



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 SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 7 DECEMBER, 2011

The One Hundred and Thirty Seventh Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Long Beach. **Chairman Strong** called the Meeting to order at 1005 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF
LONG BEACH

Mr. Ed Green

FOR THE
PORT OF LOS
ANGELES

(Absent)

FOR THE LONG BEACH PILOT
ORGANIZATION

Captain John Strong

FOR THE TANKER OPERATORS

(Absent)

FOR THE LOS ANGELES PILOT
ORGANIZATION

(Vacant)

FOR THE MOORING MASTERS

Capt. Ken Graham
(Chevron)

FOR TUG & BARGE OPERATORS

Capt. Doug Houghton
(Millennium)

FOR THE DRY CARGO CARRIERS

Capt. Sam Jebaranathan
(APL)

FOR RECREATIONAL BOATERS

Ms. Camille Daniels

FOR ORGANIZED LABOR

(Absent)

FOR THE CALIF. COASTAL COMM.

(Absent)

FOR THE MARINE OIL TERMINALS

(Absent)

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

Captain Jim Jenkins
(USCG)

FOR ENVIRONMENTAL
(SANTA MONICA BAY)

Mr. Brian Meux
(Santa Monica Bay Keeper)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)

Mr. Ray Hiemstra
(O.C. Coast Keeper)

FOR THE CDF&G/OSPR

Mr. Scott Schaefer
(OSPR HQ)

FOR PASSENGER FERRY OPERATORS

(Absent)

FOR THE USACOE

(Absent)

FOR THE CALIF.STATE LANDS
COMM.

Mr. Kevin Mercier

FOR NOAA/NOS

Mr. Gerry Wheaton

FOR SHIP'S AGENTS

(Absent)

FOR COMMERCIAL FISHING

FOR U.S. NAVY

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)

(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna
(MX-SOCAL)

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

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 Long Beach for making their facilities available for this gathering.

Mr. Scott Schaefer, OSPR Administrator then proceeded to swear in returning member of the Committee **Capt. Sam Jebanathan**, representing **Dry Cargo Operators** for his three year term.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 136th Meeting. *Mr. Ed Green moved, seconded by Ms. Camille Daniels, to accept and approve the Minutes of the 136th 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 five incidents since last meeting, twenty five thus far for the year. There were two propulsion related, two in the "Other" category and one SAR.

He mentioned that the new California Air Resources Board rule had taken effect 1 December. It now includes new territorial limits on the use of bunker fuel. Although the first five days provide too small a sample for accuracy, initial indications is a moderately increased use of the Santa Barbara Channel, but a still significant use of the East – West route through the Navy's test range. A more accurate picture will be provided at the next scheduled Committee meeting.

He also shared his pleasure with the Committee on the excellent results of a recent Vessel Traffic Service Operational Evaluation conducted by the U.S. Coast Guard.

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

Capt. James Jenkins, USCG commented:

- (1) The refurbishment of Los Angeles Light is going well. Barring an undue amount of inclement weather, completion of the project is anticipated by late January. The light will not be affected during the renovation.
- (2) The Port Access Route Study (PARS) for Southern California has been completed by USCG District Eleven. It has been forwarded to Headquarters for final review. Pending acceptance/modification it will then become the basis of a Notice of Proposed Rulemaking, allowing for public comment.

(3) The Coast Guard has completed its joint survey of the **SS Montebello**, sunk in WWII. The objective was to determine the amount of fuel aboard and the risk of leakage. Using high tech, state of the art equipment, the non-intrusive survey determined that there was no risk of leakage or environmental damage.

(4) A sector wide survey is underway, aimed at possible derelict or live aboard recreational vessels at anchor, to determine their vulnerability to winter storms. Of particular concern is the amount of residual fuel aboard. In times past, vessels of this type often washed ashore or grounded, causing considerable pollution damage.

(5) Waterways Management has received thirteen applications for Holiday boat parades, two of which have already been completed. The Coast Guard emphasis will be heavily on safety. Coast Guard Auxiliary will provide assistance.

(C) Update on OSPR Activities:

Mr. Scott Schaefer, OSPR Administrator, commented:

(1) He continues to be the Acting Administrator for the past year. Mr. Chuck Bonham just took the lead at the Department of Fish and Game. Dr. Julia Yamamoto, in charge of the Scientific Branch, is also Acting Deputy Administrator. Captain Chris Graft is also Acting Deputy Administrator, covering Southern California.

