



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND SEVENTY-THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 6 February 2018

The One Hundred and Seventy-Third 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 12:00 p.m. **Executive Secretary Kip Louttit** determined that a quorum was present as listed below:

**FOR THE PORT OF
LONG BEACH**
Glenn Farren

**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
(Marathon)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**
Capt. Jeff White

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

**FOR TUG & BARGE
OPERATORS**
Ms. Kariane Dill
(Foss)

**FOR DRY CARGO VESSEL
OPERATORS**
Capt. Jeff Cowan
(CAMM)

**FOR PLEASURE BOAT
OPERATORS**
Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR
Capt. Eric Bland
(Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**
Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**
Capt. Sean Merchant
(Valero)

**FOR U.S. COAST GUARD
SECTOR LOS ANGELES and
LONG BEACH**
Capt. Monica Rochester, 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&W/OSPR
Mr. David Mighetto

**FOR PASSENGER FERRY
OPERATORS**
Absent

FOR THE USACOE
Mr. Jim Fields

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Vacant

FOR THE NOAA/NOS
Mr. Jeff Ferguson

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

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**FOR COMMERCIAL
FISHING**

Absent

FOR THE U.S. NAVY

Absent

EXECUTIVE SECRETARY

Capt. J. Kipling (Kip) 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.

ACTION ITEMS:

Mr. Mighetto stated that there were no appointments to be sworn in today.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 172nd Meeting on 5 December 2018. **Capt. White** made a motion, seconded by **Capt. Graham**, to accept and approve the Minutes of the 172nd Meeting on 5 December 2018. There was no comment, 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. **Incidents:**

- i. There were two incidents since the last HSC meeting in December, for a total of 18 incidents for the 2018 calendar year, which is 1 more than 2017. The first incident this period and 18th and final incident of 2018 was a container ship 2 miles south of the Long Beach pilot boarding area outbound with no pilot aboard that experienced a fuel oil valve leak on the main engine. The VTS asked if the vessel could proceed to an anchorage. The vessel said no, it needed to stop its engine immediately. The vessel stopped, drifted, and made repairs in 40 minutes. The vessel asked to continue its voyage but CG Sector LA/LB directed the VTS to direct the vessel to an anchorage. The vessel safely anchored in a Foxtrot anchorage. The second incident this period and the 1st of calendar year 2019 was a tanker inbound Long Beach 8 miles southwest of Point Vicente with no pilot aboard that experienced a problem with a solenoid valve on the main engine start system. The vessel departed the traffic lanes, stopped 14 miles offshore, and conducted repairs in 2.5 hours. CG Sector LA/LB directed the VTS to direct it to an anchorage. The vessel safely anchored in a Foxtrot anchorage.
- ii. Here's a summary of the 18 incidents in 2018: There were 11 loss of propulsion and one loss of steering, which is almost identical to 2017 levels. There were 5 more incidents in the "other" category including a search and

rescue case (thank you Catalina Express for reporting), a ship with an internal leak, a rules-of-the-road violation between a sailboat and a tanker, issues with a ship conducting sea trials, and 2 law enforcement cases involving suspicious packages.

b. **Traffic Report:**

i. **Capt. Louttit** referred to a handout and reported:

1. **Arrivals.** Total arrivals were 407 in December and 408 in January. Arrivals from the North (Santa Barbara Channel) were 157 in December and 167 in January, which was 39% and 41%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 83 in December and 85 in January, which was 20% and 21%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 159 in December and 146 in January, which was 39% and 36%. The remainder were the 8 tankers in December and 10 tankers in January that arrived from the Chevron Offshore Terminal in El Segundo, which was 2% both months.

ii. **Departures.** Total departures were 392 in December and 373 in January. Departures to the North were 169 in December and 152 in January, which was 43% and 41%. Departures to the West were 78 in December and 70 in January, which was 20% and 19%. Departures to the South were 135 in December and 139 in January, which was 34% and 37%. The remainder were the 10 tankers in December and 12 tankers in January that departed to the Chevron Offshore Terminal in El Segundo, which was 3% both months.

