

**MINUTES OF THE ONE HUNDRED AND FIFTY-THIRD MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 4 February, 2014**

The One Hundred and Fifty-Third Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Chairperson Strong** called the Meeting to order at 1:59 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 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 MASTERSCapt. Marta Krogstad
(Chevron)**FOR TUG & BARGE OPERATORS**

Absent

FOR DRY CARGO VESSEL OPERATORS

Mr. Ion Badea

FOR PLEASURE BOAT OPERATORS

Mr. Dave Weil

FOR ORGANIZED LABOR

Absent

FOR THE CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

FOR MARINE OIL TERMINAL OPERATORSCapt. Sean Marchant
(Valero)**FOR U.S. COAST GUARD SECTOR LA/LB**

Capt. Jennifer Williams, USCG

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

Absent

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

Mr. Garry Brown

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

Absent

FOR THE NOAA/NOS

Absent (Sec note)

FOR THE SHIP'S AGENT ORGANIZATION

Absent

FOR COMMERCIAL FISHING

Mr. Daniel Strunk

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 Long Beach 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: **Mr. Ray Heimstra**, representing the Non-Profit Environmental Protection Organizations for LA/LB Harbor (reappointed as alternate);

Capt. Kenneth Graham, representing the Off-Shore Terminals' Mooring Masters (re-appointed as alternate); **Mr. Richard Roberts**, representing Pleasure Boat Operators (appointed as alternate); **Capt. Craig Flynn**, representing the Los Angeles Pilots (re-appointed as primary); **Capt. Marta Krogstad**, representing the Off-Shore Terminals' Mooring Masters (reappointed as primary); **Capt. John Strong**, representing the Long Beach Pilot Organization (reappointed as primary); and **Mr. Garry Brown**, representing the Non-Profit Environmental Protection Organizations for LA/LB Harbor (reappointed as primary).

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for approval of the minutes of the 152st Meeting on 3 December 2014. **Capt. Ken Graham** made a motion, seconded by **Capt. Craig Flynn**, to accept and approve the Minutes of the 152nd 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. Reportable incidents are only those in the VTS area of responsibility outside the breakwater. This resulted in 21 total incidents in 2014. 19 of the incidents were propulsion, 1 was steering, and 1 was the Pasha Pier Fire in September. For comparison, we had 25 incidents in 2013, 29 in 2012, and, 30 in 2011. Thus, 2014 finished with 4 less than 2013, 8 less than 2012, and 9 less than 2011. There was also a decrease in the incident rate, with number of incidents as the numerator and number of ship arrivals as the denominator: -0.63% in 2012, -0.56% in 2013, and -0.47% in 2014. The bottom line is that there was both an absolute and percentage decrease over the past 3 years, which are both positive trends.

b. **Traffic Report:**

i. **Arrivals.** There were 360 arrivals in December and 323 in January (less than the 365 ships/month average), which followed the usual pattern of being pretty evenly split between the 3 approach channels, North, South, and West. Arrivals from the south trended a few points above north, which trended a few points above west. Arrivals from the North (Santa Barbara Channel) were 116 ships in December and 115 in January. This was 32% and 36% respectively. From the West (through Naval Air Ranges, also known as the Pacific Missile Test Range): 90 ships in December and 84 ships in January. This was 25% in December and 26% in January. From the South (South America, Panama Canal, Mexico, and San Diego): 145 ships in December and 119 ships in January. This was 40% in December and 37% in January. The remainder arrived from the Chevron Offshore Terminal in El Segundo, 9 in December and 5 in

January. This is 3% in December and 2% in January. These figures are generally consistent with the past.

- ii. **Departures.** There were a total of 318 departures in December and 268 in January, which followed the usual pattern of being pretty evenly split between the 3 departure channels, North, South, and West. Low departure numbers are attributed to congestion. Departures to the South trended a few points above north, which trended a few points above West. Departures to the North included 101 ships in December and 77 in January. This is 32% and 29% respectively. Departures to the West included 82 ships in December and 70 in January. This is 26% both months. Departures to the South were 127 in December and 113 in January. This is 40% in December and 42% in January. The remainder departed to El Segundo...8 ships both months, which is 3% both months.

c. **Other notes:**

- i. On 1 January 2015, the Emissions Control Area, where ships need to operate on very low sulfur fuel (0.1%), was extended from 24 miles at sea to 200 miles. As you can see from the Vessel Traffic Report, we have not noticed a change in ship routing patterns due to the ECA change. This is in contrast to 2009 when there was a significant change, where more started coming in from the West rather than North. January arrival figures are within 2 percent of full-year arrival figures, and January departure figures are within 6%. We speculate that congestion may be skewing the routes. We'll continue to watch, monitor, and report any changes to patterns.
- ii. We've been managing congestion since October.
 - 1. This has resulted in more work for our Maritime Information Specialists, who work with the agents every day to develop the ship schedules with as many as 25 ships in the congestion queue. The ship schedules are more complicated because of congestion, such as ships anchoring inside the breakwater to bunker, and then going back outside the breakwater to anchor.
 - 2. The Vessel Traffic Service is busier because they are watching over as many as 33 ships at anchor yesterday; without congestion there are 6-12 ships. This has resulted in opening as many as 9 contingency anchorages, but from VTS and Harbor Safety Committee perspective there have been no problems, the ships are very cooperative, and everything is safe, secure, efficient, reliable, and environmentally sound.

