



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 EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, February 5, 2014

The One Hundred and Forty Eighth 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 1:32 p.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**

Cdr. Ryan Manning, USCG

FOR THE CDF&G/OSPR
Mr. Mike Coyne

**FOR THE CALIF. STATE LANDS
COMMISSION –
MARINE FACILITIES DIVISION**
Capt. Laura Kovary

FOR COMMERCIAL FISHING
(Absent)

FOR THE PORT OF LOS ANGELES

Capt. Bent Christiansen

**FOR THE LOS ANGELES PILOT
ORGANIZATION**

(Capt. John Betz)

FOR DRY CARGO VESSEL OPERATORS
(Capt. Sam Jebanathan)

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

Cdr. Gerry Wheaton

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**
Mr. Dave Selga
(Chevron)

FOR PLEASURE BOAT OPERATORS
(Absent)

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

(Absent)

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

Chairman Strong welcomed everyone in attendance and thanked 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.

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Chairman Strong recognized **Mr. Coyne** for the swearing in of new or reappointed members. **Mr. Coyne** introduced the State of California Office of Oil Spill and Response Administrator, **Capt. Thomas Cullen**, who administered the oath of office to the following: **Capt. Doug Houghton**, Representing Tug and Barge Operators (reappointment as primary), and **Capt. Paul Hendricks**, Representing Tug and Barge Operators (appointment as alternate).

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 147th Meeting on December 4, 2013. **Mr. Dave Selga** made a motion, seconded by **Capt. Ray Lyman**, to accept and approve the Minutes of the 147th Meeting. The Motion carried unanimously by a show of hands from voting members present.

ITEM II – OLD BUSINESS:

(A) **Chairman Strong** called for an update on vessel traffic activities from **Capt. Louttit**, who reported:

- (1) **Incident Reports:** **Capt. Louttit** provided a handout and reported there were 4 incidents since the last meeting, 1 in December and 3 in January. 3 were propulsion and 1 was steering. The December incident was a container ship inbound Los Angeles that experienced a steering casualty. There was a pilot aboard. The vessel diverted toward anchorage, then regained steering in non-follow-up mode and entered port using 2 tugs. This completes 2013 with a total of 25 Incidents. For comparison, there were 30 total in 2011 and 29 total in 2012. This is a numerical reduction by 5 incidents in from 2011 and 4 incidents from 2012. It is also a percentage decrease, from slightly over 0.6% incident rate in 2011 and 2012 to slightly less than 0.6% incident rate in 2013. These are all positive indicators. The 25 incidents break down as follows: Propulsion: 19; Steering: 2, Search and Rescue (engine failure requiring tow): 1, Close Quarters in Fog: 1, Allision: 1, Loss of Communications: 1. In 2014, there were 3 incidents in January and all were propulsion. The first was a bulk ship inbound Long Beach that lost propulsion due to fuel injector delay due to sticky fuel. No pilot was aboard. Repairs were made and the vessel safely entered port using 2 tugs. The second was a container ship inbound Los Angeles that lost propulsion while conducting propulsion test. No pilot was aboard. The vessel regained propulsion in emergency engine control mode and entered port safely using 2 tugs. The third was a container ship inbound Los Angeles that lost propulsion with a pilot aboard. The vessel diverted toward anchorage, then regained propulsion and safely entered port using 3 tugs.
- (2) **Traffic Report:** **Capt. Louttit** provided a handout and reported there were 364 arrivals in December and 376 in January, which followed the usual pattern of being pretty evenly split between the 3 approach channels: From the North (Santa Barbara Channel): 118 ships in December and 104 in January, (32% and 30%). From the West (Through the NavAir Ranges): 111 ships in December and 124 in January, (30% and 32%). From the South (South America, Panama Canal, Mexico, and San Diego): 125 in December and 141 in January (34% and 36%). The remainder from the Chevron Offshore Terminal in El Segundo (10 in December and 7 in January). There were no highlights or anomalies, and these figures were consistent the past. There were a total of 355 departures in December and 362 in January, and as with arrivals, there was a pretty even split: To the North, 103 ships in December and 108 in January (29% and 30%). To the West, 127 ships in December and 117 in January (36% and 32%). To the South, 122 ships in December and 132 in January (34% and 36%). The remainder to El Segundo (3 in December and 5 in January). There were no highlights or anomalies, and these figures were consistent with the past.

