



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-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 June 2019

The One Hundred and Seventy-Fifth 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 10:01 a.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. Eric Osen
(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 would be one reappointment today. **Mr. Glenn Farren** was reappointed as the primary member representing the Port of Long Beach. **Mr. Mighetto** administered the oath to **Mr. Farren**. **Mr. Mighetto** recognized that **Capt. Tom Cullen**, Administrator of OSPR, was in the audience today.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 174th Meeting on 3 April 2019. **Capt. Dwyer** made a motion, seconded by **Mr. Ferguson**, to accept and approve the Minutes of the 174th Meeting on 3 April 2019. 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:** There were 3 incidents since the last HSC meeting in April for a total of 7 incidents thus far in 2019, which is the same number as of this date in 2018. The first incident of the period and fifth of the calendar year was a container ship outbound Long Beach 2.3 miles south of the Long Beach Sea buoy with no pilot onboard that lost propulsion due to a crank sensor angle alarm. The vessel anchored in that position, made repairs, and was cleared by the Coast Guard to continue to Seattle. The second incident of the period was a container ship outbound Los Angeles 3 miles south of Point Fermin with no pilot onboard that experienced a burst lube oil pipe. The vessel drifted, made repairs, and was cleared by the Coast Guard to continue to Port Hueneme. The third incident of the period was a small passenger vessel enroute Avalon from Los Angeles that the VTS observed turning around. The VTS called the vessel which said it experienced the loss of one of the vessel's 2 engines. The vessel safely returned to Los Angeles on 1 engine.
- b. **Traffic Report:** Capt. Louttit referred to a handout.
 - i. **Arrivals.** Total arrivals were 377 in April and 376 in May. Arrivals from the North (Santa Barbara Channel) were 142 in April and 151 in May, which was 38% and 40%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 84 in both April and May, which was 22% both months. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 141 in April and 135 in May, which was 37% and 36%. The remainder were the 10 tankers in April and 6 tankers in May that arrived from the Chevron Offshore Terminal in El Segundo, which was 3% and 2%.

- ii. **Departures.** Departures were 350 in both April and May. Departures to the North were 159 in April and 161 in May, which was 45% and 46%. Departures to the West were 74 in April and 67 in May, which was 21% and 19%. Departures to the South were 110 in April and 112 in May, which was 31% and 32%. The remainder were the 7 tankers in April and 10 tankers in May that departed to the Chevron Offshore Terminal in El Segundo, which was 2% and 3%.

c. **Comments on ship count:**

- i. The patterns and percentages of ships arriving and departing from the 4 arrival and departure routes, East, West, North, and South, was very normal during this period.
- ii. The 1,888 ship arrivals during the January to May 2019 time frame was 3 fewer than the same period in 2018.

iii. **2 Final Comments:**

1. **New Universal Power Supply (UPS) at the MX:** As many of you know, our 2-year old UPS failed unexpectedly this spring. We purchased and installed a new UPS that went live on 2 May. The UPS provides clean electrical power to our sensitive electronic equipment such as the VTS, radars, computers, and communications equipment at all times, and 20-30 minutes of battery backup power in the event of a generator failure. The new UPS should provide many years of reliable and redundant power to both the MX and all partners who have equipment we house and power.
2. **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.

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

- a. **Gerald Desmond Bridge Replacement:** There was a meeting on 15 May regarding bridge replacement and coordinating waterway closure during bridge construction. Over-water construction is now expected to begin in July. There will be a traffic management meeting daily to coordinate waterway impacts.
- b. **Port Coordination Team:** The Coast Guard has established a Port Coordination Team which is a transition from the Maritime Transportation System Recovery Unit (MTSRU). **Capt. Rochester** signed the team's charter in April which defines the team's mission, which is focusing on port recovery priorities and mitigation strategies from marine transportation system disruptions. **Cdr. Marshall Newberry**, Chief of Prevention, will Chair the team, assisted by **Lcdr. Isaac Mahar**, Chief of Waterways Management, and **Mr. John Albrough**, Port Safety and Security Specialist, and Contingency Planning. There will be a kickoff meeting later this summer.
- c. **Fleet Week:** Fleet Week will be 27 August – 2 September. An initial planning and coordination meeting was held on 17 April. A Unified Command was established

