

**MINUTES OF THE ONE HUNDRED AND SEVENTY-SEVENTH MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 4 December 2019**

The One Hundred and Seventy-Seventh 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 10:05 a.m. **Executive Secretary Kip Louttit** had an excused absence. Marine Exchange General Manager **Reid Crispino** 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
(Westoil)

**FOR DRY CARGO VESSEL
OPERATORS**

Capt. Jeff Cowan (CAMM)

**FOR PLEASURE BOAT
OPERATORS**

Mr. Rick Roberts
(LBYC)

FOR ORGANIZED LABOR

Capt. Eric Morgan
(IBU/Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Absent

**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

**FOR COMMERCIAL
FISHING**

Mr. Daniel Strunk

FOR THE U.S. NAVY

Absent

EXECUTIVE SECRETARY

Absent

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 facility available for this gathering. **Chairperson Strong** had all members and alternates present introduce themselves.

ACTION ITEMS:

Mr. Mighetto stated that there would be no appointments or reappointments today.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 176th Meeting on 3 October 2019. **Capt. Farren** made a motion, seconded by **Capt. White**, to accept and approve the Minutes of the 176th Meeting on 3 October 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 **Mr. Crispino**, who reported:
 - a. **Incidents:** There were no incidents since the last HSC meeting in October, which leaves us at 11 incidents for calendar year 2019. By comparison, there were 17 incidents as of this date in 2018.
 - b. **Traffic Report: Mr. Crispino** referred to a handout.
 - i. **Arrivals.** There were 397 arrivals in October, which is a nice increase from the low numbers for the past 8 months and second highest month of the calendar year. Arrivals from the North (Santa Barbara Channel) were 176 vessels, which was 44%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) were 70 vessels, which was 18%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 138 vessels, which was 35%. The remainder were the 13 tankers that arrived from the Chevron Offshore Terminal in El Segundo, which was 3% and a high for the year.
 - ii. **Departures.** There were 366 departures in October. Departures to the North were 165, which was 45%. Departures to the West were 68, which was 19%. Departures to the South were 121, which was 33%. The remainder were the 12 tankers that departed to the Chevron Offshore Terminal in El Segundo, which was 3%.
 - iii. **Comments on ship count:** 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 October. However, January to October 2019 had 58 fewer ships arrive than the same 10-

month period in 2018. Of the 6 major ship types, there were 111 fewer container ships and 29 fewer general cargo ships. However, there were 22 more foreign tankers, 4 more vehicle ships (partially reversing the dip in 2018), 8 more cruise ships, and 7 more bulk ships. We expect the November figures will show an increase in ship count that will reduce the deficit to about 25 ships.

c. **Final Comments:**

- i. **Los Angeles Port Police Radio Tower:** Construction of the Los Angeles Port Police's new 100' radio tower and associated communications hut on the grounds of the Marine Exchange started. The tower will fill a gap in Port Police communications. Construction is expected to go through the spring of 2020 and Marine Exchange operations are not expected to be affected during construction.
- ii. **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. Monica Rochester reported:

- a. **Multi-Agency TWIC and Container Enforcement Operation:** On 19 November 2019 CG Sector LA/LB led a multi-agency operation regarding TWIC cards and containers. TWIC cards and 156 containers were inspected and examined. Approximately 14 agencies assisted the Coast Guard. The operation was a great example of multi-agency cooperation and use of resources to maximize impact on the port complex.
- b. **Notice of Proposed Rulemaking for Coast of California:** There is a notice of proposed rulemaking that covers breaking bars for Morro Bay, Noyo River, Humboldt Bay and Crescent City. Sector LA/LB is soliciting comments specifically as they pertain to Morro Bay which is in this Area of Responsibility. The new regulation would allow for the closure of the bar due to inclement weather which had been accomplished in the past by temporary final rulemaking. Deadline for comment is 9 December 2019. The link will be pushed out also by Port Partners e-mail.
- c. **Port Coordination Team:** Sector LA/LB is under direction to establish a Port Coordination Team (PCT). This was done and a very successful kickoff meeting was held in July. A tabletop exercise was held on 21 November. The PCT has representatives from industry, labor, law enforcement, U.S. Navy, and U.S. Coast Guard, as well as the ports of Los Angeles, Long Beach, and Hueneme. The focus of the team is identifying recovery priorities and mitigation strategies for marine transportation disruptions of all types. Cdr. Newberry of the Sector LA/LB Prevention Department is the Chair, assisted by Lcdr. Mahar, Chief of Waterways Management, and Mr. John Albrough, Sector Emergency Management. If you would like to join the PCT, please see any of these three individuals. The team is a direct conduit to the Captain of the Port to help inform

the COTP of inbound and outbound priorities and developing a unified command approach so all affected parties are informed about the decision-making process.

- d. **Gerald Desmond Bridge Replacement:** Daily Traffic Coordination Team has been effective. Daily 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>.

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

- a. **Capt. Kenneth Graham** resigned from the Committee on 2 December 2019 upon his retirement from Chevron Shipping after 32 years. **Mr. Mighetto**, on behalf of OSPR, commended **Capt. Graham** for his long and dedicated service, and led the committee with a round of applause. **Mr. Dave Selga** of Chevron has applied for the Alternate Mooring Master representative on the Committee, but the position will still be advertised.
- b. **Mr. Mighetto** briefed the OSPR Oil Spill Response Equipment Grant program which consists of a trailer full of oil spill response equipment. The point of contact is Ms. Cindy Murphy at cindy.murphy@wildlife.ca.gov, the local government grant coordinator. **Mr. Mighetto** showed a flyer describing the program, equipment, associated training, and how to apply.
- c. **Mr. Mighetto** briefed that OSPR would be moving for the rest of the week and be in their new facilities by Monday. The new address is 1010 Riverside Parkway, West Sacramento. OSPR phone numbers change. **Mr. Mighetto's** new phone 916 375 7151.

