

**MINUTES OF THE ONE HUNDRED AND FIFTY-SECOND MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 3 December, 2014**

The One Hundred and Fifty-Second Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Los Angeles administration building. **Chairperson Strong** called the Meeting to order at 9:58 a.m. **Executive Secretary Louttit** 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 OPERATORSCapt. Norman George
(Crowley Petroleum Services)**FOR THE LOS ANGELES PILOT ORGANIZATION**

Capt. Craig Flinn

FOR THE OFF-SHORE TERMINALS' MOORING MASTERS

Captain Kenneth Graham

FOR TUG & BARGE OPERATORS

Capt. Paul Hendricks

FOR DRY CARGO VESSEL OPERATORS

Vacant

FOR PLEASURE BOAT OPERATORS

Rick Roberts

FOR ORGANIZED LABOR

Vacant

FOR THE CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

FOR MARINE OIL TERMINAL OPERATORSCapt. Mark Nielsen
(Tesoro)**FOR U.S. COAST GUARD SECTOR LA/LB**

Capt. Jennifer Williams, USCG

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

Vacant

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

(Absent)

FOR THE CDF&G/OSPR

Mr. Michael Coyne

FOR PASSENGER FERRY OPERATORSCapt. Ray Lyman
(Catalina Express)**FOR THE USACOE**

Mr. Jim Fields

FOR THE CALIFORNIA STATE LANDS COMMISSION – MARINE FACILITIES DIVISION

Capt. Laura Kovary

FOR THE NOAA/NOS

(Absent)(see note)

FOR THE SHIP'S AGENT ORGANIZATION

(Absent)

FOR COMMERCIAL FISHING

(Absent)

FOR THE U.S. NAVY

(Absent)

EXECUTIVE SECRETARYCapt. J. Kipling Louttit
(MX-SOCAL)

Note: Due to the retirement of CDR Gerry Wheaton (NOAA), Mr. Jeffrey Ferguson of NOAA attended, but was not a member of the Committee as of the date of the meeting.

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 Los Angeles 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 of office to the following: **Capt. Craig Flynn**, representing

the Los Angeles Pilots (re-appointed as primary); **Capt. John Betz**, representing the Los Angeles Pilots (re-appointed as alternate); **Capt. Kenneth Graham**, representing the Off-Shore Terminals' Mooring Masters (re-appointed as alternate); and **Capt. Eric Cooper**, representing Tanker Vessel Operators (re-appointed as alternate).

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for approval of the minutes of the 151st Meeting on 1 October 2014. **Capt. Norman George** made a motion, seconded by **Capt. Paul Hendricks**, to accept and approve the Minutes of the 151st 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 vessel traffic activities from **Capt. Louttit**, who reported:

a. **Incident Reports:** There were zero incidents in the 2 months since the last meeting. This leaves us at 21 incidents for 2014. For comparison, we had 24 incidents last December and 26 in December 2012, so we have 3 fewer than last year, and 5 fewer than 2 years ago; and both are positive trends.

b. **Traffic Report:** Capt. Louttit summarized a handout he provided.

i. **Arrivals.** There were 344 arrivals in September, 385 in October, and 356 in November, which followed the usual pattern of being pretty evenly split between the 3 approach channels, North, South, and West, with West trending a few percentage points lower than North and South. Arrivals from the North (Santa Barbara Channel) were 134 ships in September, 132 in October, and 113 in November. This is 39%, 34%, and 32% respectively. From the West (through Naval Air Ranges, also known as the Pacific Missile Test Range): 94 ship arrivals in September, 111 in October, and 88 in November. This is 27%, 29%, and 25% respectively. From the South (South America, Panama Canal, Mexico, and San Diego): 108 ships in September, 132 in October, and 114 in November. This is 31%, 34%, and 40% respectively. The remainder arrived from the Chevron Offshore Terminal in El Segundo, 8 in September and 10 in both October and November. This is 2% in September and 3% in both October and November. These figures are generally consistent with the past.

ii. **Departures.** There were a total of 318 departures in September, 359 in October, and 305 in November, and as with arrivals, there was a pretty even split between the 3 departure channels: To the North, 101 ships in September, 121 in October, and 96 in November. This is 32%, 34%, and 31% respectively. To the West, 100 ships in September, 99 in October, and 82 in November, which is 31%, 28%, and 27% respectively. To the South, 111 in September, 130 in October, and 119 in November. This is 35%, 36%, and 39% respectively. The remainder departed to El Segundo, 6 in September, 9 in October, and 8 in November, which is 2% in

September and 3% in both October and November. There were no highlights or anomalies, and these figures were consistent with the past.

c. Other notes:

- i. At the request of the National Marine Fisheries Service, the VTS continues to advise all inbound and outbound ships that there are whales in Southern California waters and ships should take appropriate precautions.
- ii. Three new VHF-FM radios are being installed in the VTS this week. These radios replace the original 3 VHF-FM radios that are 20 years old and will ensure the VTS can communicate with vessels using the latest VHF-FM technology. 75% of the cost is being paid for by a 2014 FEMA Port Security Grant and the remaining 25% by the Marine Exchange.
- iii. The congestion in the ports since October has resulted in approximately 10 and 15 extra ships above normal levels being at anchor. There have been no issues managing these levels. Congestion is also one of the factors that account for low departure rates from the ports because the ships are staying longer.