with the Los Angeles Port Police, Los Angeles Police Department, Los Angeles Fire Department, and U.S. Coast Guard. Naval Vessel Protection Zones and Security Zones are expected around the U.S. Navy and Coast Guard Vessels and the World Cruise Terminal, like past years. To kick off Fleet Week there will be Defense Support of Civil Authorities (DSCA) Senior Leaders Seminar 28 August; planning for the seminar and associated workshop are in progress. These are hosted by the LA Mayor's Office and City's Office of Emergency Management and serves as the unofficial kickoff of Fleet Week. Various high-level federal (DoD and non-DoD), state, county, city, and local authorities attend.

- d. **Multi-Agency Strike Force Operation:** CG Sector LA/LB conducted a multi-agency strike force operation on 15 May 2019. The operation's intent was to build interagency cooperation and maximize resources to conduct surge operations for container inspection and TWIC checks. Concentrations were at various terminals in the port of Los Angeles. 9 local and federal agencies participated. Highlights include joint inspections of 222 containers and 452 TWICs resulting in 3 container deficiencies related to placarding and marking.
- e. **Container Explosion Outside West Basin Container Terminal:** The Coast Guard responded to this event on 15 April with the Los Angeles Port Police (LAPP) and Los Angeles Fire Department (LAFD). The location was outside the footprint regulated by the MTSA (Marine Transportation Security Act). The container that exploded contained cars that were properly packed in accordance with International Maritime Dangerous Goods regulations (IMDG). The LAFD determined the explosion was accidental and caused by accumulation of gas fumes and an unknown heat source. CG Sector LA/LB, the Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration, and the LAPP met with the owner of the container shipment and discussed company procedural loading changes to mitigate any future incidents. The DOT investigation is ongoing. Since the container was packed in accordance with IMDG code, the Coast Guard will be undergoing additional inspections of general cargo containers in the future.

(2) Update on OSPR Activities:

- a. **Chairperson Strong** introduced **Capt. Tom Cullen**, Administrator of OSPR, and thanked him for attending today.
- b. **Mr. Mighetto** reported:
 - i. **Mr. Chu Kow** was reappointed as alternate member representing the Port of Long Beach and **Capt. Raymond Lyman** was reappointed as the primary member representing the Passenger Ferry Operations. Both have terms 17 April 2019-16 April 2022.
 - ii. **LA/LB HSC Roster:** A few representatives termed out in May or will be terming out in October. Mr. Mighetto requested the Marine Exchange distribute OSPR's announcement letter dated 28 May 2019. The application deadline is 30 June 2019. OSPR is required to advertise open positions on the HSC by law. OSPR encourages those who are interested in another term on the committee for apply consideration if they have not already done so.
 - iii. **West Coast Harbor Safety Committee Summit 2019:** The Department of Fish and Wildlife (Dept. of F&W) and Pacific States British Columbia Oil

Spill Task Force will be hosting the Summit 18-19 September aboard Queen Mary in Long Beach. The Summit gives the opportunity for the Chairs of all West Coast HSCs, Alaska, and Hawaii to discuss issues that affect the safety of their harbors. The agenda is being developed. Chairs should submit possible topics to **Mr. Mike Zamora** of the OSPR staff. More information will be forthcoming.

