



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 FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, June 5, 2013

The One Hundred and Forty Fifth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Chairman Strong** called the Meeting to order at 9:33 a.m. **Executive Secretary Louttit** determined that there was a quorum present as listed below --

FOR THE PORT OF LONG BEACH

Cdr. Dan Kane

FOR THE TANKER OPERATORS

Capt. Norman George
(Crowley Petroleum Services)

FOR TUG & BARGE OPERATORS

Capt. Doug Houghton
(Harley Marine)

FOR ORGANIZED LABOR

(Absent)

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

Capt. Jim Jenkins, USCG

FOR THE CDF&G/OSPR

Mr. Mike Coynes

FOR THE CALIF. STATE LANDS
COMMISSION –
MARINE FACILITIES DIVISION

(Robert Chatman)

FOR COMMERCIAL FISHING

(Absent)

FOR THE PORT OF LOS ANGELES

Capt. Bent Christiansen

FOR THE LOS ANGELES PILOT
ORGANIZATION

Capt. Craig Flinn

FOR DRY CARGO VESSEL OPERATORS

Capt. Sam Jebananthan
(APL)

FOR THE CALIF. COASTAL COMM.

Mr. Jonathan Bishop

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

Mr. Brian Meux

FOR PASSENGER FERRY OPERATORS

Capt. Ray Lyman
(Catalina Express)

FOR NOAA/NOS

(Absent)

FOR THE U.S. NAVY

(Absent)

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX-SOCAL)

FOR THE LONG BEACH PILOT
ORGANIZATION

Capt. John Strong

FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS

(Absent)

FOR PLEASURE BOAT OPERATORS

Ms. Camille Daniels

FOR MARINE OIL TERMINAL OPERATORS

Capt. Mark Nielsen
(Tesoro)

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

(Absent)

FOR THE USACOE

(Absent)

FOR SHIP'S AGENT ORGANIZATION

Ron Kelly
(Transmarine)

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

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

Chairman Strong welcomed everyone in attendance, thanking all for their interest and participation in the Los Angeles/Long Beach Harbor Safety Committee. He said there would be no meeting in August, that the next meeting would be in October, and expressed the Committee's appreciation and thanks to the Port of Long Beach for making their facilities available for this gathering.

Chairman Strong had all members of the committee introduce themselves.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 144rd Meeting on April 3, 2013. **Capt. Norman George** moved, seconded by **Ms. Camille Daniels**, to accept and approve the Minutes of the 144rd Meeting. The 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 vessel traffic activities from **Capt. Louttit**, who reported:

- (1) There were no accidents or near misses since the last meeting. There were 11 incidents since the last meeting in April. These 11 incidents plus the previous 5 add to a total of 16 for 2013. For comparison, there were 30 total in 2011 and 29 total in 2012, so levels are consistent with the past. All 11 incidents were propulsion, 6 inbound, 4 outbound, and 1 aboard a Catalina to San Pedro passenger vessel that didn't have passengers aboard. The causes included a fuel pump problem, crank angle sensor error, failed lube oil pressure switch, fuel problem, loss of bow and stern thrusters, a valve needing replacement, loss of pilothouse control of astern propulsion, and high engine temperature. There was no common theme to the propulsion incidents.
- (2) Regarding traffic patterns for April and May 2013, there were 754 arrivals and 738 departures, in which 240 vessels, which is 32 percent, came from the North by way of the Santa Barbara Channel, which is a little higher than March. 224 vessels, 30%, came from the West by way of the Pacific Test range area, which is consistent with March. 268 vessels, which is 36%, came from the South, which is also consistent with March. For departures, 207 vessels, 27% departed to the North, which is a little higher than March. 257 vessels, 34%, departed to the West, which is a little lower than March. 249 vessels, 33%, departed to the South, which is significantly 11% higher than March. The remainder were El Segundo.
- (3) Regarding the change to the Santa Barbara Channel Traffic Separation Scheme, the narrowing of the separation zone from 2 miles to 1 mile went smoothly on Friday 31 May at 1701 local time (0001 Zulu 1 June). The Vessel Traffic Service and Pilots are reminding ships of the change to the Santa Barbara and San Francisco Lanes. Ships are using the Santa Barbara lanes without incident.
- (4) The Whiskey buoy was discontinued and the Sierra Papa buoy was moved slightly to accommodate the traffic separation scheme change.