- (3) **Whale advisories:** At the request of the National Marine Fisheries Service (NMFS), Vessel Traffic Service Los Angeles/Long Beach continues to advise inbound and outbound vessels of whales in the area.
 - (4) **Automatic Identification System (AIS):** The Marine Exchange's (MX) new AIS unit with transmit capability was installed in Santa Barbara in December. This was funded by the FEMA Port Security Grant Program. It's working well in *receive* mode. The MX's license to *transmit* AIS messages pends with the Federal Communications Commission, but when licensed, the MX will be able to send safety and security information by AIS messages to vessels from both the MX building and Santa Barbara.
 - (5) **VHF-FM Radio High-Site:** The Marine Exchange's VHF-FM radio high-site on San Pedro Hill failed and was replaced with new equipment in December that was funded by Chevron. This restored our communications by VHF-FM with the vessels at the Chevron El Segundo offshore terminal, gives communications range 40 miles to the North in Santa Monica Bay, and is a good backup to the radios the MX has that transmit from the MX building. The high-site radio has channels 13, 14, and 16 VHF-FM.
 - (6) **VTS LA/LB:** The 20th anniversary of the Marine Exchange's Vessel Traffic Service for Los Angeles and Long Beach is 1 March 2014. HSC Members were invited by e-mail to an anniversary celebration on Friday 28 February, Open House 1100-1500 and Ceremony at 1300.
- (B) **Update on USCG Sector LA/LB Activities:** **Cdr. Manning**, USCG reported:
- (1) **Capt. Jenkins** was absent due to his being at the trial of the 2 individuals involved in the collision with a Coast Guard boat and death of a Coast Guard member in 2012; the verdict was handed down and both individuals were found guilty.
 - (2) **Capt. Jennifer Williams**, USCG received orders to relieve **Capt. Jenkins** as Commander, CG Sector LA/LB and Captain of the Port. A change of command date has not been set.
 - (3) As passed in the December HSC meeting, the comment period regarding the proposed reduction of 8 aids to navigation in the Channel Islands ended 16 December 2013. A significant number of comments, between 30 and 40, were received. Due to that volume, there is an operational pause on the discontinuance and there is a review by Coast Guard Headquarters to determine a way ahead. Further information will be published in the Local Notice to Mariners.
- (C) **Update on OSPR Activities:** **Mr. Mike Coyne** introduced **Capt. Thomas Cullen**, Administrator of OSPR, who commented:
- (1) OSPR has a line item in the Governor's budget for the first time in OSPR's 23 year history. OSPR is expanding to its marine program to be a state-wide program which will cover the transportation of crude oil by pipeline and railroad. \$6.9 million and an additional 38 people will be devoted to the new program. This will include all elements of prevention, preparedness, and response. There will be no diversion of resources from maritime activities and OSPR's overall capabilities will be strengthened.
 - (2) **Capt. Cullen** will be attending the HSC meeting in San Diego on 6 February.
 - (3) **Mr. Coyne** reported that **Capt. Cullen** had appointed **Capt. Norman George** as the new Vice Chair of the HSC. **Mr. Coyne** read a letter from **Capt. Cullen** to **Capt. George** regarding the appointment, which is for the period 16 January 2014 to 1 October 2016.

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

- a. Revisions to Article 5.0 have begun and a draft will be finished by the end of the month. It will then go out for public comment later in the year. Major changes include clarifications and some incorporation of MOTEMS where appropriate.
- b. Ballast water compliance dates have been pushed back to 2016 and 2018 to coincide with the Coast Guard.
- c. Customer service meetings will be held in March in Southern and Northern California. Send topic ideas to **Capt. Kovary**.
- d. **Capt. Kovary** is now the Division Chief for her organization.

(E) Update on California Coastal Commission activities: **Mr. Jonathan Bishop** had nothing to report.

(F) U.S. Army Corps of Engineers: No representative.

(G) Update on NOAA/NOS: **Cdr. Gerry Wheaton** reported:

- a. The new edition of Chart 18751, Port of Los Angeles and Long Beach, should be available in October 2014. Data from the NOAA Ship FAIRWEATHER will be included, and NOAA is working with port partners to incorporate other significant information, such as regarding the shallow water habitat in Los Angeles. Feedback is welcome and this was discussed at the HSC Sub-Committee 1 meeting on the morning of 5 February.
- b. **Cdr. Wheaton** thanked **Capt Cullen** for OSPR taking the lead and funding the HSC because it gives he and NOAA the ability to work with many port partners at all levels, federal, state, and local. **Cdr. Wheaton** gave an example learning about an initiative at the HSC SC-1 meeting that morning that he would otherwise not have learned about, but might affect both the chart and the Coast Pilot.
- c. **Capt. Bent Christiansen** requested a point of contact in NOAA to provide input regarding the channel adjacent to the shallow water habitat; **Cdr. Wheaton** will take this for action.
- d. **Capt. Strong** gave background on the NOAA and Captain of the Port relationship when **Capt. Ed Page** was Captain of the Port and **Cdr. Mike Moore** was also in the port. They assisted port stakeholders get to the right people in NOAA to ensure the charts received the proper input and the right people in NOAA attended HSC meetings.

(H) Update on the Area Maritime Security Committee: **Cdr. Manning** reported:

- 1) There was an Area Maritime Security Committee Meeting during the morning of 5 February, and the Committee receive a brief regarding the National Maritime Intelligence Integration Office (NMIO) Suspicious Activity Reporting (SAR) Initiative. There is a public meeting on the afternoon of 5 February.
- 2) The Port Hueneme Port Security Committee has 2 projects that were funded by the Port Security Grant Program in 2013, equipment and visual detection enhancement.
- 3) A new Maritime Advanced Systems and Technologies (MAST) lab is being developed as an incubator for new technologies, such as for the Offshore Platforms Security Threat and Response (OPSTAR) 2013 exercise with the Navy Center for Asymmetric Warfare. A microwave link will connect platform Grace with the Navy at Point Mugu and Port Hueneme.