- iv. **Technical Advisory Committee (TAC):** Following the Summit, the Dept. of F&W, OSPR TAC will meet aboard Queen Mary on Friday 20 Sep 2019. The TAC was established by the Lempert-Keane-Seastrand Oil Spill Prevention and Response Act to provide for public input and independent judgement of the actions of the OSPR Administrator. The TAC consists of 14 members, 8 of whom shall be appointed by the Governor, 3 by the Speaker of the Assembly, and 3 by the Senate Committee on Rules. The TAC shall provide recommendations to the Administrators of the State Lands Commission; California Coastal Commission; San Francisco Bay Conservation and Development Commission; Division of Oil, Gas, and Geothermal Resources; Office of the State Fire Marshal; and Public Utilities Commission on any provision of the Act, including the promulgation of all rules, regulations, guidelines, and policies (Reference Government Code section 8670.54).
- v. 17th Biennial National Harbor Safety Committee Conference: The conference is 25-27 June in Houston, TX. **Capt. Strong** and **Capt. Louttit** plan to attend and **Mr. Mighetto** asked they report back to the Committee items of interest.
- c. **Recent Oil Spill:** Cleanup operations were concluded along the shoreline impacted by the 28 May crude oil release that occurred at the 421 Pier at Haskell's Beach. The incident occurred while crews were working to plug an historic well, releasing an estimated 80-125 gallons of crude oil. Scientists from the CA Dept. of F&W continuously evaluated the shoreline since the release and report that cleanup objectives were met. Sensitive environmental sites in the area were continuously monitored, including snowy plover nesting sites near Coal Oil Point. No impacts to those areas were observed. Field crews from the Oiled Wildlife Care Network (OWCN) have begun to demobilize. At this time a total of 15 birds were collected. Staff from the Network will be on-call through Monday in case of further reports. **Mr. Mighetto** said he mentioned this spill because people such as scientists do not usually get visibility in venues such as HSC meetings. This spill had interesting provisions such as tribal issues that were managed for a successful outcome.

(3) Update on California State Lands Commission Activities: The seat is vacant; no report.

(4) U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported:

- a. Repair work on the Middle Breakwater continues and should be completed mid-summer (July/August). This has been a 5 year and almost \$30M project for the 3 breakwater structures, and a good accomplishment.
- b. Dredging work on the LA River Estuary and LA/LB Approach Channels will be the next project and work is expected to begin in the December 2019 to January 2020 time frame. The work was postponed due to other scheduling conflicts.
- c. Work in Naval Weapons' Station Seal Beach should be complete in June 2019.

(5) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** briefed:

a. Charting Policy Change:

- i. NOAA's Office of Coast Survey recently announced plans to change the U.S. Army Corps of Engineers (USACE) maintained channel depth values on raster nautical chart products, which include paper nautical charts and the corresponding digital raster navigational charts (NOAA RNC). Currently, the controlling or latest survey depths were provided on the raster charts. In the future, the raster charts may only show the design or project depths for the channel, which rarely change.
- ii. NOAA's suite of electronic navigational charts (NOAA ENC) are not affected by these changes. Mariners are encouraged to use NOAA ENCs for critical safety information as these products are typically updated up to one month ahead of raster products.
- iii. The ENCs will be updated with actual USACOE survey depths, showing when depths may be deeper or shallower than the project depth. The Raster charts will just show the project depth.
- iv. A statement drafted jointly by Coast Survey and the Coast Guard is being published weekly in the Local Notice to Mariners to describe this change in policy. These changes are rolling out across the nation. San Francisco is already seeing this change in policy.
- v. LA/LB is unique in that the USACOE channels have actual soundings instead of tabulated depths. For that reason, I don't expect San Pedro Bay charts to be updated with this change anytime soon, and I will give advance notice if the decision changes. However, I wanted to make the HSC aware of this new policy as it rolls out across the NOAA chart suite.

b. Whales:

- i. NOAA supports voluntary vessel speed reduction zones to reduce the impact of ship strikes on whales. The brochure describing the results of the 2018 voluntary speed reduction program and a chartlet showing the suggested areas to reduce speeds were distributed electronically yesterday to those on the HSC e-mail list. The program is back for 2019 and runs from 15 May through 15 November.
- ii. NOAA declared an "Unusual Mortality Event" due to the increase in the number of Gray Whale strandings along the West Coast in 2019. So far in 2019 there have been over 70 strandings, of which 37 were in California. The average is about a dozen. Although some of the whales found were malnourished, this is not the case for all whales found. Research continues to determine the cause. Further strandings of Gray Whales in California this year should be minimal as the migration is now further North. Blue Whales and other species remain in the area, so please transit with caution.