(B) Update on USCG Sector LA/LB Activities: **Capt. Jim Jenkins**, USCG reported:

- (1) Regarding the PARS (Port Access Route Study), the IMO approved changes to the traffic separation scheme occurred on 31 May at 1700 Pacific Standard Time, which corresponds to midnight 1 June Greenwich Mean Time. This approval narrowed the width of the traffic separation zone from 2 nautical miles to 1 nautical mile. The Coast Guard Headquarters Office of Navigation Systems is working the rulemaking process to incorporate the traffic separation scheme into the code of federal regulations. From the legal perspective, the Local Notice to

Mariners published chart corrections, IMO charts have reflected the changes, and the Coast Guard sent out a Maritime Safety Information Bulletin that provides notification of the changes.

- (2) Regarding the Gerald Desmond Bridge replacement project, information from Coast Guard District Eleven indicates that over-water construction is not expected to start until 2014, and the Coast Guard will coordinate in-water and over-water temporary navigation impacts with local waterway users.
- (3) In addition to the Whiskey buoy previously mentioned, the Coast Guard has discontinued and removed San Nicholas Island East End lighted bell buoy 3; and Reservation Point Restricted Navigation Area buoys North, Middle, and South. The Coast Guard is working to discontinue and remove the following aids pending buoy tender availability: Santa Ana lighted bell buoy 4SA, San Pedro Channel Traffic Lane Lighted Buoy Sierra, and San Pedro precautionary area lighted buoys Alfa and Bravo.

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

- (1) There are seats on the committee that expire in October including Representatives for Non-Profit Environmental Protection Organizations for Santa Monica Bay, Pleasure Boat Operators, and Commercial Fishing. Commercial Fishing has been open and OSPR hopes to receive an application. The seats were advertised. The Commercial Fishing seat continues to be open. **Capt. Kovary** will be moved over to the State Lands seat and applications are being accepted for the Tanker Operators seat. A new application is available in very workable PDF format on the OSPR web site with drop-down boxes. It takes 5 minutes to fill out, attach a resume, and when sent, it goes directly to **Mr. Coyne**. This should save time and money; electronic applications preferred but applications will be accepted by mail.
- (2) The West Coast Harbor Safety Committee Summit is tentatively scheduled for the fall; the location and date will be advertised when selected. This is a public meeting and information will be forthcoming.
- (3) **Mr. Coyne** reported on a bill that is making its way through the California State Legislature. AB 881 is a bill that would allow an increase in the maximum fee for oil or petroleum products transferred across marine waters from 6.5 cents to 7.0 cents per barrel. This would allow an increase in the maximum cost of a non-tank vessel Certificate of Financial Responsibility (COFR) from \$3,250 to \$3,500. All increases would have to be justified based on the actual cost of running California's oil spill program. Additional increases based on the California Consumer Price Index would be allowed. The bill also allows the administrator to transfer up to \$2 million from the Oil Spill Prevention and Administration Fund to cover the annual costs of running the Oiled Wildlife Care Network. OSPR has no official position on the bill and is not the driver behind the bill, but is tracking its progress through the legislature.
- (4) The OSPR administrator, Thomas Cullen, was unanimously confirmed by the California Senate, 33 to 0.
- (5) The HSC Secretary contract with the Marine Exchange of Southern California is due to be implemented on 1 July at a value that was mutually agreed upon.

(D) Update on California State Lands Commission Activities: **Capt. Laura Kovary** reported:

- (1) **Capt. Kovary** looks forward to her new role on the Committee, which is her 4th role on the Committee in 13 years.