c. **Comments on ship count:**

- i. The percentages of ships using the 4 arrival and departure routes, East, West, North, and South, has been very consistent year to year and month to month since 2015.
- ii. Ship count overall is down for the calendar year as follows: 4,558 ships arrived at the ports of Los Angeles and Long Beach during 2018, which is 183 ships fewer than the 4,741 ships that arrived in 2017, a 4% decrease. There were 79 fewer foreign tankers, 63 fewer car carriers, 78 fewer bunkers only, and 13 fewer general cargo. However, there were 12 more ATBs, 18 more bulk ships, 25 more container ships, and 1 more passenger ship in 2018.

d. **Final Comment:**

- i. **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 waters and vessels should take appropriate precautions.

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

- a. **Gerald Desmond Bridge Replacement:** The Traffic Coordination Team consisting of the Coast Guard, Port of Long Beach, Jacobsen Pilot Service, Long Beach Police and Fire Departments, contractors, and impacted port partners has been established to

coordinate vessel movements and reduce impacts to the waterways during the over-the-water phase of construction, which due to delays, is not anticipated to start until March 2019 or later. The group will be meeting weekly and then daily when over the water work commences.

- b. **State of the Coast Guard Address:** For the first time the State of the Coast Guard address will be conducted in the field. The Commandant of the Coast Guard will deliver the address on Reservation Point on Terminal Island on Thursday 21 March.
- c. **Commissioning of CGC TERRELL HORNE:** The commissioning of this newest 154' cutter in the Coast Guard will be Friday 22 March at CG Base/Sector LA/LB.
- d. **Lapse of Appropriations and Partial Government Shut-Down:** The Coast Guard thanked the port complex and interagency partners for their incredible generosity and support during this challenging time. It was hard managing routine operations plus an environmental crime investigation aboard a large tank vessel, but all was accomplished. A partial government shut-down is possible again 15 February.

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

- a. The Marine Exchange submitted their budget for the upcoming fiscal year to again perform the Executive Secretariat function for the Committee and adhered to State Guidance to not request any increases. The request is moving through the State System.
- b. Spill Management Team (SMT) regulations are being reviewed. Meetings are being held state-wide with stakeholders regarding these proposed new regulations.
- c. There is turnover in OSPR as people retire and due to OSPR moving to West Sacramento.
- d. **Mr. Mighetto** continues to do audits at drydocks of tugs and review safety programs, and appreciates **Mr. Nault's** efforts to help update the State database.
- e. **Mr. Mighetto** was proud of the Marine Exchange Vessel Traffic Service celebrating their upcoming 25th Anniversary 1 March.
- f. **Chairperson Strong** queried if we wanted to discuss the Brown Act requirements that were new 1 January 2019. **Capt. Louttit** responded that the Marine Exchange, at its own expense, was adding a section to its Web Site to meet the Brown Act requirement that the HSC agenda be posted on their web site, and was making the web site ADA compliant by appropriately changing color, font, etc. Currently, the HSC Agenda is being posted in the Port Resources section. **Mr. Mighetto** added that this requirement was for any organization doing business on behalf of the State. **Capt. Louttit** added that this info was passed to both the POLA and POLB for their appropriate action.

(4) Update on California State Lands Commission Activities: The seat is vacant, but **Mr. Chris Beckwith** reported that:

- a. State Lands is taking action to increase transparency regarding its web site as discussed above; it should be out in the next week or so.