(6) Update on Area Maritime Security Committee: **Capt. Rochester** reported:

- a. **FEMA Port Security Grant Program:** Grant proposals for the 2019 program closed 31 May. The AMSC's FEMA PSGP Sub-Committee will meet in the next week or two, ensure the rank-order has been agreed to and then **Capt. Rochester** will perform her review, which will bring that process to a close toward the end of June.

(7) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported:
- b. There was one meeting of Sub-Committee #1 since the last HSC meeting in May and minutes were sent. There is no meeting today as there are no agenda items; the next meeting is anticipated to be in October.

(2) Annual review of the Harbor Safety Plan is complete. Only 3 chapters needed update, Chapter 4 regarding Anchorages, Chapter 5 regarding Harbor Depths, and Appendix G regarding Catalina Island Anchorages. Updated chapters will be posted to the HSC Section of the Marine Exchange web site soon. Thanks to all who participated including the Marine Exchange for Chapter 4, and Mr. Glenn Farren, Dan Kane, and Mr. Mitch Poryazov for Chapter 5. None of the changes rose to the level of needing HSC review; changes were factual such as documents not existing anymore.

- a. **Chairperson Strong** said his review of the plan revealed the near-miss chapter had data from 2012; this will be looked into for update; it was believed the Coast Guard used to provide that data.

(3) Other:

- a. **Chairperson Strong** queried regarding if OSPR was moving its offices later this year. **Administrator Cullen** and **Mr. Mighetto** briefed that OSPR was moving to West Sacramento, perhaps in December. Phone numbers will not change and OSPR promulgated a Post Office Box address so mail delivery can be seamless.
- b. **Escort Tugs:** **Mr. Mighetto** briefed that the database on the OSPR Web Site was updated yesterday. Contact **Mr. Mighetto** with updates and any issues. **Mr. Mighetto** will keep the Marine Exchanges in San Francisco and Southern California informed so they can keep their web sites updated.
- c. **OSPR Changes:** OSPR is moving people around between offices and there is a new location in Ventura. OSPR is looking for qualified people for these and other positions; check the CA state job web site.
- d. **Capt. Betz** invited **Capt. Marchant** to speak regarding barge-based emissions capture. **Capt. Marchant** briefed that he had approached the HSC previously regarding the HSC supporting a letter to the California Air Resources Board (CARB) expressing industry concerns about barge-based emissions capture for tankers. Subsequent meetings and discussions revealed that it was probably not appropriate for the HSC to express an opinion on the matter, so the marine oil terminals approached CARB directly. **Capt. Marchant** briefed that CARB at the present time concurred with industry's recommendation not to use barge-based emissions capture with

tankers; the future could be a shore-based system if it's proven to be safe and viable. **Capt. Marchant** thanked the HSC on behalf of marine oil terminals for being given the platform and time for honest and open discussion on the issue in the interest of safety that helped lead to a good solution.

- e. **Chairperson Strong** said he'd reviewed the tug database and there seemed to be some outdated information, such as Crowley. **Chairperson Strong** recommended all tug companies review their information and contact **Mr. Mighetto** with necessary updates. **Capt. Coynes** queried if the information would be publicly available and **Mr. Mighetto** responded that the intent is to have it available both on the OSPR and Marine Exchange Web Sites.

(4) **Presentation on Cyber Security by the U.S. Coast Guard: Mr. Chris Regan** did a presentation on Cyber Security. **Mr. Regan** discussed Key Blue, which affects Outdated Windows systems. **Mr. Regan** invited members of the HSC to join the Cyber Sub-Committee of the Area Maritime Security Committee; contact **Mr. Regan** at Chris.G.Regan@uscg.mil or 310-521-3768. **Mr. Regan** briefed several recent incidents, what happened, and recommendations for prevention including cyber hygiene, cyber security awareness, and best practices. **Mr. Regan** briefed regarding Shodan.io, which is a powerful search engine that helps identify vulnerabilities. **Mr. Regan** reminded members of the Coast Guard 5P Policy Letter 08-16 regarding "Reporting Suspicious Activity and Breaches of Security." The letter specifically applies to MTSA (Maritime Transportation Security Act) regulated facilities, but all are encouraged to report cyber matters.

