



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND FIFTY-EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 February 2016

The One Hundred and Fifty-Eighth 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 12:08 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
OPERATORS**

Capt. Norman George
(Crowley Petroleum Services)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Craig Flinn

**FOR THE OFF-SHORE TERMINALS'
MOORING MASTERS**

Capt. Kenneth Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Andre Nault
(Harley)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

FOR PLEASURE BOAT OPERATORS

Mr. Rick Roberts

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inlandboatmen's Union of the
Pacific)

**FOR THE CALIFORNIA
COASTAL COM MMISSION**

Jonathon Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. 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 (Vacant)

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

Absent

FOR THE CDF&G/OSPR

Mr. Mike Coyne

**FOR PASSENGER FERRY
OPERATORS**

Capt. Ray Lyman

FOR THE USACOE

Absent

**FOR THE CALIFORNIA STATE
LANDS COMMISSION –
MARINE FACILITIES**

FOR THE NOAA/NOS

**FOR THE SHIP'S AGENT
ORGANIZATION**

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DIVISION

Absent (Vacant)

Mr. Jeffrey Ferguson

Mr. Chris Wilson
(Norton Lilly)

FOR COMMERCIAL FISHING

Absent

FOR THE U.S. NAVY

Absent

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX-SOCAL)

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 the Los Angeles/Long Beach Harbor Safety Committee. 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** reported there were none at this meeting.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Chairperson Strong called for a motion to approve the minutes of the 157th Meeting on 2 December 2015. **Capt. Christiansen** made a motion, seconded by **Capt. Flinn**, to accept and approve the Minutes of the 157th Meeting. There were no comments or discussion. The motion carried unanimously by a voice vote from voting members present.

ITEM II - OLD BUSINESS:

(1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:

- a. There were 5 incidents since the last meeting in December. Three of the 5 incidents were in December, so we finished calendar year 2015 with 31 total incidents. There were 21 total incidents in 2014, so we had 10 more incidents in 2015 than in 2014. The 1st incident since the December HSC was a tanker in the Foxtrot anchorages with no pilot aboard that lost one of its 2 anchors. The vessel anchored by its other anchor and later moved to a different anchorage. The anchorage was closed until the lost anchor was recovered. The 2nd incident was a general cargo ship with pilot aboard inbound for Long Beach that experienced a loss of control of the #1 steering pump from the bridge. The vessel entered port on its #2 steering pump. The 3rd incident was a container ship outbound Long Beach. After the pilot disembarked, the vessel lost propulsion. The vessel first reported it was a waste heat issue and later reported it was a computer problem with both lube oil pumps. A pilot boarded and the vessel was towed to outside anchorage by 2 tugs. This is the final incident for 2015. The first incident in 2016 and 4th incident since the December HSC was a pleasure sailboat that caught fire 7 miles south of Los Angeles. The tug "Lobo Grande" saw the fire and 2 flares and reported it to the MX VTS, which reported it to the Coast Guard. Rescue assets from Coast Guard Station LA/LB, the Los Angeles City Fire Department, and Baywatch Cabrillo responded and saved both crewmembers of the sailboat, who had abandoned ship into their

dinghy. The LA City Fire Department extinguished the fire but the boat sank while under tow to Los Angeles. Thank you and well done to the rescue assets and the tug "Lobo Grande." The 5th incident was a tanker inbound for anchorage in Long Beach with no pilot aboard that developed main engine issues due to a fuel valve problem. The vessel exited the traffic lanes, made repairs, and proceeded to anchor.

b. **Capt. Louttit** referred to a handout and recapped incidents for 2015. There were 31 total incidents in 2015 in contrast to 21 in 2014. At first glance this could appear to be a dramatic increase. However, if you focus on Propulsion and Steering issues, there were a total of 19 in 2014 and 20 in 2015, which is essentially no change and these are the big areas of concern. The other 10 incidents in 2015 were an assortment of odd cases that count as incidents but don't indicate a negative safety trend to address. These include incidents such as a tanker that developed a leak in a ballast tank due to a "drydock plug" issue, a pleasure yacht transiting the wrong way in the traffic lane, a tsunami, a fishing vessel with improper towing lights towing a dead whale, and 2 ships with anchor issues.

c. **Traffic Report: Capt. Louttit referred to a handout and reported:**

i. **Arrivals.** 386 ships arrived in December, which is 21 above the average of 365 ships per month. Arrivals from the North (Santa Barbara Channel) were 148, which is 38%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 86, which was 22%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) was 143, which was 37%. The remainder were the 9 ships that arrived from the Chevron Offshore Terminal in El Segundo, which was 2%.

ii. **Departures.** There were 375 departures in December. Departures to the North were 161 ships, which was 43%. Departures to the West were 83 ships, which was 22%. Departures to the South were 124 ships, which was 33%. The remainder were the 7 ships that departed to El Segundo, which was 2%.

iii. **Capt. Louttit** then reviewed traffic patterns for the past few years.