- (2) An information meeting on MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards) was held in May that was well received and attended. A similar meeting will be held for Northern California on 26 June at 9:30 AM at the Shell Refinery Clubhouse in Martinez, CA. **Chairman Strong** echoed the positive value of the MOTEMS meeting in general and from a piloting perspective.
 - (3) There will be California State Lands Commission meeting on 21 June in Sacramento and a Ballast Water Treatment Systems report will be presented at that time.
 - (4) There will be workshops on different topics at different times; send workshop topic suggestions to **Capt. Kovary**.
- (E) Update on U.S. Army Corps of Engineers: No representative.
- (F) Update on NOAA/NOS: Ms. Elizabeth Petras reported:
- (1) **Cdr. Gerry Wheaton** is recovering well from surgery and that the traffic separation scheme changes that were briefed earlier were on NOAA charts and available for download online.
- (G) Update on the Area Maritime Security Committee: **Capt. Jenkins** reported:
- (1) On 13-14 May there was a full-scale pollution response exercise in partnership with Chevron in El Segundo. 2,000 feet of boom was deployed, more than 230 people from different agencies participated, and the scenario was that 17,000 gallons of oil were spilled into Santa Monica Bay. It was a challenging scenario that is hoped to never be faced, but the drill went well, there were good lessons-learned, and all are better prepared due to the exercise.
 - (2) Exercise Port Protector 2013 was held on 22 May. It was a joint functional, command post exercise held at the Long Beach Command and Control Center. 150 personnel from 11 agencies participated with impressive capabilities. The exercise simulated raising the security level to MARSEC 2 and sustaining that level. It was great to see the partnership, capacity, and coordination displayed at the exercise.
 - (3) The LA/LB Firefighting Working Group met, received a brief from the Marine Exchange on anchorages, and discussed the Port of Long Beach's new dive boat. The group is well attended by port complex entities and is great forum for alignment between fire departments and other organizations.
 - (4) Coastal Trident 2013 is a port security exercise in Port Hueneme. There will be a table-top portion on 12 June and full-scale portion with resources exercising on the water 18-19 June.
 - (5) Yesterday, the Sector activated their reporting system at approximately 5:30 PM regarding a report of individuals with a rifle with scope on it. There was heavy law enforcement response that determined that there were two individuals and the weapons were one or more pellet guns. The Coast Guard pushed information out in a responsible manner so appropriate responses can be made. The Coast Guard balanced reporting speed with accuracy recognizing that information changes with time in a fluid situation. Capt. Jebanathan complimented the Coast Guard for its prompt notification and then stand-down notification and information dissemination in this case. The terminals coordinated with each other in addition to the law enforcement response.
 - (6) There has been increased panga, drug, and alien smuggling in the past 3-4 weeks including up the coast to San Francisco.

- (7) **Mr. Brian Meux** queried about a landing on Manhattan Beach. **Capt. Jenkins** responded that 2 individuals were arrested and the boat was seized by local authorities; it is unknown whether the vessel intended to land on Manhattan Beach. **Capt. Jenkins** requested the committee members continue to report any sightings or suspicious behavior.

ITEM III - New Business:

(A) Sub Committee Reports:

- (1) **S/C # 1 (Navigation Safety)** – **Capt. John Betz** reported:
- (a) The Sub-Committee #1 met twice since the last full Committee meeting, once in April and once in May.
 - (b) The Harbor Safety Plan (HSP) Review is almost complete. All submitted chapter changes have been posted to the Marine Exchange web site. 2 small, non-substantive changes pend and will be discussed at the S/C-1 meeting at 1:30 PM this afternoon at Millennium Maritime. One change regards the accident and near miss chapter. Vessel Operator Procedures were updated and will be posted shortly. S/C-1 members did major work on 4-5 chapters and a lot was accomplished.
 - (c) The HSC review process was reviewed and a set of recommendations were developed for the Chairman to consider. The recommendations leave the HSP process largely intact but codify the process, gives guidance to new members on how to use the review process. New procedures include designating plan custodians to handle non-substantive changes such as phone numbers that can be made on the Marine Exchange web site without waiting for the next annual review. S/C-1 recommends conducting a trial run of the proposed changes for the next year. **Chairman Strong** said his plan would be to review the non-substantive changes, forward them to **Mr. Coyne** at OSPR for approval, and if approved, have them posted. **Capt. Betz** commented that the proposed changes to the HSP update process do not require a change to the Committee by-laws.
 - (d) **Chairman Strong** said he would solicit by e-mail for Chapter Custodians for the HSP for the coming year.
 - (e) **Mr. Coyne** said that OSPR was familiar with and comfortable with the proposed changes to the Harbor Safety Plan review process and looked forward to the one year trial.
 - (f) **Capt. Betz** briefed that **Cdr. Wheaton** had provided an updated map of the proposed survey area for the NOAA Ship FAIRWEATHER, which will be discussed at the S/C-1 meeting. The area is slightly expanded from a previous map.
 - (g) **Chairman Strong** complemented **Capt. Betz** and SC-1 for their great work this year.
 - (h) **Chairman Strong** queried **Capt. Betz** regarding potential changes to the HSP from the Mooring Masters; **Capt. Betz** responded that the changes might slip a year.
- (2) **S/C #2 (Planning & Outreach)** – Nothing to report; did not meet.
- (3) **S/C #3 (Tug Utilization Group (TUG))** – Nothing to report; did not meet.
- (4) **S/C #4 (Recreational Boats & Commercial Fishing Vessels)** – **Ms. Camille Daniels** – Nothing to report; did not meet.