- iii. Whales: At the request of the National Marine Fisheries Service, we continue to advise all inbound and outbound ships that there are whales in Southern California waters and ships should take appropriate precautions.
- iv. VTS Equipment Upgrades: 3 new state of the market VHF-FM radios were installed in the VTS in December, and the VTS immediately noticed greater range and clarity. 75% of the \$24K cost was paid by a FEMA Port Security Grant and the remaining 25% by the Marine Exchange. 2 new radars were installed in the VTS in January. These radars are state of the market and replaced unsupportable radars that were 10-15 years old. 75% of the \$118K cost was paid by a FEMA Port Security Grant and the remaining 25% by the Marine Exchange. VTS operators immediately noticed greater clarity of the radar picture and functionality of the radars.

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

- a. An old NOAA buoy broke loose, was a hazard to navigation, and was drifting near a traffic lane. A Coast Guard patrol boat sank it with gunfire.
- b. Coast Guard Sector LA/LB received permission from Coast Guard Headquarters to conduct a Ports and Waterways Safety Assessment (PAWSA) of the Los Angeles and Long Beach port complex. PAWSA's are generally conducted every 10-15 years to account for changes in port complexes. Approximately 15 people representing different port interests will be selected to participate over the course of 2 days. The process will be done by a contractor and take 6-8 months. A focus of the PAWSA is risks to the port and how the risks can be mitigated.

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

- a. **Mr. Coyne** administered the oath of office to the following: **Capt. Sean Marchant**, representing Marine Oil Terminal Operators (appointed as primary).
- b. There is a 2-day oil spill drill taking place in Bakersfield that is part of OSPR's new inland oil program.
- c. OSPR is in the public comment period to determine what OSPR will be regulating with inland oil.
- d. The next West Coast Harbor Safety Committee Summit will be in October in San Diego; date to be determined.

(4) Update on California State Lands Commission Activities: No representative.

(5) Update on California Coastal Commission (CCC) Activities: **Mr. Jonathan Bishop** reported:

- a. The Executive Director of the California Coastal Commission re-appointed Mr. Bishop to be the CCC's representative to the Committee. Appointment by the OSPR Administrator pends.

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

- a. The rock work for repair of all 3 sections of the LA/LB breakwater will be complete by the end of February. The next contract for remaining repairs will go out for bid in April or May.
- b. Curtin Maritime is conducting maintenance dredging by the LA River Estuary. It's the firm's first dredging job but they seem to be proficient. The dredging material is being disposed of in the dump site by the entrance to the Western traffic lane. There were conflicts between the dredge tugs/barges and fixed gear of local lobster fisherman which were resolved. The project will go another month and a half. Then the firm will move to dredge many high spots in Los Angeles harbor. This dredging will take a month. If anyone has areas to be dredged or input, contact Mr. Fields. Many high spots are by the Vincent Thomas Bridge turning basin. The contractor knows he must stay out of the way of the ships. There will be no anchor wires; spuds will be used. The project will be complete in the May to July time frame. Capt. Louttit noted that some of the tugs involved in the movement of barges with dredged materials were using improper routes with respect to the buoys and channels, and the VTS corrected tugs' routing.
- c. The ACOE received the go-ahead from the U.S. Navy to repair the Anaheim Bay East Jetty. The project is expected to be completed in late summer or early fall. The Coast Guard has a temporary aid in place of the light. The ACOE will work the Coast Guard replace the fixed aid. The range of repair will be 75-200 feet and new rock will be required.

(7) Update on NOAA/NOS: **Mr. Jeff Ferguson** of NOAA, new Navigation Representative for California, reported:

- a. The NOAA Ship FAIRWEATHER's data from the fall 2013 survey will be on new nautical charts in February, 2015. Advance copies will be shared with key members of the committee for final review; this will require a quick turn and feedback. ENC format will be first and Raster a few weeks later.
- b. The NOAA Hydrographic Services Review Panel (HSRP) will be coming to Long Beach 8-10 April. This is a public meeting; attendees can submit comments or just listen. Thanks to those who have agreed to make presentations, such as OSPR and the Coast Guard. The panel take a tour of the port complex including the Marine Exchange and Vessel Traffic Service.

