



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-NINTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 6 April 2016

The One Hundred and Fifty-Ninth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach administration building. **Vice-Chairperson Christiansen** called the meeting to order at 10:00 a.m. **Chairperson Strong** had an excused absence. Acting **Executive Secretary Reid Crispino** 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. Mark Coynes
(Jacobsen Pilot Service)

**FOR THE TANKER
OPERATORS**

Capt. Mark Nielsen
(Tesoro)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. John Betz

**FOR THE OFF-SHORE
TERMINALS' MOORING
MASTERS**
Capt. Kenneth Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**
Absent

**FOR DRY CARGO VESSEL
OPERATORS**
Absent

**FOR PLEASURE BOAT
OPERATORS**
Absent

FOR ORGANIZED LABOR
Mr. Eric Bland
Inlandboatmen's Union of the
Pacific

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Absent

**FOR U.S. COAST GUARD
SECTOR LOS ANGELES and
LONG BEACH**

Capt. Charlene Downey

**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**
Absent

FOR THE USACOE

Mr. Jim Fields

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**

FOR THE NOAA/NOS

**FOR THE SHIP'S AGENT
ORGANIZATION**

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Absent (Vacant)	Mr. Jeffrey Ferguson	Absent
FOR COMMERCIAL FISHING	FOR THE U.S. NAVY	ACTING EXECUTIVE SECRETARY
Absent	Absent	Reid Crispino (MX-SOCAL)

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

Vice-Chairperson Christiansen 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 Long Beach for making their facilities available for this gathering. He stated that the meetings are open to the public, the agenda was circulated and copies are available at the door, and members of the public will be able to address the committee under agenda item number four. He reminded all attendees to sign the attendance sheet by the door, and that some members of the committee are non-voting members, and therefore should not participate in votes. Vice-Chairperson had all committee members introduce themselves.

Vice-Chairperson Christiansen recognized **Mr. Mike Coyne (OSPR)** for the swearing in of new or reappointed members. **Mr. Coyne** administered the oath to **Mr. Andre Nault**, appointed primary representing Tug and Barge Operators; **Capt. Eric Osen**, appointed primary representing Off-Shore Terminals' Mooring Masters; **Capt. Kenneth Graham**, reappointed alternate representing Off-Shore Terminals' Mooring Masters; **Mr. Glenn Farren**, appointed primary representing the Port of Long Beach; **Cdr. Dan Kane**, reappointed alternate representing the Port of Long Beach; and **Mr. Robert Seidel**, appointed alternate representing the Port of Long Beach.

ACTION ITEMS:

ITEM I - APPROVAL OF MINUTES:

Vice-Chairperson Christiansen called for a motion to approve the minutes of the 158th Meeting on 3 February 2016. **Capt. Nielsen** made a motion, seconded by **Capt. Coyne**, to accept and approve the Minutes of the 158th Meeting. There were no comments or discussion. The motion carried unanimously by a voice vote from voting members present.

ITEM II - OLD BUSINESS:

- (1) **Vice-Chairperson Christiansen** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Mr. Crispino**, who reported:
 - a. **Incidents:** There were 3 incidents since the last meeting in February. The first was the tragic mid-air collision of 2 light planes on Friday 5 February that resulted in loss of life. The planes crashed and sunk approximately 1 mile south of the Los Angeles Pilot boarding area. The Coast Guard Captain of the Port closed Angel's Gate for approximately 18 hours, so the MX VTS, Los Angeles Pilots, and Jacobsen Pilot Service (Long Beach Pilots) worked together with ships, smaller vessels, and port partners to reroute traffic through Queens Gate. After Angel's Gate was reopened on Saturday, the MX VTS directed vessel traffic around the diving operations that recovered both planes and occupants. The diversions continued for 5 days until Wednesday 10 February. Due to the partnerships, equipment, and procedures that exist in this port complex, there were zero incidents. All ships and smaller vessels performed magnificently and followed all instructions. **Mr. Steve Chesser (MX)** will show slides later in the meeting that have more details.

The second incident was an outbound cruise ship 22 miles south of Long Beach with no pilot aboard. The vessel experienced loss of ½ of its propulsion on the port shaft and the vessel continued to its next port in Mexico.

The third incident was an oil spill from a car carrier moored in Los Angeles. The oil spill clean-up and recovery resulted in closure of part of the port. The MX VTS worked with the pilots and port partners to alert all vessels and divert ships. The MX VTS then worked with the Coast Guard Captain of the Port and pilots to enable ship movement by moving oil boom to minimize impact to vessel schedules and movement.

b. **Traffic Report:** **Mr. Crispino** referred to a handout and reported:

- i. **Arrivals.** 401 ships arrived in January, which is 21 above the average of 365 per month, and 351 arrived in February, which is actually good because it's a short month. Arrivals from the North (Santa Barbara Channel) were 158 ships in January and 141 ships in February, which was 39% and 40% respectively. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 82 in January and 73 in February, which was 20% and 21% respectively. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 153 in January and 127 in February, which was 38% and 36% respectively. The remainder were the 8 ships in January and 10 ships in February that arrived from the Chevron Offshore Terminal in El Segundo, which was 2% in January and 3% in February.
- ii. **Departures.** There were 357 departures in January and 323 departures in February. Departures to the North were 150 ships in January and 138 ships in February, which was 42% and 43%. Departures to the West were 60 ships in both January and February, which was 17% in January and 19% in February. Departures to the South were 139 ships in January and 120 ships in February, which was 39% and 37% respectively. The remainder were the 8 ships that departed to El Segundo in January, and 5 ships in February, which was 2% for both months.

c. **2 final items:**

- i. The MX VTS's Automated Identification System (AIS) unit in Port San Luis was replaced in February thanks to funding by a \$25,000 FEMA Port Security Grant. This completes the technology refresh of all of MX VTS radar and AIS sensors so the MX VTS can continue to perform its critical services, and working with all port partners, provide a safe, secure, efficient, reliable, and environmentally sound marine transportation system.
 - ii. 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 vessels should take appropriate precautions.
- d. **Mr. Chesser** gave a PowerPoint presentation on how the MX VTS, working with the pilots and port partners, handled vessel diversion operations during the recovery operations following the crashes of the two light planes on 5 February. The brief included the capabilities of the MX VTS radar system, which captured the splashes of the 2 planes hitting the water and helped locate the 2nd plane, which had not been visually seen hitting the water and therefore its location underwater was unknown. **Mr. Crispino** added that the MX VTS equipment display is shared with the Coast Guard, both pilot organizations, and the Port of Long Beach Joint Command Center in a common operating picture that facilitated these operations. **Vice-Chairperson Christiansen** thanked the MX for the excellent report.

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

- a. **Capt. Downey**, thanked **Mr. Chesser** for the great brief, and on behalf of **Capt. Williams**, thanked the MX VTS, pilots, Los Angeles County Sheriffs, Los Angeles Port Police, the Los Angeles and Long Beach Fire Departments, and so many others who were involved in the operation. **Capt. Downey** thanked everyone who attended the hotwash, which gleaned great information and identified areas for improvements such as command posts and media affairs. The closure of Angel's Gate and resulting diversion of vessel traffic identified the possible need to dredge the flats so deeper draft ships could use that route if necessary. This matter will be referred to HSC SC-1, Navigation Safety.
- b. The U.S. Navy is considering renovations to the Seal Beach Naval Weapons' Station which would enable the facility to receive a greater number and variety of warships. The enhancements could include a new, larger pier and harbor improvements. The Navy is discussing the proposal with residents of the Seal Beach area and will prepare an extensive environmental assessment. The public scoping comment period is open through 18 April. There will be a public scoping meeting 7 April from 5-8 PM at Fire Station 48 community room. Public comments may also be made on a web site. *Note: Lieutenant Commander Link later commented that the 7 April public scoping meeting had been moved to a local library; see him for further info.*
- c. Bunkering and booming: While oil spills from bunkering are infrequent, the oil discharge incident of heavy fuel oil reported by **Mr. Crispino** from the ISRA ACE during bunkering operations at Los Angeles berth 198 was only 50-100 gallons, but it cost \$3.5 million to date to remedy the spill and bring the waterway back to its original state. The spill also caused the waterway to be closed for 5 days, with resulting significant traffic disruption to both deep draft and recreational vessels. **Capt. Downey** would like to open a discussion of booming while bunkering, which would mitigate industry costs in the event of a spill and adverse impact to waterway users. It's not the Coast Guard's intent to direct such actions, but rather to encourage industry and port partners to look at the topic and look at booming or some other best practice or strategy with the goal of mitigating the risk posed by bunkering operations. **Capt. Downey** stated that perhaps HSC SC-1 can discuss this topic at their next meeting.
- d. Work continues on the Gerald Desmond Bridge replacement but no over-water work has commenced.
- e. In August 2015, a Ports and Waterways Safety Assessment (PASWSA) was conducted for the ports of Los Angeles and Long Beach. Thanks to all who participated. **Lieutenant Commander Brandon Link** (CG Sector LA/LB) gave a PowerPoint presentation regarding the PAWSA process, membership, outcomes, and where the assessment can be found on the Coast Guard Navigation web-site. **Mr. Coyne** commented that the report would be a good input and reference for the HSC SB-414 Working Group. **Vice-Chairperson Christiansen** thanked **Capt. Downey** and **Lieutenant Commander Link** for the excellent report and for including HSC members in the PAWSA process last summer.
- f. **Vice-Chairperson Christiansen** summarized the three matters being referred to HSC SC-1: dredging across the flats, booming while bunkering, and the CG PAWSA as an input to the SB-414 working group.

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

- a. **Mr. Coyne** recognized **Capt. Tom Cullen**, the Administrator of OSPR, who was in attendance.

- b. **Mr. Coyne** stated that OSPR had received the committee's funding request to cover the Marine Exchange extraordinary costs for the SB-414 working group, and the request is being processed.
 - c. **Mr. Coyne** queried if the ATB draft regulations that were approved by the Committee at the last meeting in February had been formally sent to OSPR by the Committee? **Capt. Betz** said he would check with **Chairperson Strong**.
 - d. **Mr. Coyne** said he would be in Oakland tomorrow and would participate in the kickoff meeting for San Francisco's SB-414 Working Group. **Mr. Coyne's** role is to ensure the ports are consistent in their approach state-wide.
 - e. **Mr. Coyne** recognized **Capt. Norman George** for his 15 years of service on the committee including the position of Vice-Chairman. **Capt. George** will be retiring.
 - f. **Mr. Coyne** recognized **Capt. Bent Christiansen** for his 15-18 years of service on the committee including the position of Vice-Chairman. **Capt. Christiansen** will be retiring. **Capt. Christiansen** recognized **Capt. George** for his many years of service and attention to detail.
- (4) Update on California State Lands Commission Activities: No representative or report.
- (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported that the USACOE is repairing the Middle Breakwater and then will work on the Long Beach Breakwater. Then they will work on the Seal Beach East Jetty when there is a good window. Curtin Maritime has the work. Then they will return to the Long Beach Breakwater. Final options on the contract are being prepared for a total of approximately \$16M of regular funding. This added to the \$5M of emergency repair funding results in a total of \$21M to fully repair the breakwater, which is less than the \$25M original estimate. That work will be through April 2017. Work on the Los Angeles breakwater will be a separate contract that will be developed through summer of 2016 for work in 2017. At the end of all of the repairs, the breakwater will be in good shape. Regarding dredging, the LA River Estuary is being monitored and 2 feet of material has come in since the area was dredged. The USACOE is looking at the Long Beach Breakwater entrance, where a shoal is forming just outside. **Vice-Chairperson Christiansen** queried if the storms of this winter had done any additional damage. **Mr. Fields** reported that only 2-3 rocks had moved in only a few places, and repair of those should be added to the existing contract. **Vice-Chairperson Christiansen** thanked **Mr. Fields** for the excellent report.
- (6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. As part of the Long Beach precision navigation project, NOAA has produced research and development products that are ENC overlays which can be used with traditional ENC equipment. The overlays have ½ meter contours, so the user can, for example, select 10 meters, and water shallower than 10 meters will show in blue and water deeper than 10 meters will show in white. The product has been rolled out to vendors so they can experiment with it. The product is presently only available for Long Beach. If the test is successful the project will expand to Los Angeles. These are the first ports in the country to have these new products. Input and feedback is welcome. They are called BI ENCs.
- (7) Update on Area Maritime Security Committee: **Capt. Downey** reported:
- a. Joint check/choke point radiation detection operations have been conducted at both Angel's and Queen's gate to target small vessels that could attempt to bring radioactive material or dirty bombs into the port. These operations are becoming routine.

- b. The Port-Wide Stakeholders strategic planning sub-committee met on 31 March to vet and score applications for 2016 FEMA Port Security Grant funds. 61 projects totaling \$26M were evaluated. Review and Prioritization will be done by the AMSC.
- c. Cyber is a big focus and threat, and everyone's participation in the AMSC's Cyber Sub-Committee is encouraged. The next meeting is 12 April. No experience is required and a great cross section of members is desired.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C # 1 (Navigation Safety) – **Capt. John Betz** reported:
 - i. The committee met twice since the last HSC meeting and will meet again at 1300 today at the Marine Exchange.
 - ii. Harbor Safety Plan annual updates are coming along and are almost complete. There are only a couple of ongoing issues regarding a couple of chapters. Appendix L (Marine Safety – Pollution) will be revisited. ATB regulations will be added after enactment and the public process. Crane safety is an issue in the port and Appendix N (Gantry Crane Safety) can't be completed until the crane safety issue has been addressed.
 - iii. **Capt. Betz** noted the 3 items that were referred to HSC SC-1 above.
 - iv. **Capt. Betz** recognized **Capt. George** for his many years of service on SC-1, doing the heavy lifting, and his attention to detail. **Capt. George** always wrote the vessel operating procedures section, and now that work will need to be passed to another member.
- b. S/C #2 (Planning & Outreach) – **Vice-Chairperson Christiansen** said SC-2 had no meetings and nothing to report.
- c. S/C #3 (Tug Utilization Group (TUG)) – No representative or report.
- d. S/C #4 (Recreational Boats & Commercial Fishing Vessels) – No representative or report.

ITEM IV – PUBLIC COMMENTS

Capt. Jeff Cowan will be attending the Navigation Safety Advisory Council (NAVSAC) meeting 4-5 May in Arlington, VA, and solicited input. **Vice-Chairperson Christiansen** recommended **Capt. Cowan** attend the HSC SC-1 meeting this afternoon. **Capt. Betz** said he had **Capt. Cowan's** e-mail. **Capt. Cowan** has ECDIS concerns he plans to illuminate. Anyone with input should pass it to **Capt. Cowan** directly.

Capt. Rich Suttie, representing **RADM Cropper**, said CAL Maritime is considering establishing a satellite here on the waterfront to do Standards of Training, Certification, and Watchkeeping (STCW) training and range of executive programs including strategic operational and strategic management. CAL Maritime looks to become a better partner to LA and LB. **Capt. Suttie** is also the Executive Director of the Center of Homeland Security and Defense in Monterey, CA, and the Center plans to expand their Masters program, Executive Leadership programs, and mobile executive teams programs that educate FEMA executives and other stakeholders to the LA/LB area. The Center has an MOU with the Maritime Law Enforcement Training Center in Los Angeles.

ITEM V - ADJOURNMENT:

Vice-Chairperson Christiansen thanked everyone for their hard work.

The next HSC meeting will be at the Port of Los Angeles building at 10:00AM Wednesday 1 June 2016.

With no further business to discuss, **Vice-Chairperson Christiansen** called for a motion to adjourn. A motion was made and the meeting adjourned at 10:58 PM.

Respectfully submitted,

//signed//
Reid Crispino
Acting Executive Secretary

LA/LB HARBOR SAFETY COMMITTEE

April 6, 2016

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LA/LB HARBOR SAFETY COMMITTEE

April 6, 2016

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