



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FORTY THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 6 February, 2013

The One Hundred and Forty Third 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 1:37 p.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF LONG BEACH

Mr. Randy Parsons

FOR THE PORT OF LOS ANGELES

Capt. John Holmes

FOR THE LONG BEACH PILOT
ORGANIZATION

Captain John Strong

FOR THE TANKER OPERATORS

Capt. Laura Kovary
(BP)

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt. Craig Flinn

FOR THE MOORING MASTERS

Capt. Ken Graham
(Chevron)

FOR TUG & BARGE OPERATORS

Captain Doug Houghton
(Crowley)

FOR THE DRY CARGO CARRIERS

Capt. Sam Jebranthan
(APL)

FOR RECREATIONAL BOATERS

Mr. Tom Welch

FOR ORGANIZED LABOR
(Absent)

FOR THE CALIF. COASTAL COMM.
Mr. Jonathan Bishop

FOR THE MARINE OIL TERMINALS
Capt. Jimmy Eduljee
(Shell)

FOR THE U.S. COAST GUARD
SECTOR LA/LB
Capt. Jim Jenkins

FOR ENVIRONMENTAL
(SANTA MONICA BAY)
Mr. Brian Meux
(Santa Monica Bay Keeper)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)
Mr. Ray Heimstra
(Orange County Coast Keeper)

FOR THE CDF&G/OSPR

Mr. Mike Coyne

FOR PASSENGER FERRY OPERATORS

Mr. Ray Lyman
(Catalina Express)

FOR THE USACOE

Mr. Jim Fields

FOR THE CALIF.STATE LANDS
COMM.
(Absent)

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)

Chairman Strong welcomed 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.

ACTION ITEM – SWEARING IN OF NEW MEMBERS:

Mr. Mike Coyne presided over the swearing in of **Captain Ray Lyman** and **Alternate Mr. Craig Tallman** of Catalina Express, representing Ferry Operators and **Messrs. Randy Parsons** and **Alternate Dan Kane**, representing the Port of Long Beach, all for a three year term.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 142nd Meeting. *Capt. Ray Lyman moved, seconded by Capt. Laura Kovary, to accept and approve the Minutes of the 142nd 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 twenty nine incidents for 2012. Notably, fifteen of the incidents were propulsion related, three involved close quarters situations and one involved a search and rescue situation. The remainder were concerned with communications, rules of the road infractions and navigational equipment failures.

He discussed traffic patterns for the previous month, in which thirty one percent of arrivals came by way of the Santa Barbara Channel with thirty pt. six percent using it for departure. In the Pacific Test range area, thirty one pt. eight percent used this for arrivals , but thirty five pt. two percent used it for departure.

He reminded all of the pending approval (scheduled for June 1) of the revisions to the Northern Traffic Separation Lanes, which will narrow the separation zone to about one mile. It will be prudent to publicize this change to the local industry at the appropriate time.

(B) Update on USCG Sector LA/LB Activities: Captain Jim Jenkins, USCG commented:

(1) The Coast Guard Headquarters Office of Navigation Standards is working on rulemaking for the previously mentioned revisions to the Northern Traffic Separation Scheme. Anticipated date of the change is June 1, 2013.

(2) Work on the Commodore Heim Bridge replacement continues. Working hours 0700-1530 local time, He provided phone numbers for mariners with questions to contact:

CALTRANS – 213.444.1171

MCM Construction – 714.305.2725 or 714.330.5370.

The Gerald Desmond Bridge replacement ground breaking was held January 8. The District Office of Bridge Administration is awaiting the final design plans before over water construction can be approved.

(C) Update on OSPR Activities:

Mr. Mike Coyne advised that the West Coast Harbor Safety Committee Conference will convene in Sacramento, tentatively set for 20 June. This includes participation from HSCs from West Coast States, Alaska, Hawaii and British Columbia. The focus will be on prevention. The public is invited to attend.

The bunkering best practices video produced by the B.C./States Task Force has been reviewed. There have been some edits to bring it closer to a mariner orientation. It is very close to completion and it is his opinion that it will be a great training tool.

He reminded that it is no longer the “Department of Fish and Game”, but rather the “Department of Fish and Wildlife”. Both the old and new email addresses will work when contacting OSPR.

OSPR is continuing to increase its bunker monitoring through new hires throughout the State. The monitoring is not random, but rather based on their well established Targeting process.

He then introduced OSPR’s new Administrator, **Mr. Tom Cullen Jr.**, who expressed his pleasure at being able to attend the meeting, looking forward to greeting as many attendees as possible after the meeting.

(D) Update on California State Lands Commission Activities:

No Comments, however **Mr. Jim Porter**, a State Lands employee in attendance, announced that **Mr. Gary Gregory** had returned to State Lands to head up the Marine Facilities Division.

(E) Update on California Coastal Commission Activities:

Mr. Jonathan Bishop expressed his pleasure and appreciation for the collaboration of **Messrs. Brian Mieux** and **Garry Brown** in the significant updating of Chapter XV, Environmental Impact, of the Harbor Safety Plan. It is now current, easy on the reader and overall, much improved.