(2) From July to November of this year OSPR provided assistance in response to a 50K gallon oil spill in the Yellowstone River in Montana, responding to an interstate Emergency Aid Compact (EMAC) Five members, including **Mr. Schaefer**, assisted in developing a mutual response program. It was especially gratifying to develop the interagency cooperation and to help Montana with their organization.

(3) He found the **SS Montebello** operation interesting in its neutron backscatter technique, being able to determine the absence of oil in the tanks of interest.

(4) OSPR fully supports the California Air Resources board (CARB) in its effort to clean the air of California, however it must be faithful to its charge to protect the environment from allisions, collisions and groundings. Thus far this year there have been 84 losses of propulsion (LOP) in the State. OSPR continues to work with USCG and CARB to address this issue OSPR'S **Captain Jeff Cowan** has written several articles for professional magazines on how to avoid propulsion losses and it has now proliferated to over 20 articles throughout the world. He will travel to Denmark next year to present on the topic. Not all LOPs are a result of fuel switching, nonetheless they have increased threefold since the low sulfur rule went into effect.

(5) A West Coast Harbor Safety Conference was held in late October in Monterey. It was attended by all California HSCs and all other West Coast States, including Hawaii. The need arose because of the heavy emphasis on security at the National HSC. The meeting went very well, and it's expected that these meetings will continue.

(6) Assembly Bill 1112 has been passed by the legislature and has been signed by the Governor. It requires comprehensive risk-based monitoring of bunkering and lightering operations at berth and at anchor. This bill will raise the tax on fuel being brought into the State from 5 cents/barrel to 6.5 cents, effective 1 Jan 2012. Monitoring will go into effect July 1. Personnel resources (staffing) will be a challenge. The Governor's signing message also requires a change in non-tank fees. That fee, currently \$2,500, will increase the fee to \$3,250, effective 1 January, 2012. This is an emergency regulation and so is in effect for 180 days. It also requires the initiation of a regular rule making process, which OSPR is starting.

(7) He then discussed the various audits covering OSPR. The most recent Bureau of State Audit, (2008) had 15 recommendations. All are now in compliance. They are also subject to an audit by the Joint Legislative Audit Committee requested by WSPA, PMSA and the Environmental Community, to ensure the funds are being spent properly. There will be an additional audit by the Department of Finance commencing January 2012 as a result of AB1112.

(8) At the beginning of the year, expect increased monitoring of bunkering and lightering activity. There will be drills and training events for bunkering companies that will require deploying 600' of boom in 30 minutes, and another 600' in the next 30 minutes. OSPR will work with the companies to determine whether it's best to attend the actual drills or the training involved to be most effective.

(9) He is grateful for the work of both San Francisco and LALB Harbor Safety Committees on bunkering best practices. A recent collaboration is an agreement with the BC/States Task Force to adopt a single oil spill video from Washington State so that ships will have one video wherever they go on the Coast.

Also, the best practice of face to face meetings between barge and ship personnel before fueling was mentioned. He looked forward to reviewing other appropriate best practices as may be proposed by HSCs.

(10) A major initiative for the coming year will be to address the readiness of Spill Management Teams to achieve the best achievable protection standard. A particular effort will be improving overall response times. The look will be toward improving best practices or possible regulation of the 16 spill management teams operating in California.

(11) Oiled Wildlife Care Network funding, covered through interest in the Oil Spill Response Trust Fund, looks good through FY 2012-2013. However, this does not look good beyond that. Other options are being explored.

(12) Inland spill response team numbers are also declining due to limited funding. In times past, the section had 23 personnel. Last year there were 17, declining to 10.5 this year.

(13) Based on the experience of Deepwater Horizon, OSPR is exploring ways to improve overall State Mutual aid. As an example, California sent over seventy people. One other state sent only one. It is important to improve the balance of State Mutual Aid.

(14) Upcoming events include a Northern California Spill Management Team Workshop 20 December at the Shell Martinez Clubhouse, and The joint State Lands- OSPR Prevention First Conference in October.

(D) Update on California State Lands Commission Activities:

Mr. Kevin Mercier commented:

(1). The State Lands biofouling regulation is on the street for comment. Response has been brisk, with forty four comments thus far. As a result there will be several modifications. Once finalized, the regulation will again go out for comment.