- 4) Two new Long Beach Fireboats are under construction and will be delivered, one in June 2013 and the other later in the calendar year. This will increase marine firefighting capabilities in the ports.
- 5) Los Angeles City Fire Department's has a 2-day Community Emergency Response Training (CERT) course which some users thought was too long. The LAFD therefore created a 1-3 hour condensed Disaster Awareness Training (DAT) course that is tailored to the audience. Contents include fire escape, survival kit development, coping with disaster, emergency communications, and identifying hazards in the home and workplace. Organizations requesting this training should contact their local LA City Fire Station.
- 6) The next California Maritime Security Council (CAL OES) meeting will be on 19 March 2014 in the port of San Diego. The date was chosen to coincide with the American Association of Port Authorities Port Security Subcommittee Meeting in order to reduce travel cost.
- 7) The Annual Report on the California Maritime Security Council accomplishments for the period November 1, 2012 to October 31, 2013 was submitted to the Governor.
- 8) The second meeting of the State Cyber Security Task Force was held September 30, 2013 in Sacramento, CA. The charter was reviewed and accepted. Seven sub-committees were formed and are working on different components of the cyber security strategy.
- 9) For the Port of Los Angeles, a state-wide cyber security exercise is being planned for the spring of 2014.
- 10) For the City of Los Angeles, since the new Mayor was sworn in, there has been a lot of interim leadership and changes, but the relationships that have been developed have been key to a successful transition.
- 11) The City of Los Angeles' Mayor's Office is acting as the fiduciary agent for the new preventative radiological and nuclear detection grant program called "Securing the States," which is administered by the Department of Homeland Security's Nuclear Detection Office. This is a preventative program under the UAFI program that partners with local authorities in Los Angeles County and Orange County. It is a 5 year program but it is hoped it will be sustained beyond the life of the grant.
- 12) The Coast Guard advises that the FBI and Secret Service are the lead federal agencies for cyber-crimes and are interested in investigating reports of cyber-crime. The Coast Guard National Response Center should be informed in any successful breach of cyber security at a regulated facility.
- 13) There is a cyber-exercise for April, but it will probably be pushed back.
- 14) The National Institute of Standards and Technology (NIST) was tasked by Presidential Directive to develop a voluntary code of conduct, working with industry, to reduce cyber risk. The draft framework had a 45 day comment period which closed on December 13, 2013. The Coast Guard encourages maritime stakeholders to take the opportunity to comment on the draft framework. Information is on the NIST web site ([www. NIST.gov](http://www.NIST.gov)); contact the Sector LA/LB Planning Department with questions or problems.
- 15) **Capt. Strong** commented that the National Maritime Intelligence Integration Office (NMIO) Suspicious Activity Reporting Initiative presentation to the AMSC was oriented toward organizations that would be receiving the reports, but the people who would be making the reports need training, too. **Capt. Strong** queried **Capt. Williams, USCG** about the initiative. **Capt.**

Williams responded that we are already doing a lot of what is being asked. It's a voluntary way to report suspicious activity through local law enforcement or security officers, who channel the information to the national level. Actual security incidents need to be reported to the National Response Center. The SAR Initiative is a way to get everyone to work together to share and integrate information. **Capt. Strong** suggested that when the on-line training is available, the HSC should send it out to the membership.

ITEM III - New Business:

(A) Sub Committee Reports:

- (1) S/C # 1 (Navigation Safety) – **Capt. John Betz** reported the sub-committee met three time since the December:
 - (a) The sub-committee is working on updates to the Harbor Safety Plan and had intended to submit chapters 5 and 6 to the full committee today, but the morning SC-1 meeting identified some issues and the chapters will be submitted at the next HSC meeting in April.
 - (b) The annual Harbor Safety Plan review continues. At the next meeting, chapters will be identified that require revision, and those that do not.
 - (c) The next meeting will be the March 5, 2014 at the Marine Exchange.
- (2) S/C #2 (Planning & Outreach) – **Capt. Christiansen**: Nothing to report and no meetings anticipated.
- (3) S/C #3 (Tug Utilization Group (TUG)) – **Capt. Houghton**: Nothing to report.
- (4) S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative.

ITEM IV – NEW BUSINESS:

Public Comments:

None

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on Wednesday, the Second of April 2014 at a location to be determined since the Long Beach Administration Building will be closed down and the staff relocated to a building near Long Beach Airport.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Mr. Selga** moved and **Capt. Kovary** seconded to adjourn the meeting. **Chairman Strong** adjourned the 148th Harbor Safety Committee meeting at 2:40 p.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

February 5, 2014

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