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

- a. Holiday boat parades are upcoming and marine event applications are being submitted. The Coast Guard expects to permit 13 events and there will be 22 parades over a 3 week period, with 800 different vessels and more than 100,000 spectators. 13 December will have 6-7 events. The Coast Guard will deploy inspectors from its Prevention Department to parade venues to spot check for safety hazards for all of the boat operations. The Coast Guard looks for safety hazards, overloading, illegal charters, unsafe electrical systems due to the Christmas lights, and overloading of pleasure vessels affecting stability. Recreational vessels are not authorized to charge for carrying passengers; doing so could result in a fine. A speed limit of 5 knots will be strictly enforced during the parades.
- b. A final rule was published today in the Federal Register that disestablishes the "Alfa" anchorages due to the construction of Pier 400. The rule goes into effect 2 January 2015.
- c. There have been a rash of containers falling into the water not due to weather. Captain Williams showed slides of 6 incidents since August 2014. Sector LA/LB held a meeting on 31 October with terminal operators to discuss the matter, causes, safety practices, and way ahead. Communications and equipment were considered to be common causes. 6 empty containers were knocked off of a vessel 2 days ago. A container had fallen onto a barge after bunkering was completed. The Coast Guard has a remotely operated vehicle capability that can scan underwater. Captain Williams thanked Foss Maritime for some of the pictures. Oakland, CA has had similar incidents. In addition to the communications and equipment being considered common causes, skill of crane operators is also. **Chairperson Strong** added that a HSC Working Group is looking into bunker barge safety.

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

- a. The West Coast Harbor Safety Committee Summit was 28 October in Napa, CA. All committees except Hawaii attended. **Capt. Norman George** represented the HSC for LA/LB. Sharing of best practices is great for all, especially the new HSC in Grays Harbor, Washington.
- b. OSPR hosted a Spill Prevention and Response Day on 4 November in Long Beach. A number of topics were covered, it was a free event, and was good for professional development. Another event will be hosted in Southern California in the future.
- c. OSPR is working hard on its new mission regarding shipping of oil inland, primarily domestic crude oil by rail.
- d. **Chairperson Strong** requested **Capt. George** comment on the West Coast HSC Summit. **Capt. George** reported:
 - i. Common areas of concern include increase in vessel size and associated navigation and infrastructure issues. **Capt. George** reported that he did a presentation on Bakken Crude movement, which is an important issue. HSCs are working on personal watercraft issues, which are fast and tend to have operators who are unfamiliar with the rules of the road. HSCs are working with the Coast Guard regarding safety concerns regarding removal of physical aids to navigation, such as in Puget Sound. HSCs are concerned with non-functioning weather buoys, particular in the Pacific Northwest. Seaplanes are returning to San Diego and potentially to LA/LB. There is a high speed “thrill ride” vessel in San Diego with 10-15 passengers, and the San Diego HSC is grappling with associated safety issues.

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

- a. There were 2 stakeholder meetings, one in the Port of Los Angeles and a second in Martinez. Information and slides are posted on the web.
- b. Changes to Article 5.0 are posted and the document is currently in the informal comment period. 1 January 2015 the document will enter the formal comment period. Comments are welcome.
- c. Article 4.8 is a new regulation on vessel hull bio-fouling, which is in the informal comment period and will enter the formal comment period on 1 January 2015.
- d. There is a new revision to MOTEMS (Marine Oil Terminal Engineering and Maintenance Standards) on the State Lands web site.
- e. There will be proposed new enforcement regulations for ballast water at the end of the 1st or 2nd quarter of 2015, which will be posted on the web.

(5) U.S. Army Corps of Engineers (ACOE): **Mr. Jim Fields** reported:

- a. **Mr. Fields** reported that dredging in the LA River Estuary will start this week or next week and will go through February or Early March. The contractor will then move to high-spot dredging throughout LA harbor. The vessel will use spuds, not anchor wires or

pipes, and dredge material will go to dump sites. The ACOE will be coordinating with the pilots and VTS. The contractor has not done this before but everything checks out.