(5) **Presentation on the Southern California Coastal Ocean Observing System (SCCOOS) by Dr. Clarissa Anderson and Coastal Data Information Program (CDIP) by Dr. James Behrens.** **Dr. Anderson** and **Dr. Behrens** briefed on SCCOOS and the Coastal Data Information Program. CDIP's work includes coastal studies, 70 sites around the world, wave buoys, and wave models that are inputs to the Protide Dynamic Under Keel Clearance Program for Tankers in the Port of Long Beach. SCCOOS is part of the broader Integrated Ocean Observing System (IOOS), which reports to NOAA. SCCOOS operates a High Frequency Radar system that provides surface current information to organizations such as to OSPR, the Coast Guard for SAROPS (Search and Rescue Optimal Planning System), and to oil companies. SCCOOS operates "*gliders*" which transit oceans down to a depth of 1,000 meters gathering ocean data.

- a. **Chairperson Strong** mentioned that the Protide system indicated that the NOAA buoys were out of service yesterday while the CDIP buoys were still transmitting data. **Dr. Behrens** said this was due to a cyber attack on the Iridium Satellite Communications Network which affected both NOAA and CDIP, but CDIP has backup communications using High Frequency (HF) equipment, so data feed from the wave buoys continued while NOAA went down. CDIP is working on hardening its (HF) backup communications systems.
- b. **Chairperson Strong** queried if the HF surface current Radars were land-based or sea/buoy-based; **Dr. Anderson** answered that they are land-based.
- c. There was discussion sparked by **Glenn Farren** that operations are safe even when some systems are down by using alternate systems or methods of operations. However, it was clarified that wave buoys and other sensors are critical for vessel movement and there are always concerns about funding, reliability, maintenance, and operations.

(6) **Gerald Desmond Replacement Bridge update:** No brief today; no representative.

ITEM IV – PUBLIC COMMENTS

- (1) **Mr. Steve Dubois**, U.S. Navy, stated that the U.S. Navy was concerned that the wording of the NOAA whale advisory briefed earlier by **Mr. Ferguson** would result in more ships transiting through the Naval Air Ranges (Pacific Missile Test Range); the Navy was working with NOAA on the issue.
- (2) **Mr. Farren** briefed that the Port of Long Beach would be moving into their new offices in downtown Long Beach in July and the next HSC meeting is scheduled to be there on 2 Oct. The meeting room is shared with the Mayor and the schedule will be coordinated. Details on location and parking will be forthcoming. Allow extra time for parking and access.
- (3) **Chairperson Strong** restated that there would not be a Sub-Committee 1 meeting this afternoon.
- (4) **Ms. Dill (Foss)** stated there was concern regarding 2 cases of containers falling onto Bunker Barges moored outboard of container ships working cargo. It was discussed that the Chair of the Tug Sub-Committee had stepped down and other representatives of tug firms were up for term renewal on the HSC. The matter pends and will be worked in the Fall.

ITEM V - ADJOURNMENT:

Capt. White made a motion, seconded by **Mr. Ferguson**, to adjourn the meeting and the meeting adjourned at 11:17 AM.

The next HSC meeting will be Wednesday 2 October 2019 with the usual 9:30AM pre-gathering and 10:00AM meeting time. The location is expected to be in the new Port of Long Beach building in downtown Long Beach; more information will be forthcoming.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary
26 August 2019

LA/LB HARBOR SAFETY COMMITTEE #175
 June 5, 2019

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LA/LB HARBOR SAFETY COMMITTEE

#175

June 5, 2019

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