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

- (5) U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** delivered a presentation on two ongoing studies. The first is the Port of Long Beach Deep Draft Navigation Study, whose purpose is to deepen parts of the harbor to make navigation safer and more efficient, and give ships freer movement. The notion of a standby anchorage area inside the breakwater was studied but the economics did not support the project. The second is the Port of Long Beach East San Pedro Bay Ecosystem Restoration Study. The purpose of the study is to restore and improve aquatic ecosystem structure and function and to provide for increased habitat biodiversity and ecosystem value. This study derived from the notion of removing or modifying the East section of the breakwater to enable surfing and improve water quality in Long Beach Harbor. There are national security interests associated with the 2 anchorages designated for the transfer of munitions for naval vessels that are too large to enter Naval Weapons Station Seal Beach. These anchorages must always be maintained and available. Commercial interests are also associated with the breakwater. The USACOE's preferred alternative is 4A which retains the breakwater as is and does a variety of measures to improve the ecosystem. There is an upcoming public comment session at the Aquarium of the Pacific, or comments can be sent by 27 January 2020.

- a. There was a question on where dredge material would be disposed of. **Mr. Fields** said it was mostly fine grain material that would be disposed of offshore, but if appropriate, the material could be used for one of the various restoration or building projects in the harbor.

(6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. **Voluntary Speed Reduction for Whales:** **Mr. Ferguson** briefed that the voluntary speed reduction program in the Santa Barbara Channel regarding whales ended on 15 November 2019. **Mr. Ferguson** thanked all who cooperated and participated. The program is expected to restart in the May 2020 time frame.
- b. **Paper Charts:** **Mr. Ferguson** briefed and provided a handout regarding the 5-year process to end all traditional paper nautical chart production, which will shut down all other raster chart products and services associated with traditional NOAA paper nautical charts. The first year is education and outreach. There is a feedback tool online. A Federal Register Notice soliciting comments will be released shortly.

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

- a. **GPS Jamming and Spoofing:** The jamming and spoofing of GPS is an issue which was reported by the port pilots. Enforcement efforts continue. Current jamming is not believed to be designed to interfere with navigation, but jammers are illegal and easily purchased on the internet. Incidents should be reported to the National Response Center at 800 424 8802. If the incident is an attempt to hack a security system or jam a GPS, the report would be considered a suspicious activity. If the incident is successful it would be considered a breach.
- b. **Cyber Sub-Committee:** This committee is one of the most active and robust. The port of LA/LB was selected by FEMA to host a National Level Exercise in May 2020 that will include a cyber incident targeting the LA/LB port complex. The Coast Guard is participating in the planning and the next meeting is 22 January 2020.
- c. **AMSC Recognition:** The Central California Area Maritime Security Committee was recognized by Coast Guard Headquarters as a runner-up for 2018. Part of the recognition was the result of efforts to reduce risk of Active Shooter.
- d. **Breach of Security:** There were 11 breaches of security. 5 cases involved lost or intoxicated individuals. 4 arrived by rail. 2 were fence climbers. There were 2 more cases that did not result in breach of security because access control systems worked. The Coast Guard is working with port partners on follow-up actions.
- e. **Fraudulent ID:** There were 2 cases of fraudulent TWIC cards, one of which resulted in truck impoundment because neither the TWIC nor Drivers' License of the driver was valid. The other case was an attempt to forge the expiration date.

- f. **Stolen Car:** The owner of a Lamborghini approached a terminal and said the vehicle's tracking device indicated it was onboard the terminal. The vehicle was found in a container and returned to the owner. There was no linkage to terrorism.

(8) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Chairperson Strong** reported that **Cpts. Betz and Louttit** are at the Electronic Navigation Conference in Seattle. **Lcdr. Mahar** delivered the following report.

- i. **HSC SC-1** will meet this afternoon at 1300 at the Marine Exchange.
- ii. **Bunker Barge Working Group:** **Lcdr. Mahar** briefed there were several cases of containers following on bunker barges. Existing policies are being reviewed. The working group is working toward recommendations.
- iii. **Marine events:** There were approximately 20 applications for holiday boat parades and the like submitted but about 5 were withdrawn. The approval process is underway. Safety is paramount.
- iv. **Harbor Safety Plan:** The annual review has started.
- v. **Catalina Sea Ranch:** The ranch may be reconstituting, and another is proposed for the Ventura area. Sector LA/LB is interested in hearing about any navigational impacts. In response to a question, all gear for Catalina Sea Ranch is on the sea floor.

- b. S/C #3 (Tug Utilization Group) – No report.

(2) **Annual Review of LA/LB HSP:** Already covered.

(3) **Other:** None.

ITEM IV – PUBLIC COMMENTS

- (1) **Capt. Cowan** briefed that the Council of American Master Mariners has learned that Chinese fishermen are putting AIS beacons on fishing gear, which is overloading the ships' equipment. **Capt. Cowan** contacted the IMO and the International Telecommunications Union (ITU) will be taking for action in January 2020.
- (2) **Capt. Cowan** briefed that there was no backup to GPS and the issues mentioned earlier regarding GPS jamming and spoofing indicate an alternative system such as eLoran could be a good alternative and backup.
- (3) No other public comment.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Strong** reminded all that the next meeting of the HSC will be at 1200 5 Feb 2020 at this same location, the Port of Los Angeles Administration Building. The late start is due to the AMSC meeting in the morning.
- (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. Dwyer**, to adjourn the meeting and the meeting adjourned at 10:56 AM.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
28 January 2020

LA/LB HARBOR SAFETY COMMITTEE

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LA/LB HARBOR SAFETY COMMITTEE

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