1. In 2013, arrivals and departures were pretty evenly split 1/3, 1/3, and 1/3 between the North, West, and South channels. The split was much the same in 2014. However, in 2015, arrivals from and departures to the North were up to 38-40%. In contrast, arrivals from and departures to the West are down to 22-24%. Discussions with various people in industry indicate this change in patterns is likely a result of the Emissions Control Area change from 24 to 200 miles on 1 January 2015 and that this pattern is likely to continue.

2. **Capt. Louttit** referred to a PowerPoint handout and summarized full year ship counts. There was an overall decline in ship count since 2007, first due to the recession and now likely due to the industry trend to fewer, larger ships. Total arrivals for 2015 were 4,405, which was 17 ships less than the 4,422 ship arrivals in 2014, which was 52 ships less than the 4,474 ship arrivals in 2013. Container ships declined by 213 in 2015, likely due to congestion a year ago and the industry trend to fewer, larger, ships. However, passenger ships increased by 25 ships in 2015 and tankers increased by 26 ships. As a percentage of the total ship types entering LA and LB, container ships is the largest percentage at 47%, tankers second at 14%, passenger ships third at 9%, and everything else less.

d. **Other notes:**

- i. The Kongsberg Norcontrol Traffic Control System used in the port complex by the MX VTS, both Pilot organizations, the Coast Guard, and Long Beach Joint Command center underwent its scheduled annual maintenance with no operational issues.
- ii. **Capt. Louttit** provided an update on the Dynamic Under Keel Clearance project. The project team met 2 February and briefed OSPR, the Port of Long Beach, and the Coast Guard on progress. Thanks to **Mr. Ferguson** and NOAA for their great chart and weather input, and the Coastal Data Information Program (CDIP) at Scripps for their 3 critical wave buoys. The most significant milestone passed was that 20 test runs, funded by OSPR, the POLB, and Tesoro and Pier 121 users, were completed. During each test run, Jacobsen Pilot Service placed a motion sensor aboard each large tanker that measured the actual movement of the ship during the inbound transit. The actual measurements are being compared with the computer model predictions. More testing will be done during the summer of 2016, but initial results are favorable and the UKC project will continue to keep the LA/LB HSC advised of progress in this effort to increase the safety and efficiency, and reduce the emissions associated with large tankers calling at the Port of Long Beach.
- iii. At the request of the National Marine Fisheries Service, the MX VTS continues to advise all inbound and outbound vessels that there are whales in Southern California's waters and that the vessels should take appropriate precautions.
- iv. Scripps informed the Marine Exchange that the wave buoy 6 miles south of Point Fermin recorded the highest waves in the 15 years history of the buoy, about 16 feet, during the 31 January storm. The Marine Exchange recorded more than 60 knots of wind during the height of the storm Sunday afternoon.

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

- a. **Capt. Williams** will be transferred to Washington, D.C. this summer and **Capt. Charlene Downey** will relieve as the new CG Sector LA/LB Commander and Captain of the Port.
- b. **Capt. Williams** added to **Capt. Louttit's** remarks regarding the UKC Project and stated that the Coast Guard also did everything possible to prevent groundings.
- c. El Nino continues to impact the coastline. A safety zone was established in Ventura due to heavy shoaling from 40 feet to 12 feet. Santa Barbara has similar issues and there will be dredging to address the issues.
- d. Winds exceeded 40 knots outside the breakwater and 30 knots inside the breakwater during the 31 October storm. One ship dragged anchor inside the harbor and there was a downed power line at a facility, but both issues were resolved safely and smoothly.
- e. A new round of Waterways Analysis Management Studies will be started by Sector LA/LB for the Morro Bay and San Luis Obispo area. Studies will follow moving the South. There will be online surveys to gather information and comments regarding the safety and effectiveness of existing aids to navigation as well as other waterways concerns.
- f. Last summer, a Ports and Waterways Safety Assessment was conducted for the ports of Los Angeles and Long Beach. The final report was posted on the Coast Guard's Navigation Center (NAVCEN) website. The Sector LA/LB Waterways Management Staff will brief the results at the next LA/LB HSC meeting in April.