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

- a. There was an AMSC meeting on the morning of 4 February. **Capt. Williams** suggested that on occasions where the AMSC and HSC are on the same day they be scheduled back to back rather than with a long break in between in the interest of saving time.
- b. On 12 January there was a threat passed via *Crimestoppers*. An alert was sent to the AMSC and facility security officers to heighten awareness. The threat was determined to *not* be a threat but it proved to be a good communications and coordination drill for port partners.
- c. On 13 January four males on a Catalina Ferry were observed taking an unusual number of pictures, had no luggage, and were not dressed appropriately for the weather. Catalina Ferry reported the individuals to the Coast Guard, which located and interviewed one of

the individuals that night and the remaining three the next day. The individuals were very cooperative and it turned out to be nothing.

- d. On 15 January, two men approached the Federal Correctional Institution on Terminal Island. They were transients from overseas and said they wanted to register ammunition with the Coast Guard. The individuals were asked to produce identification but could not. They departed, the Los Angeles Port Police (LAPP) and Coast Guard were notified, and the LAPP found the individuals resting in their van. The individuals said they had bought a boat and wanted to register it. The individuals were foreign nationals and something may have been lost in the translation. Again, it turned out to be nothing, it was a good communications and coordination drill, and proved how important it is to be vigilant as we all share the port complex.
- e. USCGC NARWHAL, homeported in Newport, CA, received a phone call from an individual who said he was in the Navy and updating records. NARWHAL alertly determined this to be a phishing attempt and an investigation is ongoing. This, too, reinforced the need for vigilance and taking proper action.
- f. **Chairperson Strong** queried **Capt. Williams** what would happen if the port did go to MARSEC 2. **Capt. Williams** responded that raising the MARSEC level can be ordered by the Commandant of the Coast Guard or Captain of the Port. If the MARSEC level were raised, the Coast Guard would immediately notify the ports partners, such as through the alert system, which includes the AMSC, facility and terminal security officers, and members of the AMSC at large. The Coast Guard would then coordinate with appropriate partners; some follow-on actions are automatic and others would be discussed by appropriate members of the AMSC and coordinated. The decision to lower the MARSEC level must come from the Commandant. There can be partial raisings of the MARSEC level such as following the Marathon Bombing in Boston. There also can be partial raisings of the MARSEC level such as greater passenger screening. The word would be passed to ships such as by the pilots and Vessel Traffic Service, and the Coast Guard would coordinate with organizations such as the FBI and CBP to facilitate and balance flow of commerce and with appropriate security.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported that S/C #1 met in January.
 - i. The annual Harbor Safety Plan review is in progress. Drafts have been received. 5 chapters need changes 11 chapters need no changes. The process should be complete by the April 2015 HSC meeting. **Chairperson Strong** briefed that as an example of a change, he shortened up the descriptions of the 2 ports and referred the reader to the Ports' web sites for more details. **Chairperson Strong** briefed that a complete Word version of the HSP does not exist, but **Capt. Betz** will recreate the Word version, which will be hosted by the Marine Exchange in the May time frame. This will facilitate changes and help keep version and configuration control.

- ii. The next SC-1 meeting will be 4 March at 1000 at the Marine Exchange. The agenda will include review of the Tug Chapter, including descriptions and bollard pull.
 - b. S/C #2 (Planning & Outreach) – **Capt. Bent Christiansen**: Nothing to report and no meetings are planned at this time. Capt. Christiansen updated Chapter 8 of the HSP, Communications.
 - c. S/C #3 (Tug Utilization Group (TUG)) – Mr. Coynes reported that **Capt. Paul Hendricks** departed the committee but **Capt. Doug Houghton** remains as the member. Actions to get a new alternate member are in progress.
 - d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) –
 - i. **Chairperson Strong** recognized **Mr. Daniel Strunk**, representing commercial fishing, and **Mr. David Weil**, representing Recreational boats.
- (2) **Capt. Williams** queried if the “Energy Island” proposal by the Port of Long Beach, including wind turbines on or near the breakwaters, had been briefed to the HSC or similar organizations. POLB representative **CDR Dan Kane** said “Energy Island” was concept at this time. **Capt. Williams** requested that the “Energy Island” planning team ensure that impacts to waterway safety, ACOE, congestion, anchorage areas, vessel maneuvering areas, etc. be considered as part of the planning process, and that the Coast Guard be included.

(3) **ITEM IV – PUBLIC COMMENTS**

- (1) **None.**

ITEM V - ADJOURNMENT:

Mr. Coyne reported the following vacancies on the committee, and applications are sought: Ships Agent Organization, Organized Labor, and alternate Non-profit Environmental Protection Organizations for LA/LB.

Mr. Coyne administered the oath of office to **Mr. Ion Badea**, representing Dry Cargo Vessel Operators.

The next regular meeting for the HSC of LA/LB will be held on Wednesday, 1 April 2015, 9:30 a.m. gathering and 10:00 am meeting, at the Port of Los Angeles building.

With no further business to discuss, **Chairperson Strong** adjourned the 153rd Harbor Safety Committee meeting at 2:52 p.m.

Respectfully submitted,

Capt. J. Kipling Louttit
Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

February 4, 2015

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LA/LB HARBOR SAFETY COMMITTEE

February 4, 2015

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