- b. **Mr. Fields** showed pictures of breakwater repair using 8-18 ton rocks. 300' of additional length was added to the project and repairs will continue for another month and a half. Large holes are repaired. In April/May 2015, lesser damaged parts of all 3 breakwaters will be repaired.
- c. **Chairperson Strong** inquired if the ACOE was planning work in Anaheim Bay. **Mr. Fields** responded that the ACOE was working with the Navy on both project scope and funding. There is quite a bit of damage. The ACOE will coordinate with the Coast Guard on the navigation aid that was washed away. **Chairperson Strong** inquired and **Mr. Fields** responded there were no rocks knocked off the breakwater that are a hazard to navigation. **Chairperson Strong** complimented the ACOE on the speed of the breakwater repair and the contractor staying out of the way of vessel traffic; it's seamless from a pilots' point of view.

(6) Update on NOAA/NOS:

- a. **Chairperson Strong** introduced **Mr. Jeff Ferguson** of NOAA, who is the new Navigation Representative for California.
- b. The NOAA Ship FAIRWEATHER's data from the fall 2013 survey will be on new nautical charts in February, 2015. ENC will be first and then Raster.
- c. NOAA will solicit comment on through the Federal Register on whether paper chart catalogs are still needed. NOAA believes they are no longer needed but looks forward to the public's input and comment.
- d. **Mr. Ferguson** introduced **Dr. Julie Thomas** (UCSD/Scripps), who will give a presentation after the HSC on the new wave buoy offshore, other wave buoys, and wave buoy products which are integrated with NOAA. The new buoy is funded through the U.S. Integrated Ocean Observing System (IOOS) in collaboration with the ACOE and California Department of Parks and Recreation.

(7) Update on the Area Maritime Security Committee: **Capt. Williams** reported:

- a. There was an AMSC meeting on 5 November.
- b. The FBI provided an intelligence brief on threats from Islamic States and Al Qaeda. The assessment is that a maritime attack is unlikely, but lone wolf type attack with small arms or IEDs is possible. Desired targets include cruise ship and oil terminals, and railroad operations.
- c. In response to Ebola concerns, the Coast Guard briefed the AMSC on response procedures if a crewmember or passenger on an inbound ship displayed symptoms. Per the Area Maritime Security Plan, the Coast Guard would likely quarantine the vessel at anchor and work with the Centers for Disease Control and other appropriate agencies on next steps. The Coast Guard also briefed the AMSC on Coast Guard vessel screening processes and the Advance Notice of Arrival process. Since 2006, only 16 vessels that been to the affected areas of Africa have called to U.S. Ports. Due to routes, typically,

the vessels will arrive at the U.S. well after the 21 day incubation period, and therefore there will be ample time to gather all of the right people and agencies to work the issue before the vessel arrives.

- d. The Port Protector 2015 Exercise, which is part of the AMSTEP (Area Maritime Security and Exercise Program), will be a seminar focused on radiological threats to high capacity vessels. Many federal, state, county, and local agencies will participate.
 - e. The Long Beach Fire Department briefed the AMSC on continued development of a coordinated maritime response zone plan for routine search and rescue, which mirrors the LAX Airport Air/Sea disaster plan. A draft should be released in mid-December.
 - f. The next AMSC is 0930-1130 4 February 2015 at the new POLB building by Long Beach airport.
- (8) **Chairperson Strong** briefed the new anchoring regulations. Use of the anchorages have grown for 2 reasons, the ships are larger and the ships need the anchorages to bunker small amounts of low sulfur fuel to comply with California regulations while they wait for berth. The largest anchorages, Bravo 7/9/11 and Delta 5/6/7 will have a 48 hour limit; longer requires COTP approval. Formerly, it worked with the agents' working together, but new procedures give more flexibility for vessels who must use these anchorage for refueling or emergency. **Chairperson Strong** appreciates the hard work of the Coast Guard Sector LA/LB Prevention Team on this issue.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that S/C #1 met twice.
 - i. The committee was briefed on the issues of containers falling into the water and onto the bunker barge.
 - ii. **Capt. Betz** reminded all to update their sections of the Harbor Safety Plan. He will send a reminder to all Chapter Captains after 1 January 2015 and needs input by 7 January 2015.
 - iii. The next meeting will be 7 January 2015 at 1000.
 - iv. **Capt. Betz** and **Chairperson Strong** reminded the HSC that if there is ever a need for an off-cycle meeting to address an issue, just contact them to set it up.
- b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Very quiet, nothing to report and no meetings are planned at this time.
 - i. The Harbor Lines Police Department, which had 12 members and was associated with the railroad, has been disbanded.
 - ii. The LA Pilots are concerned about the containers being dropped into the water and look forward to working with anyone working on the issue.

