



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-SIXTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 2 October 2019

The One Hundred and Seventy-Sixth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened at the Port of Long Beach Maintenance Facility. **Chairperson Strong** called the meeting to order at 10:00 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. Mike Sitts
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Brian Vartan
(West Oil Marine Services)

**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**

Cdr. Marshall Newberry, 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**

Capt. Ray Lyman
(Catalina Express)

FOR THE USACOE

Absent

**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 Long Beach for making their Maintenance Facility available for this gathering, which is a new facility for the Committee due to the change in location of the Port of Long Beach Administration Building. **Chairperson Strong** had everyone present, members and non-members, introduce themselves.

ACTION ITEMS:

Mr. Mighetto stated that there would be ten appointments and reappointments today. **Capt. Michael Sitts** was appointed as Primary Member representing Offshore Mooring Masters. **Capt. Kenneth Graham** was reappointed as Alternate Member representing Offshore Mooring Masters. **Mr. Brian Vartan** was reappointed as Primary Member representing Tug and Barge Operators. **Capt. Nevin Garcia** was appointed as Alternate Member representing Tug and Barge Operators. **Capt. Ryan Stirewalt** was reappointed as Alternate Member representing Tug and Barge Operators. **Ms. Kariane Dill** was reappointed as Alternate Member representing Tug and Barge Operators. **Mr. Chu Kow** was reappointed as Alternate Member representing the Port of Long Beach. **Capt. Ray Lyman** was reappointed as Primary Member representing Ferry Operators. **Capt. John Betz** was reappointed as Primary Member representing Pleasure Boat Operators. **Mr. Richard Roberts** was reappointed as Alternate Member representing Pleasure Boat Operators. **Mr. Mighetto** administered the oath to all appointees and re-appointees except **Capt. Graham**, who was absent.

Chairperson Strong thanked all appointees for volunteering for these important positions, read the purpose of the Harbor Safety Committee (HSC) from the By-Laws, and encouraged all members to review the by-laws, which are on the Marine Exchange Web Site in the HSC Section.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 175th Meeting on 5 June 2019. **Capt. Dwyer** made a motion, seconded by **Capt. Lyman**, to accept and approve the Minutes of the 175th Meeting on 5 June 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 4 incidents since the last HSC meeting in June, which brings us to a total of 11 incidents for the calendar year. For comparison, there were 14 incidents as of this date last year. The first incident of the period and 8th of the year was a bulk ship inbound to anchorage Foxtrot 2 with no pilot aboard that lost propulsion due to a vibration limit switch tripping. The vessel anchored in anchorage Foxtrot 5, reset the limit switch, and the engine regained full power. The second

incident of the period was a bulk ship 24 miles of Point Fermin inbound with no pilot aboard that failed to update its Advance Notice of Arrival correctly. The vessel departed and took steps to submit correctly. The third incident of the period was a container ship in the Los Angeles pilot boarding area inbound with a pilot aboard that lost starting air. The vessel requested an outside anchorage and coordinated with 2 tugs the pilot for that evolution. Starting air was regained and the Coast Guard cleared the vessel to proceed to her berth. The vessel then experienced a different engine issue and safely anchored in anchorage Golf 5. The fourth incident of the period and eleventh incident of the year was a bulk ship 5 miles south of the Long Beach sea buoy outbound with no pilot aboard. The vessel lost propulsion due to loss of lubricating oil pressure. The vessel drifted, made repairs, and was cleared by the Coast Guard to proceed to Ensenada.

b. Traffic Report: Capt. Louttit referred to a handout.