- g. **Dredging Operations Safety:** The Coast Guard recently issues a safety alert reminding commercial and recreational boaters of the hazards associated with dredging operations, such as in Ventura which will start in the next two days and other locations to follow. There have been reports of outboard powered vessels alliding with dredge pipe which could result in damage, injury, or worse. Dredge operators shall ensure all dredging components are properly marked. Report any issues to the 24 hour CG Sector LA/LB Command Center.
- h. The Coast Guard extends its thanks to many port partners, especially the Los Angeles Pilots, Los Angeles Port Police, representatives of APM terminal, and others involved in the safe arrivals of the MAERSK EDMONTON and CMA CGM BENJAMIN FRANKLIN in December. Early planning and coordination ensured the vessels could safely transit on schedule and paved the way for other large vessel arrivals.
- i. **Capt. Williams** introduced **Mr. David Sulouff**, Chief, Bridge Section, Coast Guard District Eleven, Alameda, CA, who is visiting the LA/LB area and San Diego regarding various projects. The Bridge Branch is updating the drawbridge operating regulations (33 CFR 117.147). For the Cerritos Channel, the Commodore Heim Bridge is gone and the Henry Ford Bridge is operating on demand. Over-water work on the replacement Gerald Desmond Bridge will commence in the first quarter of 2017 and be completed mid-2018. The old bridge will be taken down in 2019. The Port of Long Beach will submit a proposal for over-the-water construction at least 30 days in advance of the commencement of that portion of work. The Bridge Branch will coordinate with waterway users to minimize impact.

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

- a. Applications are being accepted for 2 vacant positions on the HSC. The Passenger Ferry Operators seat will expire later in February. These are 3 year appointments. Mr. Randy Parsons resigned as the representative of the Port of Long Beach and that seat is vacant.
- b. **Mr. Coyne** briefed OSPR's letter dated 25 January 2016 regarding SB-414, noted that the letter states that the required assessment should be completed by June 2017, and that appropriations could be available to help defray costs of the assessment by the committee.
- c. The Articulated Tug and Barge (ATB) proposed language has been reviewed by the OSPR legal department. There will probably be edits as the language moves through the process and there will a public hearing. **Chairperson Strong** said the LA/LB was already working on the tasking.
- d. **Chairperson Strong** reported that he has heard that the new POLB representative to the HSC is expected to be the new Director of Tenant Services and Operations, **Glenn Farren**. **Mr. Farren** introduced himself and said he looks forward to working with the committee.

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

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

(6) Update on U.S. Army Corps of Engineers (ACOE) Activities: No representative or report.

(7) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. The new CBIP wave buoy south of the Long Beach Breakwater and west of the channel was inaccurately charted but has been corrected. **Mr. Ferguson** reminded all users of waterways that if something does not seem right, please report it to the Coast Guard or NOAA.

- b. The Channel Islands National Marine Sanctuary Advisory Council (CINMSAC) Marine Shipping Working Group (MSWG) had their final in-person meeting on 7 January. This group includes members representing NOAA, Coast Guard, Navy, shipping industry, recreational boaters, and others. It met to discuss ship traffic in the Santa Barbara Channel and around the Channel Islands. The purpose of the group is to discuss ways to reduce whale strikes, pollution, and conflicts with the Navy; and improve safety around the islands. The MSWG will report to the CINSMAC next month and further developments are to be determined. **Mr. Ferguson** will keep the HSC advised of developments. Further information is on the CINMSAC web site.
- c. **Mr. Ferguson** introduced **Ms. Penny Ruvelas**, Long Beach Branch Chief, Western Region, NOAA National Marine Fisheries Service (NMFS). **Chairperson Strong** queried if **Ms. Ruvelas** might be appropriate for filling the vacant Fisheries seat on the HSC. **Ms. Ruvelas** responded that her work was in the area protected species such as turtles and whales rather than commercial fishing, so she is probably not the right fit.

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

- a. The past two AMSC meetings were 4 November 2015 and the morning of 3 February 2016.
- b. On the evening of 23 October, the Los Angeles City Fire Department hosted a mass casualty drill at the Los Angeles Cruise Ship Terminal which exercised the Community Emergency Response Team (CERT). It was one of the largest CERT drills with more than 140 CERT and 70 first responders participating.
- c. **Capt. Williams** thanked the Los Angeles Police Department, and especially **Capt. Walters**, for their work that made the short-notice visit and speech by Presidential Candidate **Donald Trump** aboard USS IOWA a safe event.
- d. The Vigilant Shield mine clearance exercise in late October and early November was a smooth success due to the coordination of the Coast Guard, Navy, Orange County Sheriff's Department, Jacobsen Pilot Service (Long Beach Pilots), Marine Exchange Vessel Traffic Service, and other port partners. The November AMSC meeting included a brief by the Navy on mine clearance, mine threats, and other relatively inexpensive threats.
- e. Both the Ports of Los Angeles and Long Beach, and Coast Guard are sending people to Virginia in June to participate in a 10 day "Cyber guard" exercise. Cyber is one of the biggest AMSC concerns today. A Cyber Security subcommittee of the AMSC has been formed to help address the challenges of this new threat. Volunteers are solicited; no experience required. **Chairperson Strong** reported that the Eleventh Coast Guard District Commander, **Rear Admiral Servidio**, said that cyber was the next big threat, that 9/11 had strengthened physical security, and now we must strengthen cyber security.

