

**MINUTES OF THE ONE HUNDRED AND SEVENTY-EIGHTH MEETING
OF THE LA/LB HARBOR SAFETY COMMITTEE
Wednesday, 5 February 2020**

The One Hundred and Seventy-Eighth 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 1:08 p.m. **Executive Secretary Capt. 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. Kevin McCloskey
(LAPP)(Non-voting representative)

**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**

Kariane Dill
(Foss)

**FOR DRY CARGO VESSEL
OPERATORS**

Capt. Jeff Cowan (CAMM)

**FOR PLEASURE BOAT
OPERATORS**

Mr. Rick Roberts
(ABYC)

FOR ORGANIZED LABOR

Capt. Eric Morgan
(IBU/Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

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

**FOR COMMERCIAL
FISHING**

Mr. Daniel Strunk

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 facility available for this gathering.

ACTION ITEMS:

Mr. Mighetto stated that there were two appointments. **Mr. David Selga** was appointed Alternate Member representing Tank Vessel Operators and **Capt. Thomas Osborne** was appointed Alternate Member representing Mooring Masters. Both were absent so they will be sworn in at the next meeting they attend. Both terms are short, 5 February – 6 June 2020, to match the term of the member they replaced. Both will need to apply to keep the position. **Mr. Mighetto** will be asking the Marine Exchange to send out information regarding future openings.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 177th Meeting on 4 December 2019. **Capt. Cowan** made a motion, seconded by **Capt. Merchant**, to accept and approve the Minutes of the 177th Meeting on 4 December 2019. There were no comments, corrections, or discussion. The motion carried by a unanimous 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. **2019:** There were 11 incidents as of the last HSC meeting on 4 December 2019 and there were no more incidents through the end of 2019. The 11 total incidents in 2019 included 8 losses of propulsion, 1 loss of steering, 1 electrical, and 1 Advance Notice of Arrival violation. In summary, there were a total of 10 incidents associated with vessel propulsion, steering, and electrical, and 1 “other.” By comparison, there were a total of 18 incidents in 2018, of which 11 were propulsion, steering, and electrical and 7 were “other,” so propulsion, steering, and electrical stayed about even with last year, but we had 6 fewer “other” incidents in 2018. These were matters such as a vessel with an internal leak, search and rescue case, suspicious floating packages, and rules of the road violation. Another comparison is that there were 31 incidents in 2015, so we had about 1/3 as many incidents in 2019 as we did 4 years ago, a very nice trend.
 - ii. **2020:** There was one incident thus far in 2020. This incident was a container ship outbound Long Beach with pilot aboard that experienced a loss of propulsion due to an engine governor oil line fitting. The vessel had 2 tugs alongside. The vessel first requested an inside anchorage, repaired the problem, and then requested an outside anchorage. The vessel safely anchored in outside anchorage Foxtrot-11.

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

i. Arrivals.

1. Arrivals during the 3-month period November 2019 through January 2020 were way up. 380 vessel arrivals per month is the projection, but arrivals in November were 392, December were 432, and January was 411. 432 ships in December 2019 was the highest level since March 2009 when there were 433. For comparison, pre-recession and when ships were smaller, ship count during the period 2000 to 2009 routinely were more than 500 per month and total ship count in 2006 was more than 6,000. In 2019 we had only 4,561 arrivals.
2. Arrivals from the North (Santa Barbara Channel) during the November 2019 to January 2020 period ranged from 161 to 170 ships, which was 39-41%. Arrivals from the West (through Naval Air Ranges, also known as the Pacific Missile Test Range) ranged from 78 to 86 ships, which was 20%. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were 143 to 165 ships, which was 36 to 38%. The remainder were the 8 to 14 tankers that arrived per month from the Chevron Offshore Terminal in El Segundo, which was 2 to 3%.

ii. Departures. Departures ranged from 381 in January to 402 in December. Departures to the North ranged from 138 to 153, which was 36 to 39 percent. Departures to the West ranged from 73 to 88, which was 18 to 23 percent. Departures to the South ranged from 143 to 161 ships, which was 38 to 40 percent. The remainder were the 12 to 15 tankers per month that departed to the Chevron Offshore Terminal in El Segundo, which was 3 to 4 percent.