- c. S/C #3 (Tug Utilization Group (TUG)) – **Capt. Paul Hendricks** reported that the committee met to discuss the standards of care and tanker escort regulations regarding articulated tug and barge escorts as it relates to approach speeds and escort requirements. The committee recommends that ATBs be considered as tankers for the purposes of escort regulations. A proposal and associated letter to OSPR were prepared. **Chairperson Strong** called for approval of the letter and sending it to OSPR. **Capt. Norman George** made a motion, seconded by **Capt. Bent Christiansen** to accept the letter and send it to OSPR. The Motion carried unanimously by a show of hands from voting members present. **Mr. Mike Coynes** said OSPR will review the letter, determine pros and cons, and respond with OSPR’s decision.
 - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative.
- (2) The Los Angeles City Fire Department **Captain Gill Reyna** (LA City Fireboat 2) briefed the committee regarding the fire on pier 177/178, the Pascha Facility, 22-23 September 2014. Highlights for the committee were the extraordinary cooperation of all, the innovative technique used by the fire department to take the dock apart using a dredge to put the fire out, the value of grant-funded Forward Looking Infra-Red technology, the distances that backup units came from (e.g. San Fernando Valley), the value of face-recognition and pre-need relationships of responding people and agencies, and the value of the Automated Identification System (AIS) for tracking the fire, police, and lifeguard boats. Much of the fire department’s diving equipment was destroyed by the creosote on the pilings getting the water and into the equipment. It was clarified that the Port of Los Angeles contracted with Matson for the dredge that put the fire out.

ITEM IV – PUBLIC COMMENTS

- (1) **Dr. Julie Thomas** stated that she will brief the committee on wave buoys immediately after the meeting as discussed above.

ITEM V - ADJOURNMENT:

The next regular meeting for the HSC of LA/LB will be held on Wednesday, 4 February 2015, 1330 gathering and 1400 meeting, at the new Port of Long Beach building by Long Beach Airport.

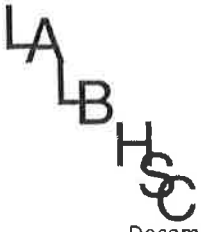
The HSC meeting is moved to the afternoon due to the AMSC meeting at 0930 in the morning.

Now that both ports have facilities for HSC meetings, the committee will return to the pattern of alternating between the POLA and POLB facilities.

With no further business to discuss, **Chairperson Strong** adjourned the 152nd Harbor Safety Committee meeting at 10:57 a.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

December 5, 2014

Captain Thomas M. Cullen, Jr.
Administrator
Office of Spill Prevention and Response
1700 K Street, Suite 250
Sacramento, California, 95811

Reference: Title 14, California Code of Regulations (CCR), Sections 851.20 – 851.32, Tank Vessel Escort Program for the Los Angeles/Long Beach (LA/LB) Harbor

Dear Captain Cullen:

It has come to the attention of the Los Angeles/ Long Beach Harbor Safety Committee that section 851.27.1 (a)(6) of the above referenced regulation, does not adequately address or define conditions and requirements for an Articulated Tug Barge (ATB). This section requires that the towing vessel for a tank barge transiting between the seaward limits of the pilot operating areas and anywhere inside the Federal Breakwater shall restrict their speed to four (4) knots.

It has long been the consensus of the Committee that the 4 knot speed restriction is appropriate for a conventional tug towing a laden tank barge. However, the Committee now finds this same 4 knot speed restriction is less than appropriate for an ATB and in fact by regulation limits the vessel from taking full advantage of its superior maneuvering characteristics.

The Committee recommends to the Office of Spill Prevention and Response (OSPR) that for the purposes of complying with the Tank Vessel Escort Program for LA/LB Harbor, CCR, sections 851.20 – 851.32 (only), the following:

- Those regulations and statutes as applicable to a Tanker of the same displacement as the aggregate displacement of the (ATB) combined units shall be applied.
- An ATB that is unable to meet these requirements shall comply with CCR, section 851.27.1, Tank Barge and Tug Matching Criteria, Tethering, Stationing and Equipment Requirements.

Allowing a laden ATB to transit at the same speed as a Tanker will enable the ATB to harness its superior maneuvering characteristics as compared to a tug and barge combination or Tanker and adhere to the more stringent regulatory requirements of the Tanker Force Selection Matrix. It will provide the best achievable protection for the marine resources of San Pedro Bay. The OSPR's thoughtful consideration regarding this recommendation is greatly appreciated and we look forward to your response. The Committee is also open to discussing this matter in greater detail.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Z. Strong', is written over the word 'Sincerely'.

Captain John Z. Strong
Chairman

Los Angeles/Long Beach Harbor Safety Committee

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LA/LB HARBOR SAFETY COMMITTEE

December 3, 2014

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