ITEM IV – NEW BUSINESS:

Capt. Jebanathan commented that the International Seafarer’s Center (ISC) was doing miracle work for seafarers from ships calling in the port complex. The majority of the seamen are foreign and the ISC performs functions such as running vans to help the foreign seamen run necessary errands. The Center’s Board of Director’s now includes **Mr. Reid Crispino** from the Marine Exchange. The Maritime Industry Salute is on 18 September aboard Queen Mary. It is a fundraising event that benefits the ISC and sponsors are solicited to help continue the ISC’s work because rested and refreshed crews are safer.

Public Comments:

None.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the second of October, 2013 at the Port of Los Angeles at 10:00 a.m. **Chairman Strong** thanked everyone for their work that made for a very productive year. **Chairman Strong** concluded by saying that the work of the committee continues, and if something comes up between now and October that requires a meeting, a special meeting can be called.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 145th Harbor Safety Committee meeting at 10:09 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit

Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

June 5, 2013

NAME	E-MAIL / TELEPHONE	AGENCY
JOHN BETZ	BETZ JOHN@MAC.COM (310) 463 3746	POLA PILOTS
DAN KANE	daniel.kane@POLB.com 562 2837812	POLB
Doug Houghton	DHoughton@HANKYMALINE.com 310 420-3483	Hankie
SAM Jebanathan	310-548-8801	APC
CRAIG Flinn	CAPTDCF@COX.net 310-567-3260	PCCA Pilots
NORMAN BERG	Norman.Berg@CAMP.com 310-732-1826	CAMP PERSON
Russell Luttman	russell.luttman@crowley.com 206-484-2275	Crowley Harbor
RAY Hiemstra	RAY@COASTKEEPER.org 714 850-1465	OC COASTKEEPER
CAMILLE DANIELS	CAMILLEDANIELS@VERIZON.NET 213 420 9593	Race Boats
RONALD KELLY	R.KELLY@TRANSMARINE.COM	TRANSMARINE NAV.
Mike Coyne	Mike.Coyne@mike.coyne@wildlife.ca.gov	OSFR
Laura Kovary	laura.kovary@slc.ca.gov 562-499-6314	CSLC
Stephanne Terray	(951) 691-6996 sterray@csom.edu	CSLC
ALAN HICKS	alan.hicks@dot.gov	MARAD
Ion Badea	ibadea@nortonlilly.com	NLI
BRETT DIMANNO	brett.m.dimanno@uscg.mil	USCG
JIM JENKINS	james.d.jenkins@uscg.mil	USCG
Jim Acosta	562 795-2937 jim.acosta@calema.ca.gov	Cal EMA
Jonathan Bishop	Jonathan.Bishop@coastal.ca.gov	CA Coastal Commission

LA/LB HARBOR SAFETY COMMITTEE

June 5, 2013

NAME	E-MAIL / TELEPHONE	AGENCY
Rob McGroarty	Robert.B.McGroarty@tsocomp.com	TESORO
Mark Nielsen	MARK.H.NIELSEN@TSOCORP.COM	TESORO
Brian Meux	bmeux@la.waterkeeper.org	LA Waterkeeper
Ryan Manning	RYAN.D.MANNING@USCB.MIL	USCB
Joni Victoria	JONI.VICTORIA@WILDLIFE.CA.GOV	CDFW
Elizabeth Permas		
Bob Chetman	Robert.Chetman@SLC.CA.GOV	SLC

LA/LB HARBOR SAFETY COMMITTEE

June 5, 2013

NAME

E-MAIL / TELEPHONE

AGENCY

P. DUFFY

562 643 2313

TESORO