- b. State Lands will be starting the revamping of Article 5 regulations beginning next month. Working with industry, it will be sent out.
 - c. State Lands will be moving its offices 25 February and notices will be sent. Phone numbers and contact info will remain unchanged.
- (5) Update on California Coastal Commission: **Mr. Jonathan Bishop** had nothing significant to report.
- (6) U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported using slides:
- a. Port of Long Beach Improvement Study: The study is in the feasibility study phase. This is expensive work that will take many years. Improvements could include deepening the entrance channel and selected places alongside the main channel to make turns easier for large vessels. Ship simulator results were used. There is a portion of the project to improve access to pier J. West basin is being considered for deepening to a consistent depth. A standby area is being considered so the longest and deepest vessels would have a place to anchor inside the breakwater.
 - b. East San Pedro Bay Ecosystem Restoration Study: The biggest concern to many is the proposal to remove some or all of breakwater to improve water circulation and bring waves back to Long Beach, but this would reduce the number of protected anchorages. The Navy has concerns due to the need for their Explosives Anchorage inside the breakwater.
 - c. Dredging the LA River Estuary may occur in the summer of 2019. This dredging project will probably be merged with removing a small shoal outside the Queens Gate entrance on the Western side.
 - d. The breakwater repair project should be complete this summer. This is the final phase of the project that began in 2014 due to damage from hurricane MARIE waves.
- (7) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** briefed regarding Whales:
- a. NOAA's vessel speed reduction program ended 30 December. NOAA is reviewing AIS data on vessel speeds to determine the level of cooperation. The 2019 program in the Santa Barbara Channel will start in May/June 2019 based on whale sightings upon the arrival of endangered fin, humpback, and blue whales to the area.
 - b. The NOAA 2018 vessel speed reduction incentive program regarding air quality and whales ended 15 November. This was the 4th year of this incentive-based program and was a partnership between the West Coast National Marine Sanctuaries, Santa Barbara and Ventura Pollution Control Districts, and the Bay Area Air Quality Management District. 13 firms and hundreds of transits participated in 2018 and vessels went 10 knots or less in the Santa Barbara Channel and San Francisco Traffic Separation Schemes. The Awards Ceremony will be at Banning's Landing Community Center in the Port of Los Angeles 6 March; more details to follow
- (8) Update on Area Maritime Security Committee: Capt. Rochester had nothing significant to report.
- (9) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported that the committee met today at 10:00 AM at the Marine Exchange and reported:
 - a. There was a proposal to limit vessels in anchorage G-6 to vessels less than 300 meters, which will initiate a change to Harbor Safety Plan. This was a non-substantive informational item for the Sub-Committee and the change will be made to the HSP.
 - b. The Harbor Cup Intercollegiate Sailboat Race is upcoming 8-10 March 2019 and members are encouraged to support the event.
- b. LNG Working Group. Mr. Glenn Farren reported:
 - a. The working group met yesterday for the 4th time.
 - b. Mr. Farren acknowledged the contributions of 3 groups. The Marine Exchange has been very helpful both as qualified mariners and for providing history and how San Pedro Bay works. The Coast Guard is very well prepared and incredibly knowledgeable. The local mariner community also adds a lot.
 - c. There was a presentation by Shell and Mr. Farren summarized: The IMO requires a 40% reduction in emissions by 2030 and LNG will get about 25% of this. Scrubbers or some other technology will be needed to reach the rest of the goal. 40 LNG ships were sailing and 45 on order in 2013. Now, 400 are sailing or on the order books. 150 global locations have LNG around the world. 6 bunkering barges are being built; 1 of these on the East Coast and 5 for Europe/Asia markets.
 - d. Regarding the working group and “approval,” at the present time, it is not anticipated that there will be 1 lead approval agency, but rather, different approval agencies will each do their part.
 - e. **Chairperson Strong** queried where LNG fell in the priorities of the ports. Mr. Farren responded that it was on top of the list for the POLB.

(2) National Harbor Safety Committee Conference: **Chairperson Strong** briefed that the National Harbor Safety Committee Conference will be 25-27 June in Houston and members are encouraged to attend. Steve Chesser will send out information. It’s valuable to chat with attendees to find the similarities and difference between the ports. **Chairperson Strong** said it might be coming due for our turn to host the next conference, which would be 2021, and requested members to consider us volunteering. **Chairperson Strong** said this would include fundraising.

(3) Gerald Desmond Replacement Bridge update: No brief; nothing further to add.

(4) Other: None.

ITEM IV – PUBLIC COMMENTS

- a. **None.**

ITEM V - ADJOURNMENT:

Mr. Farren made a motion, seconded by **Capt. Dwyer**, to adjourn the meeting and the meeting was adjourned at 12:39PM.

The next HSC meeting will be in the Port of Long Beach Wednesday 6 April with usual 9:30AM pre-gathering and 10:00AM meeting time.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
25 March 2019

2/6/19

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2/6/19

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