On the down side, The Coastal Commission has recently received an immediate thirty percent cut on its oil spill program, which could affect its participation in activities like the Harbor Safety Committee. It is his hope that the Commission will find a way to adapt and continue its participation.

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

Mr. Jim Fields gave a run down on the Port Complex’s dredging activity. Most of the work of the last several years is coming to an end. Most of the work in the Port of Los Angeles has been completed, notably the area around China Shipping where some pilings remain to be removed. Markers around the Shallow Water Habitat are being updated, ETC about mid February. This should complete work in Los Angeles, however from time to time it can be expected that contaminated material will be brought to the old Southwest Marine area for deposit behind the dike wall containment. In the Port of Long Beach, slip G was completed in October, and clean up dredging will likely be completed in March. Thereafter, the next dredging will take place in the LA River Estuary, where dredging was last completed four years ago. Funding for this has not yet been identified.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton introduced **RADM Garrett Glang**, the new Director of Coast Survey. The Admiral indicated that his position had been elevated to Flag rank in recognition of the increased importance of NOAA’s Navigation Services. In addition to maintaining 1022 charts, electronic navigation charts and the Coast Pilot, he was pleased to announce the introduction of a couple of new products. For the recreational boater, there are now Nautical Booklet Charts, which are available on the website for downloading in the

booklet format. Also, real time updating of the Coast Pilot is now available. Now, every week the Coast Pilot will be downloadable with complete changes. He alluded to six Navigation Response Teams located around the country, designed primarily to address emergent needs. They have been particularly effective in the Gulf and East Coasts in response to hurricanes, and on the West Coast for tsunami effects in Northern California. One of the reasons he is here is to learn of the needs of the Port Complex and to understand survey requirements of the area, currently projected for 2014. Of growing importance is the ever increasing size of ships and the greater need for more refined products for pilotage.

(G) Update on the Area Maritime Security Committee:

Captain Jenkins mentioned that there have been two Area Maritime Security Meetings since last meeting, the most recent occurring this morning. Significantly, the Long Beach Harbor Commission has recently approved the acquisition of two new fireboats, the first arriving in July and the follow on next year.

He will attend the California Maritime Leadership Symposium in Sacramento later this month, where he will moderate a panel of local fire chiefs, Coast Guard and Port risk management personnel, addressing marine public safety response.

Deputy Chief Mario Rueda, LAFD, is working on the formation of a "Marine Firefighting Away Team" to develop an off shore response capability. The team will be capable of being quickly formed and dispatched to assess impacts and requirements for such incidents.

MARAD and the Coast Guard are working with the U.S. Merchant Marine Academy to develop a Facility Security Officer curriculum. The idea is to strengthen and standardize the program Nationwide. The Coast Guard intends to mandate this training in upcoming regulations.

Sector New York has developed a list of lessons learned from dealing with last Fall's Hurricane Sandy. Atlantic Area command is expected to promulgate a comprehensive lessons learned package of all sectors involved within the next three months. Meanwhile Sector LA MTS Recovery Unit (MTSRU) conducted a phone interview with Sector New York's project officer. They had three major priorities: Reconstitute Coast Guard Operations, to establish an incident specific oil spill response command and to ensure a coordinated response to addressing disruptions to the Marine Transportation System. Ensuring there were no underwater obstructions was the focus of the first forty eight hours. After all was said and done, it was power and damage to facilities that was the chief cause for concern; i.e., fuel was able to be brought into the Harbor, but lack of power and damage to the facilities severely impeded its offload. Diversion to the few working facilities and redistribution to damaged facilities as they were repaired turned this into a private sector process.

ITEM III - New Business:

(A) Sub Committee Reports:

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

The Sub-Committee has made substantial progress on the Harbor Safety Plan Review. At this time he reported the Committee ready to make significant recommendations. The Sub-Committee members have been individually assigned each chapter to review; this has been completed with attendant changes, with the exception of three chapters. Revisions have been transmitted electronically to the full Committee for review. At this point The Chairman polled members for the need for further discussion. There being no additional comments, **Mr. Tom Welch moved to accept the proposed changes to the Harbor Safety Plan; seconded by Capt. Laura Kovary, and carried unanimously.** **Chairman Strong** took a moment to commend **Captain Betz** for his extraordinary, detailed effort in bringing these deliberations to their successful conclusion. **Captain Betz** then related that the Sub-Committee was continuing its work to streamline the process in order to make the plan a "living" document, making changes/revisions as necessary through the year, without having to wait until the final June meeting for official updates. When queried as to this possibility, **Administrator Cullen** allowed that this seemed much more efficient, and that he would take it under advisement with his Staff.

The Sub-Committee will not meet next month.

S/C # 2 (Planning & Outreach) – No meetings held over the summer, no immediate plans to do so.

S/C # 3 (Tug Utilization Group; TUG) – No Comments

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) – Mr. Tom Welch – Nothing to report.

ITEM IV – NEW BUSINESS:

None.

Public Comments:

None.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the third of April, 2013, at the Port of Los Angeles at 1000.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 142nd Harbor Safety Committee meeting at 2:25 p.m...

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

February 6, 2013

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