ITEM III - NEW BUSINESS:

(1) **Sub-Committee Reports:**

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
 - i. The committee met last month and on the morning of 3 February 2016.
 - ii. Harbor Safety Plan annual updates are coming along. Small matters are being worked but nothing requiring HSC action. The process for updates is being followed.

- iii. **Capt. Betz** briefed the new, proposed regulations for Articulated Tugs and Barges (ATBs) using a document entitled “Proposed changes to Los Angeles Long Beach Tank Vessel Escort Regulations.” In short, ATBs will be treated as tankers as long as they have a strong enough connection between the tug and the barge, and strong enough tow bit, so a tug can be tied up in the same manner as is done for a tanker. During the work regarding ATB regulations, other sections of the regulations regarding tug escorts were found to need changes to make everything consistent. Small changes are recommended and are contained in the proposed language. **Capt. Betz** recommended the HSC vote to approve the proposed language and send it to CA OSPR. **Capt. Betz** then briefed that in the course of looking at the ATB and tug escort language, the Marine Exchange was found to have various requirements placed on it to inventory and publish information such as tug bollard pull. It is proposed that inventorying and publishing required information regarding ATB tug/barge connection strength and ATB bitt strength certification be added to the information the Marine Exchange inventories. The proposed regulations centralizes all requirements placed on the Marine Exchange in one place. **Capt. Louttit** confirmed that the Marine Exchange concurred with the proposed regulations and additional work, and that the Marine Exchange contract with OSPR was being amended as appropriate. **Chairperson Strong** queried **Mr. Coyne** for comment and next steps in the process. **Mr. Coyne** said the proposed regulations were a very good draft and thanked all who worked on this collaborative effort, and especially **Capt. Betz**, for creating good public policy. **Mr. Coyne** said next steps after HSC approval will be an HSC letter to OSPR with the proposed regulations and requesting the change. The proposed regulations will then go through the normal rule-making process including a public comment period, and perhaps in the fall of 2015 there will be a regulatory change. In the meantime, the status quo is maintained. **Capt. Betz** thanked the ATB operators for their vital input. **Chairperson Strong** called for a motion to approve the proposed ATB regulations. **Mr. Blane** made a motion, seconded by **Capt. Flinn**, to approve the proposed ATB regulations. There were no comments or discussion. The motion carried unanimously by a voice vote from voting members present. **Chairperson Strong** complimented HSC SC-1 on their great work.
 - iv. **Chairperson Strong** referred to OSPR’s letter of 25 January 2015 regarding SB 414’s requirement for the HSC to assess the presence and capability of tugs to provide emergency towing vessels. The letter confirmed that the methodology and approach by the LA/LB HSC was correct. **Capt. Williams** queried what Port Hueneme was doing. **Chairperson Strong** and **Mr. Coyne** responded that the law requires LA/LB and San Francisco to start their studies by 1 May 2016, but San Diego, Port Hueneme, and other ports have several more years before they need to start.
 - v. **Chairperson Strong** briefed that an ammunition ship will be in the Delta anchorages and offloaded to the Seal Beach Naval Weapons’ Station 16-19 February, and the CMA CGM BENJAMIN FRANKLIN will be arriving on 18 February, so there may be security zones and issues with tug/barge and recreational boating traffic movement that all should be aware of.
 - vi. **Capt. Betz** reported with sadness the passing away of **Captain Richard Goben**, who was a mainstay in the Maritime Community in San Diego, chairperson of the San Diego HSC for many years, and Captain of the square rigger “Star of India.” The committee sends their condolences.
- b. S/C #2 (Planning & Outreach) – Nothing to report.

- c. S/C #3 (Tug Utilization Group (TUG)) – Nothing to report.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – Nothing to report.

ITEM IV – PUBLIC COMMENTS

None

ITEM V - ADJOURNMENT:

Chairperson Strong thanked everyone for their hard work.

The next HSC meeting will be at the Port of Long Beach building by Long Beach Airport at 10:00AM Wednesday 6 April.

With no further business to discuss, **Chairperson Strong** adjourned the meeting at 1:50 PM.

Respectfully submitted,

//signed//

Capt. J. Kipling (Kip) Louttit
Executive Secretary

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