Sohn of the FBI made a presentation regarding cybercrime, and highlighted recent threats to Middle Eastern Oil interests, financial institutions, and the entertainment industry. Cybercrime tactics include exploiting the bad computer security practices of individuals, targeting specific individuals, providing legitimate-looking links that install malware, and exploiting social media such as Linked-in and Facebook. **Capt. Andrew Tucci** from the Coast Guard Headquarters of Office of Port Facility Compliance provided a presentation on CG Cyber Security plans and initiatives, which include focusing on human firewalls and developing a Navigation and Inspection Circular that will include best practices. **Chairperson Strong** commented that his take-aways

from the presentation were that thousands of new viruses are being created, and that you may not know of a virus until a significant period of time has elapsed since it infected your computer. **Lcdr. Link** echoed this comment and said viruses are in a computer an average of six to seven months before being recognized. **Chairperson Strong** stated that individual computer security was key.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that the Sub-Committee met once. All updates to the Harbor Safety Plan have been completed and it should be posted by the end of the month. There were no structural changes to the plan. The next meeting is planned for the first week of October unless something comes up. **Chairperson Strong** complimented **Capt. Betz** and **Capt. George** for their great work. **Chairperson Strong** clarified with **Mr. Coyne** that a hard copy letter should be sent to the OSPR Administrator to get approval of the update to the Plan, but that a hard-copy submission of the plan was not necessary.
- b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Nothing to report and no meetings are planned at this time.
- c. S/C #3 (Tug Utilization Group (TUG)) – In the absence of **Chairperson Strong** stated that the OSPR Administrator tasked the committee to draft language for a regulatory change regarding Articulated Tugs and Barges. **Chairperson Strong** requested that **Jeff White** take the lead on drafting suggested wording to cover what is not in the regulations, and for **Capt. George** to reach out to Crowley.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – **Chairperson Strong** requested that **Mr. Weil** and **Mr. Roberts** notify recreational boaters of the new wave buoy, as discussed earlier.

(2) ITEM IV – PUBLIC COMMENTS

- (1) None.**

ITEM V - ADJOURNMENT:

Chairperson Strong stated if something comes up over the summer that would require a meeting, contact him, Mr. Steve Chesser (Marine Exchange), or the Marine Exchange. Otherwise, the next regular meeting for the HSC of LA/LB will be held on Wednesday, 7 October, 2015, 9:30 a.m. gathering and 10:00 am meeting, at the Port of Los Angeles building.

With no further business to discuss, **Chairperson Strong** adjourned the 155rd Harbor Safety Committee meeting at 10:33 a.m.

Respectfully submitted,

//signed//

Mr. Reid J. Crispino

Executive Secretary (Acting)

LA/LB HARBOR SAFETY COMMITTEE

June 3, 2015

NAME

E-MAIL / TELEPHONE

AGENCY

NAME	E-MAIL / TELEPHONE	AGENCY
JEFFREY FERGVSON	JEFFREY.FERGVSON@NOAA.GOV	NOAA
JIM FIELDS	james.a.fields@usace.army.mil	USACE
JOHN BETZ	BETZJOHN@MAC.COM 310 463 3746	LA PILOTS
BENT CHRISTIANSON	310-998-6058 RCHRISTIANSON@PORTLA.ORG	POLA
ERIC COOPER	ELCOOPER@COX.NET	POLAR TANKERS
Chun Kow Kow	chun.kow@polb.com	POLB
NICOLAS GOMEZ	NICOLAS.GOMEZ@POLB.COM	POLB
MATT MOREAU	MATTHEW.MOREAU@CHEVRON.COM	CHEVRON
RICK ROBERTS	RROBERTS@LBYC.ORG / 562 493-5173	Pleasure Boat Operators
ROB MCGUINNEY	Robert.B.McGuinney	TESORO
MARK NIELSON	MARK.M.NIELSON@TSOCORP.COM	Tesoro
CRAIG FLINN	CAPTIDCF@COX.NET	POLA Pilots
SEAN MARCHANTE	SEAN.Marchante@Valero.com	VALERO
Ken Graham	KEMG@Chevron.Com	Chevron
NORMAN FORD	norman.ford@crn.com	CRN
Mike Cape	mike.cape@wildlife.ca.gov	CRN
JEFF WHITE	vwhite@foss.com	Foss
DAVID WEIL	dweil@weilmaritime.com	Reg Boat

LA/LB HARBOR SAFETY COMMITTEE

June 3, 2015

NAME

E-MAIL / TELEPHONE

AGENCY

RONALD KELLY

R.KELLY@TRANSMARINE.COM

TRANSMARINE

ROBERT SELDEL

rseidel@polb.com

POLB

Chris Wilson

clwilson@nortonlikey.com

MLI

DOUG RANGEL

RANGEL@POLB.COM

POLB