- i. **Arrivals.** Arrivals ranged from a low of 357 in June to a high of 373 in September, but all 4 months fell short of the target of 380 arrivals per month. Arrivals from the North (Santa Barbara Channel) ranged from a low of 144 to a high of 166, which was 40% to 46% of total ship arrivals. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) ranged from a low of 66 to a high of 78, which was 18% to 22%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) ranged from a low of 117 to a high of 126, which was 33% to 36%. The remainder were the 8 to 11 tankers that arrived from the Chevron Offshore Terminal in El Segundo, which was 2% to 3%.
- ii. **Departures.** Departures ranged from a low of 324 in June to a high of 361 in July. Departures to the North ranged from a low of 144 to a high of 176, which was 43% to 49%. 49%, almost half the traffic, is a high. Departures to the West ranged from a low of 63 to a high of 71, which was 19% to 21%. Departures to the South ranged from a low of 106 to a high of 119, which was 29% to 34%. The remainder were the between 5 and 9 tankers that departed to the Chevron Offshore Terminal in El Segundo, which was 2% to 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 except for the spike of 49% of the ships departing to the North in July.
- ii. Ship count overall was 60 ships below the 2018 level. 3,385 ships arrived between January and September 2018 while 3,325 arrived during the same period in 2019. The biggest changes were 89 fewer container ships and 28 fewer general cargo ships. However, foreign tankers were up 19, vehicle ships up 2 (slightly reversing the dip 2018), cruise ships were up 9, and bulk ships were up 5.

d. 3 Final Comments:

- i. **Business Resumption Drill:** We had a very successful series of Information Technology, Tabletop, and Functional Business Resumption Drills in June

and July, culminating in a Full Scale Drill in July where we successfully relocated all Marine Exchange functions to our backup site at the Port of Long Beach Joint Command and Control Center. Thanks to the Port of Long Beach for providing this facility for us, and to the Jacobsen Pilot Service who provides the backup Vessel Traffic Service computers. We successfully relocated and tested our Vessel Traffic Service, Maritime Information Service (which generates the arrival, departure, and shift reports), and Administrative Functions (Accounting, Contracting, and Human Resources). We also successfully tested our Shelter in Place plan.

- ii. **Los Angeles Port Police Radio Tower:** After more than 2 years of planning, designing, and approvals, the Los Angeles Port Police will start construction of a new, 100' radio tower on the grounds of the Marine Exchange. The tower will fill a gap in Port Police communications. The kickoff meeting is tomorrow at the Marine Exchange. The tower and associated communications hut are modular. Assembly and construction are expected to take several months. Marine Exchange operations are not expected to be affected during construction.
- iii. **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 precautions.

(2) **Update on USCG Sector LA/LB Activities:** Cdr. Newberry stood in for Capt. Monica Rochester and Capt. Rebecca Ore and reported:

- a. **Small Passenger Vessel CONCEPTION Investigation and MSIB:** On 2 September the U.S. small passenger vessel CONCEPTION caught fire and sank off the coast of Santa Cruz Island, California, with tragic loss of 34 lives. The investigation by the National Transportation Safety Board and U.S. Coast Guard continues. The Coast Guard has published a nationwide Marine Safety Information Bulletin (MSIB 008-19) with Passenger Vessel Compliance and Operational Readiness Measures that should be reviewed by all vessel owners. All small passenger vessel owners in the LA-LB area have been contacted and provided a copy of the MSIB. The Coast Guard is paying particular attention to items highlighted by the MSIB (for example lifesaving and firefighting equipment) during regularly scheduled vessel examinations, as well as conducting increased oversight of vessels with overnight accommodations.
- b. **Gerald Desmond Bridge Replacement:** Daily Traffic Coordination Team meetings are being held between the bridge construction contractor, Pilots, Port of Long Beach, and U.S. Coast Guard to coordinate over-the-water construction and minimize traffic impacts. The Project is progressing (on track for 2020 completion) and there are no significant waterway disruptions to report. The latest information on the bridge progress can be found at <https://newgdbridge.com> .
- c. **Fleet Week 2019:** Los Angeles Fleet Week was held 27 August – 2 September. A Unified Command, consisting of the LA Port Police, LA Fire Department, and U.S. Coast Guard successfully planned and managed the event. The multi-day salute to our services included ship tours, search and rescue demonstration, military displays, STEM Expo, live entertainment, Conquer the Bridge Run, 5 on 5 Basketball Tournament, Galley Wars, and a new Obstacle Course. The lack of incidents and

seamless roll-out of another Fleet Week highlights the progress made each year and the exceptional cooperation among our port partners. <https://www.lafleetweek.com/>

- d. **Port Coordination Team:** The Coast Guard established a Port Coordination Team (PCT). The Coast Guard is happy to report a very successful kickoff meeting on 23 July with representatives from industry, labor, law enforcement, Navy and Coast Guard from Ventura and Port Hueneme, Long Beach, and Los Angeles. Topics of concern were discussed including earthquake assessments and response coordination, and a discussion of PCT activation trigger points. The focus of the PCT is identifying recovery priorities and mitigation strategies for marine transportation disruptions of all types. Cdr. Newberry is chairing the PCT with assistance from Lcdr. Isaac Mahar, Chief of Waterways Management, and Mr. John Albrough, Sector LA-LB Contingency Planning. The next meeting will be planned to occur before the end of the year.
- e. **West Coast Harbor Safety Committee Summit 18-19 September:** The West Coast Harbor Safety Committee Summit provide an opportunity for HSCs along the West Coast to share highlights, best practices, and briefings on relevant projects. Of note was an update on the latest piloting technology, Cyber Security Threats, and a Port Access Route Study (PARS) planned by the Eleventh Coast Guard District Office in Alameda addressing traffic patterns and impacts of emerging new technology, especially offshore sea ranches and wind farms.
- f. **NAVTEX Termination** (Also being discussed in LA-LB HSC Navigation Subcommittee, SC #1): The Coast Guard is proposing to terminate Medium Frequency NAVTEX broadcasts. The National Weather Service (NWS) creates the NAVTEX message and the Coast Guard broadcasts it. The Coast Guard recently released a Federal Registration Notice (FRN) about the proposal and is soliciting feedback from all still who are still receiving NAVTEX messages. The NWS also released a Public Information Statement (PNS) that points to the FRN. This is very old technology and the broadcast equipment has come into disrepair. The USCG and NWS would like to evaluate who is still using this technology. The notice expires 12 November 2019. NAVTEX would continue to be broadcast by satellite transmission.

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

- a. The **West Coast Harbor Safety Summit** was held on board Queen Mary in Long Beach 18-19 September. **Mr. Mighetto** thanked all who made the tours of the container terminal and harbor possible. **Mr. Mighetto** thanked **Capt. Louttit** and the Marine Exchange for their help with equipment and transportation support of the summit.
- b. **Escort Tug Inspection Program (ETIP):** **Mr. Mighetto** briefed that he conducted ETIP inspections on 27 August 2019 at Al Larson Boat Yard on 2 tugboats, **Tim Quigg** of Harley Marine Services, and **Arthur Foss** of Foss Maritime. **Mr. Mighetto** recognized **Port Captains Michael Castagnola** (Harley) and **Steve Caldwell** (Foss) for their professionalism during the inspections; they were ready and well prepared to address questions in completing the ETIP successfully. **Mr. Mighetto** said both left a very favorable impression and are true assets to their companies and our maritime industry.

- (4) Update on California State Lands Commission Activities: The seat is vacant, but **Mr. Chris Beckwith** reported that State Lands is honored to be on the Port Coordination Team and was pleased to attend the Senior Leader Seminar that was part of Fleet Week.
- (5) U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** was absent; no report.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
 - a. **Mr. Ferguson** stated that he was also going to report on NAVTEX but the Coast Guard already covered it.
 - b. **Coast Pilot Proposed Policy Change**: The Coast Guard recently released NVIC 01-16 Change 2, Use of Electronic Charts and Publications in Lieu of Paper Charts, Maps, and Publications. This change proposes that vessels that formerly required to carry a paper copy of the Coast Pilot to meet the carriage requirement be allowed to meet the requirement via the Internet if they can download the Coast Pilot from the Internet within 2 minutes. This reduces paper and ensures vessel operators are using the latest changes. Comments are due 4 November.
- (7) Update on Area Maritime Security Committee (AMSC): **Cdr. Newberry** reported on the following 2 items that were briefed to the AMSC and would be of interest to the HSC:
 - a. **FEMA Port Security Grant Program FY 2019**: Ms. Charlene Wynne of the Port of Long Beach and Port-wide Stakeholders Strategic Planning Subcommittee reported the following awards were made: \$6.65M to the Ports, \$1.98M to Marine Terminal Operators (MTOs), \$1.47M to Law Enforcement Agencies, \$599K to fire services, and \$142K to the Marine Exchange.
 - b. **Intelligence of interest to the HSC**: **Mr. Chris Hogan** (USCG) and **Mr. William Finn** (FBI) reported on foreign government and industry use of Unmanned Aerial Systems (UASs) to collect economic intelligence. An intelligence report indicated a foreign nation through their foreign petroleum firms had contracted with American UAS operators along the Gulf Coast to conduct economic espionage against American Liquefied Natural Gas (LNG) facilities. In addition to traditional UAS photography, the UAS operators would employ sensors to detect the temperature and flow rates of pipelines and storage capacities of tanks. The schemes were disrupted when facility security personnel engaged the UAS operators in conversation, instead of just ordering them off the property and not to take pictures. Their conversations revealed foreign sources involved. **Mr. Finn** spoke about the illegality of such activities, the penalties involved, and how the FBI would like such activities to be reported, preferably through a State and Local Fusion Center.
 - c. **Capt. Rochester's** remarks as Captain of the Port (COTP) to the AMSC that would be of interest to the HSC include:
 - i. **Area Maritime Security Plan (AMSP) Updates**: All COTP units are conducting the 5-year update to their AMSPs. A few changes are proposed to section 2300 (Charter), 2310 (Organization Chart), 5610 (Unified Command (Incident Management Team) Organization Chart).
 - ii. **New Personnel**: **Cdr. Justin Noggle**, Response Department Chief; **Lcdr. Johna Rossetti**, Emergency Management and Force Readiness Division

(Formerly Planning Division) Chief; and **LCDR Phillip Granati**,
Commanding Officer, Maritime Safety and Security Team LA/LB.

- iii. **Cyber Incident Response Plan:** **Mr. Chris Regan** briefed that the Plan addresses joint efforts to respond to cyber security incidents that degrade security apparatus and/or result in a transportation disruption/economic damage. The plan contains a tactical Incident Action Plan (IAP) that will endeavor to share Indicators of Compromise (IOCs) with unaffected maritime entities to allow them to insert program protections into their software.
- iv. **Breach of Security Report:** **Master Chief Darrell Harvey** reported that there were 6 breaches of security including 4 fence climbers, one discovered on a facility, and the last hiding in the cab of a truck. There were no apparent linkages to terrorism in any of the six breaches.

(8) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported:
 - i. **New Working Group:** There was one meeting of Sub-Committee #1 since the last SC-1 meeting in June, a special meeting held on 4 September to review Appendix M of the Harbor Safety Plan in response to a recent incident of a container falling onto a bunker barge. The meeting was well attended with more than 40 attendees representing most stakeholders. Following discussion, the decision was made to form a working group chaired by **Paul Hendricks** (Foss), to further look into the issue, which will report to SC-1, which will report to the HSC. This Work Group has met.
 - ii. **Annual update to Harbor Safety Plan:** SC-1 will meet at 1300 today at the Marine Exchange and an agenda items is starting the annual update to the Harbor Safety Plan and assignment of Chapter Captains. Please review the materials **Capt. Betz** will send out and make any recommendations for changes of assignments.
 - iii. **Telephone dial-in to SC-1 Meetings:** SC-1 meetings will provide an opportunity for members to call in if they cannot attend in person, and **Capt. Betz** thanked **Capt. Louttit** and the Marine Exchange for the support they give the sub-committee throughout the year.
- b. **Capt. Betz** invited **Mr. Hendricks** to brief on the Bunker Barge Working Group: **Mr. Hendricks** briefed that one meeting was held on 25 September that was attended by 44 people. It was a good and productive meeting that focused the topics the working group should be working on. The decision was made to form a group of 11 people that represents all interests but is smaller and more manageable. The next meeting will be 10 October at the Marine Exchange. **Chairperson Strong** queried if there was good participation from the land side, which is not typically the domain of the HSC, and **Mr. Hendricks** responded that there was.

(2) Other: None.

(3) Report on West Coast Harbor Safety Summit:

- a. **Capt. Louttit** reported that the Summit was very well attended both by attendees and HSCs along the West Coast, Alaska, and Hawaii. The agenda was rich with new and old topics. Old topics included illegal charters, abandoned barges, and oil spills and cleanups. New topics included a concern, particularly in the Northwest, of vessels cutting through marine sanctuaries and areas to be avoided, and vessels transiting too close to shore; cyber; data and information exchange; and **Capt. Betz's** very practical presentation on electronic navigation. The data and information exchange presentation, for example, recommended doing what the LA-LB HSC is already doing in having its Harbor Safety Plan on the web with good configuration control and is easy to keep up to date. Regarding the National HSC Conference in Houston in June, the 2 big themes were (1) collaboration, relationships, and partnerships are key to success, and (2) harbors are different so HSCs should be different, but common themes emerge and should be shared. **Rear Admiral Paul Thomas** of the Coast Guard briefed the following 3 key challenges to keeping all users of our waterways safe: (1) Growing capacity to move more people and cargo through our harbor systems; (2) Reducing environmental impact...more users mean more potential for degradation; and (3) Increased complexity as users range from human-powered craft to traditional craft to emerging technologies such as autonomous vessels and remote tracking systems. **Rear Admiral Thomas** also briefed the notion that the more problems and issues that HSCs can solve at the local level, the better. This allows solutions to fit local harbors and situations rather than there needing to be top-down federal regulations that tend to be one-size-fits all.
- b. **Chairperson Strong** echoed the comment regarding local solutions and said the LA-LB HSC has always taken that approach; we want to regulate ourselves and **Chairperson Strong** was glad to hear this notion from the Coast Guard.

(4) Gerald Desmond Bridge Replacement Project: **Chairperson Strong** queried if anyone wants to speak regarding the Gerald Desmond Bridge replacement; there was none. **Chairperson Strong** stated that things seemed to be going smoothly, he hasn't heard any issues, communications seem to be in order, and all is going well from the perspective of the pilots.

(5) Liquefied Natural Gas (LNG): **Mr. Glenn Farren** briefed that Port of Long Beach has issued a request for information (RFI) seeking submittal of Information Packages by vendors and suppliers of LNG fueling infrastructure. The RFI specifically seeks information on design concepts, turnkey solutions, capabilities, limitations, and high-level costs associated with infrastructure that would enable the bunkering of LNG capable marine vessels at the Port. The due date is 30 October and more information is available on the Port of Long Beach web site. If anyone has any interest or knows someone else who does, please pass this info them. At this time, the investigation into LNG bunkering at the Port is conceptual and exploratory, and no formal decision has been made by Port to pursue LNG infrastructure development.

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Strong** reminded those who were sworn in to see **Mr. Mighetto** to sign paperwork.

- (2) **Chairperson Strong** reminded all that there is a meeting of SC-#1 at the Marine Exchange this afternoon at 1300.
- (3) **Capt. White** made a motion, seconded by **Capt. Lyman**, to adjourn the meeting and the meeting adjourned at 10:48 AM.
- (4) The next HSC meeting will be Wednesday 4 December 2019 with the usual 9:30AM pre-gathering and 10:00AM meeting time. The location is the Port of Los Angeles Administration Building.

Respectfully submitted,

//signed//

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

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LA/LB HARBOR SAFETY COMMITTEE

Oct. 2, 2019

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LA/LB HARBOR SAFETY COMMITTEE

Oct. 2, 2019

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