(2) The biannual Prevention First seminar will be held in Long Beach on October 23rd, 2012. Participation is most welcome.

Mr. Brian Mieux commented that an invasive specie of the Sargasso family, introduced to the Port in 2003 has spread to Catalina and the Palos Verdes Peninsula. Mr. Mercier then noted that the concerns have grown beyond ballast water, hull fouling having been discovered to also be a contamination problem. These concerns could even extend to the America's Cup in San Francisco next year as high end yachts fall into ballast water control criteria.

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

No Comments.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton stated that the Coast Pilot 7 has completed review and is on the way to the printer. It is expected to be released in January 2012. He will notify all Harbor Safety Committees when this happens. He further reminded that the Coast Pilot is a living document and that updates to the printed version will continue to be promulgated online.

(G) Update on the Area Maritime Security Committee:

Capt. Jenkins discussed Panga activity. These small (25-30 ft) open workboats used in the Mexican drug and contraband trade are an increasing problem. From zero incidents three years ago, the number of situations has grown high into double digits today and range across the breadth of the Sector's area of responsibility. Federal, State and Local agencies have come together to combat the problem. Concerns range from safety at sea to the narcotics industry and pollution.

A second topic was the "Occupy" movement planned for 12 December coast wide. Here again, a joint agency effort exists to ensure that demonstrations are conducted safely and with minimum disruption to commerce. A Joint Information Center (JIC) has been set up and responsibilities have been divided into a water side and land side operation.

The next Area Maritime Security Committee will meet here at the Port of Long Beach on 1 February at 0930. The Public is invited to attend.

(H)Membership :

Mr. Mike Coyne (OSPR) reminded that the Marine Oil Terminal Operator position is about to expire, and solicited applications. He hopes to have the position filled by the February meeting.

ITEM III - New Business:

(A) Sub Committee Reports:

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

The Sub Committee met in October and again in November. The Committee will meet again today at the New Millennium offices at Pier 301, Port of Los Angeles, at 1330. Restricted visibility for recreational vessels is a key topic. He also asked people to note that the January 2012 meeting will occur on the second Wednesday vice the first because of the Holidays.

S/C # 2 (Planning & Outreach) – Capt Christiansen

The Sub Committee has completed its work on the back channel bridge issue.. No meeting is planned for today. A question arose on current width and height restrictions with the current bridge configurations. The Coast Guard will take for action, review and report.

S/C # 3 (Tug Utilization Group; TUG) – Captain Doug Houghton

The last meeting was November 22nd. The Sub Committee has been working on two specific issues, bunkering best maritime practices and the tug escort matrix. The Sub Committee has voted unanimously to bring the bunkering best maritime practices initiative forward for a full Committee vote. At this moment **Chairman Strong** called for a vote. After Motion and Second were made, it was discovered that a Member's early departure left the Committee without a quorum. Additionally, the absence of several key stake holders created a concern for holding the vote under the circumstances. The vote was therefore delayed until the February Committee meeting.

The discussion turned to the Tug Escort Matrix initiative. **Captain Betz** gave background that the matrix addresses vessels up to 420,000 tons and sets under keel clearance for them at ten per cent. The plan is not to create a new regulation so much as to incorporate these guidelines for the developing situation. They are very close to completion to the point that they are ready to have members look at it and comment as appropriate. He requested comments before Christmas in order to have a thorough review at the January Sub-Committee meeting. **Mr. Schaefer** reminded that once vetted, it is reasonable to expect a six month rule making process.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) – Ms. Camille Daniels – Nothing to report.

ITEM IV – NEW BUSINESS:

Chairman Strong reminded all to review the Harbor Safety Plan for currency. Most corrections are expected to come out of Sub Committee #1 and are likely minor corrections in nature. He also reminded that the Plan is a living document and that changes should be presented as needed.

Chairman Strong invited **Captain Graham** to comment on the Chevron Mooring Masters' Mammal Avoidance Training Program conducted with the **Cabrillo Marine Aquarium**. **Graham** described the program, now completed, in a positive light. **Executive Director McKenna** also attended the course and opined that there could be merit in some of the program for LALB ship traffic.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the first of February 2012, at the Port of Los Angeles at 1330.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 137th Harbor Safety Committee meeting at 1125 a.m..

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary