



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND SIXTY-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 June 2017

The One Hundred and Sixty-Fifth 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 10:00 a.m. **Executive Secretary Kip Louttit** determined that there was a quorum present as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Robert Seidel

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer

**FOR THE LONG BEACH
PILOT ORGANIZATION**

Capt. John Strong
(Jacobsen Pilot Service)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Tesoro)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Craig Flynn

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

Capt. Eric Osen & Capt. Graham
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Andre Nault
(Harley Marine Services)

**FOR DRY CARGO VESSEL
OPERATORS**

Capt. Jeff Cowan
(Council of American Master
Mariners)

**FOR PLEASURE BOAT
OPERATORS**

Absent

FOR ORGANIZED LABOR

Mr. Eric Bland
(Inland Boatman Union of Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Sean Merchant
(Valero)

**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

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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Absent (Vacant)

FOR THE NOAA/NOS
Absent

**FOR THE SHIP'S AGENT
ORGANIZATION**
Absent

**FOR COMMERCIAL
FISHING**
Vacant

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 Long Beach for making their facilities available for this gathering.

ACTION ITEMS:

Mr. Coyne stated that there would be two members sworn in today, **Capt. Jeff Cowan** representing Dry Cargo Vessel Operators and **Capt. Rob McCaughey** representing Tanker Vessel Operators. **Mr. Coyne** administered the oath to **Capt. Jeff Cowan** (Council of American Master Mariners) representing Dry Cargo Vessel Operators and **Capt. Rob McCaughey** (Tesoro) representing Tanker Vessel Operators.

The seat representing Commercial Fishing is currently vacant due to the term of Daniel Strunk expiring 3 June, but Mr. Strunk reapplied, the application is being processed, and there should be a representative of Commercial Fishing at the October meeting.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- 1) **Chairperson Strong** called for a motion to approve the minutes of the 164th Meeting on 4 April 2017. **Capt. Graham** made a motion, seconded by **Capt. McCaughey**, to accept and approve the Minutes of the 164rd Meeting on 4 April 2017. There were no comments, corrections, 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. Incident Reports... UPDATE

- i. There were 4 incidents since the last HSC meeting 4 April. This brings us to a total of 7 incidents for the calendar year 2017, which is one less than this time last year. The first incident since the April HSC meeting and 4th incident for the year was Roll-on/Roll-off ship 3 miles south of the Long Beach sea buoy inbound with no pilot aboard that reported a loss of propulsion. The vessel made both anchors ready for letting go as it drifted toward a safe Sierra Foxtrot contingency anchorage out of the traffic pattern. The vessel regained propulsion and anchored in a safe anchorage. The 5th incident was a container ship abeam Los Angeles buoy 3 inbound with pilot aboard that lost starting air. The vessel made a round turn, built up air, and conducted several successful starts of the engine. The vessel then entered port with 2 assist tugs. The 6th incident was container ship 7 miles south of Point Fermin with no pilot aboard which reported a debris field including life ring and small refrigerator. The VTS informed CG Sector LA/LB, which said it had been advised of the debris field the previous evening. The VTS provided Sector LA/LB replays of radar and AIS tracks of vessels that had passed through the area. The 7th and final incident for this period was a container ship approaching Los Angeles buoys 10 and 11 outbound with pilot aboard that lost propulsion. The vessel maneuvered with one tug until a 2nd tug arrived. The vessel safely anchored outside the harbor in a Golf anchorage.

- b. **Traffic Report: UPDATE.** **Capt. Louttit** referred to a handout and reported:

- i. **Arrivals.** There were 379 arrivals in April and 408 arrivals in May. May was the 3rd month this calendar year where monthly ship count was over 400 ships, which hadn't happened since 2011. As of the end of May, there were 46 more ship arrivals in 2017 than 2016. Arrivals from the North (Santa Barbara Channel) were 149 in April and 175 in May, which was 39% and 43% respectively. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 84 in April and 100 in May, which was 22% in April and 25% in May. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 136 in April and 125 in May, which was 36% and 31% respectively. The remainder were the 10 ships in April and 8 ships in May that arrived from the Chevron Offshore Terminal in El Segundo, which was 3% and 2% respectively.
- ii. **Departures.** There were 351 departures in April and 372 in May. Departures to the North were 145 ships in April and 172 ships in May, which was 41% and 46% respectively. Departures to the West were 59 ships in April and 63 ships in May, which was 17% both months, very low. Departures to the South were 140 ships in April and 132 ships in May, which was 40% and 35% respectively. The remainder were the 7 ships in April and 5 ships in May that departed to the Chevron Offshore Terminal in El Segundo, which was 2% and 1% respectively.
- iii. **Comments on ship count:**
 1. In 2017, the overall averages between the 3 approach and departure routes to and from the remain the same but looking at April and May are some changes.
 2. Arrivals from the North are trending up and rose 4% between April and May. Arrivals from the West varied up and down for the first few months of the year, and rose 3% between April and May. However, arrivals from the South dropped 5% between April and May.
 3. Departures to the South rose 9% between March and May. Departures to the West fluctuated between 17% and 22% in 2017, but overall have dropped 3-4 percent from 2015 and 2016 levels. Departures to the South dropped 6% between March and May.
 4. The Marine Exchange has no explanation for the changes.
- c. **Fuel Use Survey for California Offices of Emergency Services Earthquake Plan:** **Capt. Louttit** had briefed at the April HSC Meeting that California Office of Emergency Services (CAL OES) was gathering info on fuel use by port entities so estimates of fuel needs could be made in case an earthquake disrupted normal sources of supply. Thanks to the 5 firms and organizations who responded; the results were turned in to CAL OES and the Coast Guard.
- d. **Extra Large Unmanned Underwater Vehicle:** Boeing continues to operate an Extra Large Unmanned Underwater Vehicle in our waters. There are 2 operating areas, one off the Palos Verdes Peninsula and a second off Catalina. To the VTS's observation thus far, only the PV op area has been used. Boeing tows the vehicle to and from the operating area and there have been no issues.
- e. **Dynamic Under Keel Clearance Project:** The Dynamic Under Keel Clearance Project continues to be successful. The first ship to come in at a draft greater than the

previous limit of 65' was a tanker with a draft of 66' on 8 April and a total of five tankers have been brought in at that draft. One tanker safely entered port at 67' draft. There were no issues and model predictions continue to be validated by the on-board motion sensor. The next ship scheduled to come in at 67' is next week. The project intends to continue increasing draft 1 foot at a time, timed with a corresponding rising tide of the same amount over time down to the maximum of 69' per the Harbor Safety Plan.

- f. **Class B AIS:** We've seen an increase in the number of pleasure vessels using Class B AIS, which is good for the VTS situational awareness and safety. It also allows merchant vessels to call pleasure vessels by name.
- g. **Whales:** At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, we continue to advise all inbound and outbound vessels that there are whales in Southern California's waters and that the vessels should take appropriate precautions.

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

- a. **4th of July:** The CG Sector LA/LB Waterways Management Division is currently reviewing Marine Event applications related to the 4th of July Holiday. In the past, the Sector has received notice of up to 20 events including both land and water-based fireworks launches and gatherings of boats. All are reminded to be vigilant during these periods of increased vessel traffic. Once all event notifications have been received and reviewed for safety, the Sector will issue a consolidated events list using the Harbor Safety Committee distribution list for awareness.
- b. **NOAA Advisory on Whales:** Whales were mentioned previously and will be discussed later, and NOAA released an advisory regarding whale season.
- c. **Boeing Extra-Large Underwater Vehicle:** Several months ago representatives from Boeing met with the Sector as well as many key port stakeholders to discuss operations regarding their extra-large unmanned underwater vehicle, currently undergoing operations outside the port. Recently, additional operations regarding unmanned underwater vehicles, mostly from academic institutions, have come to the Sector's attention. The Coast Guard will make its best efforts to identify these operations and notify port partners, but mariners are reminded to remain vigilant both from a safety and security perspective as these advancements in technology begin to impact the waterways.
- d. **NTSB:** In light of the recently released NTSB Shared Waterways report that was published in February 2017, ongoing industry concerns, recent accidents, and large growth in the human-powered paddle craft industry, there is steadily increasing close quarters interaction between paddle craft and mechanically propelled vessels on the waterways nationwide. Coast Guard District 11 personnel have put together safety information that the Sector Staff will update for this area and distribution soon.
- e. **Summer:** As summer approaches, there remains the possibility that the number of recreational boaters, human-powered craft operators, and marine events will increase, leading to busy waterways throughout the area. The Sector Staff will continue to send notifications for events that go through the Sector Office, but mariners are advised to remain alert.
- f. **Automated Identification System (AIS) use by law enforcement vessels:** In previous Harbor Safety Committee and Area Maritime Security Committee Meetings, the Port Pilots and Marine Exchange discussed concerns regarding small, high-speed law enforcement

vessels operating without transmitting AIS, particularly during periods of low visibility. As a result of those concerns, **Capt. Downey** imparted to her small boat units to activate their AIS in its non-encrypted form during routine operations. While underway on a law enforcement or security mission, **Capt. Downey's** units will transmit in the encrypted mode and the Sector Command Center will advise the Vessel Traffic Service accordingly. The Sector has adjusted its internal procedures to reflect this. The Sector staff spoke with patrol unit supervisors from partner agencies and advised them of the concern. The discussions were positive and resulted in agreement to activate AIS as appropriate and communicate better during periods of low visibility.

- g. **Personnel Transfers:** Some personnel who routinely work with port partners will be transferred this summer. **Capt. Downey** and the Committee recognized **Lt. Cdr. Brandon Link**, who was present. Also departing are **Cdr. Tim Grant** (Chief of Prevention), **Lt. Cdr. Nate Menifee** (Senior Investigations Officer), and **Lt. Cdr. Bo Powers** (Chief of Law Enforcement), and **Cdr. Rom Matthews** (Chief of Response). Reliefs are being transferred in and will be introduced to the Committee in due time.
- h. **Gerald Desmond Bridge Replacement:** The Port of Long Beach reported that over-water construction has been delayed approximately 6 months, with an anticipated start date of December 2017. A meeting to discuss demolition of the current bridge will be held in mid-to-late June 2017.
- i. **Commodore Heim Bridge Replacement:** The project has been delayed. Cal Trans is working on bringing onboard a contractor to finish the removal of the old bridge. The piers have been taken down to approximately 17 feet below mean low water. Cal Trans informed the Coast Guard District 11 Bridge Branch that the piers are not an obstruction to navigation due to the trestles in place, sheet piles, and proximity to the Henry Ford Bridge. Both the upstream and downstream sides of the trestle are lit with steady burning red lights.
- j. **Chairperson Strong** complimented **Lt. Cdr. Link** on doing an excellent job as the “face of the Coast Guard” and being an excellent problem solver. **Chairperson Strong** also commented that **Mr. David Sulouff** retired from the Coast Guard District Eleven Bridge Branch.

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

- a. **Bunkering Video:** **Mr. Coyne** said that the Administrator of OSPR had received the letter from the Committee recommending a public service announcement regarding the free and publicly available “Bunkering Best Practices Training Video” to increase awareness. The letter was well-received and **Mr. Coyne** is working with various OSPR offices on implementation. The tentative plan is to send a letter advertising the video to each ship along with the ship’s California COFR (Certificate of Financial Responsibility). The plan is to implement the new process by end of summer 2017. There are links in the letter to watch on-line or download it. **Chairperson Strong** complimented **Mr. Andre Nault** on drafting the letter.
- b. **SB-414:** **Mr. Coyne** reported that he had made a presentation to the Technical Committee, which serves in a Board of Directors-type role for OSPR, on the findings from the SB-414 reports from the Los Angeles and Long Beach, and San Francisco HSCs. The brief was well received and the committee was happy with the report’s findings and conclusions; comfortable with it. **Mr. Coyne** wrote an executive summary that will accompany both reports to California Senator Hannah-Beth Jackson during the summer.

- (4) Update on California State Lands Commission Activities: The seat is vacant and **Dennis Vogel** had nothing significant to report.
- (5) Update on U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported that breakwater repairs should be complete by late summer or early fall. This is the damage from Hurricane Marie and plus few additional stones for other damage. The head of the San Pedro breakwater is being repaired now, and the original cut stones were used to repair other parts of the breakwater. Additional time was required as the quarry on Catalina Island ran out of its on-hand supply of the proper stones. **Mr. Fields** thanked the ports and pilots for their support and validation of the criticality of the breakwater, which helped push to get the money to make the repairs.
- (6) Update on National Oceanographic and Atmospheric (NOAA) activities: **Mr. Ferguson** was absent but **Ms. Aubrey Fowler** reported:
 - a. The NOAA National Charting Plan was introduced at the April HSC meeting and comments were requested by 1 June. There was heavy public feedback and press releases from navigation equipment manufacturers related to the sunset of paper charts mentioned in the plan. This highlights 2 navigation products, NOAA paper nautical charts, and Raster navigational charts (RNCs). The Coast Survey recognizes the dependence of many users on paper and Raster charts and NOAA will continue to update these charts with critical information. Despite reports to the contrary, the plan does not offer a timeline for ending the production of paper charts or RNCs. This process may take decades to complete as the navigation community continues to adopt electronic navigation and NOAA's production system and products continue to improve. However, NOAA wants to start the conversation and solicit feedback to focus on improvements to electronic navigational charts (ENCs). In response to the surge of interest in the past few weeks, although the official comment period ended on 1 June 2017 as stated in the Federal Register notice, NOAA will continue to accept comments on the National Charting Plan until 1 July. If you have any comments please contact **Mr. Ferguson**, the Coast Survey's Navigation Manager for California.
- (7) Update on Area Maritime Security Committee: **Capt. Downey** reported:
 - a. **Class 7 Nuclear Material Shipments:** During the last AMSC meeting, Class 7 Radioactive Material Shipments were discussed, and **Cdr. Grant** and Customs and Border Protection (CBP) did a joint presentation regarding potential inbound Class 7 Radioactive Material Shipments. Facilities handling this material must be permitted by the Coast Guard to handle such shipments. The facilities must provide the Coast Guard with advance notification. CBP must be advised 24 hours before the material is loaded onto a ship in a foreign seaport, and all normal vetting procedures will take place. CBP Port Director **Ms. Sutton-Burke** added that the shipments will be legally manifested and the Nuclear Regulatory Commission will issue inport and transport licenses. The CG Sector LA/LB Waterways Management Staff developed an email notification process for known arrivals of vessels carrying Class 7 cargos or empty containers destined to carry such cargos. If you would like to be included in these notices, please contact **Lt. Cdr. Link**.
 - b. **Fleet Week:** The AMSC discussed Fleet Week. Large crowds, concentrations of vessels, and waterways' restrictions can be expected. The Coast Guard will provide more information on the event as it becomes available, including safety or security zones, naval vessel protection zones, and other items of importance. In response to a question, **Capt. Louttit** responded that Fleet Week will be over Labor Day Weekend.
- (8) Other Old Business:

- a. **Regarding Gantry Crane Safety:** **Mr. Eric Bland** said he met with ILWU Local 13, gantry crane operators, and companies (PMA). They are onboard and will be developing a list of safety concerns. In response to a question from **Chairperson Strong**, **Mr. Bland** confirmed he would be at the HSC Subcommittee-1 meeting this afternoon and discuss the matter in more detail. Chairperson Strong thanked Mr. Bland for his work.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. John Betz** was absent but sent his report via text to **Chairperson Strong**, who stated:
 - a. The annual update to the Harbor Safety Plan is complete and on the web.
 - b. **Capt. Betz** is working with local yacht clubs to educate them about permit requirements of the Coast Guard.
 - c. The next meeting of HSC SC-1 is this afternoon, at 1330, at the Marine Exchange.
- a. S/C #2 (Planning & Outreach) – On-hold pending appropriate work.
- b. S/C #3 (Tug Utilization Group (TUG)) –
 - i. **Maritime Emissions Control System and Bunkering:** **Mr. Nault** reported that the subcommittee met on 1 June to host a meeting to provide a forum for a discussion of the operational interface between the Advanced Environmental Group (AEG) Maritime Emissions Control System operations and the bunkering operations throughout the ports of Los Angeles and Long Beach. AEG has a barge with a device that covers the smokestack of a ship, collects emissions, and treats them, which is an alternative to cold ironing. This is a new style emission treating barge that has spuds, which gives greater flexibility for placing the barge than a barge which must moor to the ship. There were representatives from every firm which conducts bunkering operations in the ports of LA and LB to discuss how they may be able to do simultaneous operations with both barges in place. It remains to be seen how often this would be necessary and it was decided that individual firms will stay in contact with AEG as they get their barge on-line. Many terminals are installing electrical shore power to allow cold ironing, but AEG believes this is a good alternative and may build more barges if there is sufficient demand. It was a good discussion and information, and all are looking forward to seeing if the two operations can work together. Minutes had not distributed minutes since it was an operational meeting and no actions or recommendations will be coming to the full HSC, but the minutes are available upon request from **Mr. Nault**. **Chairperson Strong** suggested that the minutes be sent to the full Committee; **Mr. Chesser** has them and will do so.
 - ii. **Chairperson Strong** queried Capt. Louttit regarding the Fuel Survey and whether the HSC should try to get more participation. Capt. Louttit said it was a voluntary survey, and the key organizations which did respond and are representative of their peers. Further input would be accepted if provided, but **Capt. Louttit** did not believe the HSC needed to take further action unless asked.

- (2) **Annual Review of LA/LB Harbor Safety Plan:** **Chairperson Strong** stated that this was already covered in the HSC SC-1 report earlier and there was no further discussion.

- (3) **NOAA Presentation of Protecting Blue Whales and Blue Skies: Ms. Aubrey Fowler (NOAA)** made a presentation and described the Voluntary Speed Reduction Zone in the Santa Barbara Channel in 2017, and showed a video that describe the Voluntary Speed Reduction Program in the Santa Barbara Channel in 2016. **Ms. Fowler** thanked the Coast Guard, Marine Exchange, and Pacific Merchant Shipping Association for their support of the various programs and helping to pass the word. **Ms. Fowler** demonstrated a Whale Alert Smart Phone App at WhaleAlert.org that allows users to input whale sightings and positions. There were questions and answers.
- (4) **Point Mugu Sea Range: Mr. Steve Duboyce** made a presentation and showed a video regarding the location and operations on the Sea Range.

ITEM IV – PUBLIC COMMENTS

No members of the public requested to comment.

ITEM V - ADJOURNMENT:

Chairperson Strong recognized the passing of **Capt. Kenneth Graham**, father of **Capt. Kenneth Graham**, who was a plankowner on the HSC, a fine gentleman, and one of the pioneers of HSCs. We are very sorry to see him go.

The next HSC meeting will be at the Port of Los Angeles Wednesday 4 October 2017, 9:30 AM gathering and 10:00-11:00 AM meeting.

With no further business to discuss, **Mr. Nault** made a motion to adjourn, seconded by **Capt. Dwyer** and the meeting adjourned at 11:23 PM.

Respectfully submitted,

//signed//
Capt. J. Kipling Louttit
Executive Secretary
25 August 2017

LA/LB HARBOR SAFETY COMMITTEE

June 6, 2017

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June 6, 2017

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