iii. Comments on ship count: The patterns and percentages of ships arriving from and departing to the 4 arrival and departure routes, East, West, North, and South, was very normal during all of 2019 and in January 2020. After 8 months of low ship count from February – September 2019 there was a nice up-tick of ship count in October through December that resulted in ship count in 2019 being almost identical to 2018. There were 4,561 arrivals in 2019, 3 more than 2018. However, there were big swings within those figures for different vessel populations. Big Increases: There were 30 more Barges and Articulated Tugs and Barges, which was a 17% increase. There were 62 more vessels that called for Bunkers (refueling) only, an increase of 16%. Big Decreases: There were 24 fewer General Cargo ships, a 13% decrease, and there were 154 fewer Container Ships, a reduction of 7%.

c. Comment on change International Maritime Organization (IMO) ruling on low sulfur fuel: As of 1 January 2020, outside the 200-mile ECA (Emissions Control Area), the IMO now requires use of 0.5% very low sulfur fuel worldwide rather than 3.5% heavy fuel oil. Ships are taking different approaches for compliance and signatory countries taking different approaches to enforcing

compliance. Ship options include using the new 0.5% very-low-sulfur fuel; shifting to an alternate fuel such as LNG, biofuel, methanol, or electric; or use 3.5% sulfur heavy fuel oil with a scrubber. The local result thus far was 62 more vessel calls for bunkers only in 2019 than 2018. In January 2020 alone there were 58 bunkers only vessel calls, the most in a single month since I started tracking it in 2016, and 19 more than January 2019. The increase is attributed to the availability of the required new fuel in the USA and not available elsewhere in the world. Inside the ECA within 200 miles of the U.S. Coast there is no change. Vessels continue to use Ultra-Low-Sulphur fuel (0.1%) as they have been using for many years. We will watch and report any changes in ship routing patterns, counts, or incidents.

d. Final Comments:

- i. Bollard Pull & Tugs Available for Tug Escort:** Appendix C1 of the LA/LB Harbor Safety Plan on the MX Web Site lists the tugs available for Ship Assist. **Capt. Strong** identified several discrepancies between this list and the list maintained by OSPR. We're working with **Mr. Mighetto** and the tug firms to reconcile the two lists to make them match. Discrepancies include tugs that have moved out of the area, ahead and astern bollard pull reversed, and typos; nothing operational.
- ii. Reliability Enhancement to Vessel Traffic Service LA/LB:** VTS LA/LB is a public/private partnership with the Coast Guard and both pilot organizations. All partners use the Norcontrol Vessel Traffic Computer System, which is connected on a local area network (LAN). Until today, the network had 2 single points of failure, one at the MX and the other on the LAN itself. Today, final testing is underway of a \$195K backup system that will eliminate both single points of failure. A backup computer called an AIS Node Manager was installed at Jacobsen Pilot Service that eliminates the point of failure at the MX. An AT&T technology called Multiprotocol Label Switching (MPLS) is the new, redundant LAN that connects the MX, LA Pilots, and Jacobsen Pilot Service; MPLS eliminates the other point of failure. The LA and LB Pilots, and MX, thank the FEMA Port Security Grant program for 75% funding of the project.
- iii. Los Angeles Port Police Radio Tower:** Construction continues on the Los Angeles Port Police's new 100' radio tower and associated communications hut on the grounds of the Marine Exchange. The tower will fill a gap in Port Police communications. Since the December HSC meeting foundations were poured and underground utilities installed. The tower is being built in our parking lot this week. Construction is expected to go through the spring of 2020 and Marine Exchange operations are not expected to be affected during construction.
- iv. 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. **Novel Corona Virus Outbreak:** This was discussed at the Area Maritime Security Committee Meeting this morning. The Coast Guard is closely monitoring the situation and continues to reach out to ships coming to Los Angeles, Long Beach, and Port of Hueneme that have visited ports in the People's Republic of China. There have been no reports of sick crewmembers or passengers. There is a MISB (Marine Safety Information Bulletin) dated 2 February 2020 titled Novel Corona Virus. This bulletin is the Coast Guard's implementation of the President's Proclamation issued on 31 January. The MSIB contains protocols regarding who may and may not enter the country. The Coast Guard is working closely with CBP (Customs and Border Protection), CDC (Centers for Disease Control), and the Ports of Los Angeles and Long Beach. Ship crewmembers must remain onboard. Any and all reports of sick crewmembers should be made to the CG Sector LA/LB Command Center 7/24.
 - b. **Pilot Exam Update:** CG Sector LA/LB Waterways Management and the Regional Exam Center are working with the Pilots, Marine Exchange, and Vessel Traffic Service to update the Pilot Exams for the Ports of Los Angeles, Long Beach, Seal Beach, Port of Hueneme, and Offshore Moorings in El Segundo. The update will include content, grading criteria, and question format. The project is on track for completion later this spring.
 - c. **Gerald Desmond Bridge Replacement:** The 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. There have been no reported traffic delays. The latest information on the bridge progress can be found at <https://newgdbridge.com>.
 - d. **Change of Command:** **Capt. Rochester** will be relieved as Captain of the Port and retiring on 21 May 2020. **Capt. Rochester** introduced her relief, who is the current Deputy Captain of the Port, **Capt. Rebecca Ore, USCG**.
- (3) Update on OSPR Activities: **Mr. Mighetto** congratulated **Capt. Rochester** on her upcoming retirement and reported:
- a. **Mr. Mighetto** introduced **Mr. Ted Mar**, Chief of the Prevention branch at OSPR.
 - b. **Mr. Mighetto** thanked **Capt. Strong**, **Mr. Steven Chesser**, and members of HSC Subcommittee-1 for their work to resolve discrepancies between OSPR's list of escort tugs and the list on the Marine Exchange's web site, such as when tugs changed owners or homeports. The data on the MX Web Site is updated as soon as **Mr. Chesser** and the MX receive the change. OSPR's list is on their web site in the section with Harbor Safety Plans but may lag in updates.
 - c. OSPR completed its move to its new facility at 1010 Riverside Parkway, West Sacramento, 95605.
 - d. OSPR is hiring Oil Spill Prevention Specialists and other positions. Jobs are posted on the California Jobs and OSPR websites, and you may contact an OSPR member for more information.

- (4) Update on California Coastal Commission: **Mr. Bishop** had nothing significant to report.
- (5) California State Lands Commission (CSLC) Activities: The seat is vacant, but **Mr. Chris Beckwith** reported that planning for the next *Prevention First* Symposium will be starting next week. It will be held at the Westin Hotel in Long Beach 29-30 September. The CSLC is in the process of hiring 4 new field staff including for the LA/LB area and 4 more in Northern California. They are updating their Strategic Plan for the next 5 years and updating 3 regulations including operations and ballast water. They are working with the Port of Los Angeles and Marine Oil Terminals regarding engineering and maintenance standards, and rebuild and rehabilitation of several terminals.
- (6) U.S. Army Corps of Engineers (ACOE) Activities: **Mr. Fields** reported there is a delay in the Los Angeles River Estuary Dredging Project, and it won't be going on to the street until March. A small area in the Port of Long Beach approach will be addressed in the same contract. The project is anticipated to be a small business contractor, with 2 months of work, for completion in early summer. There will be a lot of in and out traffic since the material will be going to the LA-2 dump site. Breakwater repairs continue and hope to be done mid-summer.
- (7) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
 - a. **Paper Charts**: The 5-year RASTER chart sunset plan is in the Local Notice to Mariners.
 - b. **Coast Pilot 7 will be split in 2 sections**: Due to its size, Coast Pilot 7 will be split into two sections and out in May. Coast Pilot 7 will contain California. Coast Pilot 10 will include Washington, Oregon, Alaska, and Hawaii.
 - c. **Air Gap Sensor on Gerald Desmond (GD) Bridge**: The program manager will reach out to appropriate port partners and pilots about when to move the sensor from the old GD bridge to the new GD bridge.
- (8) Update on Area Maritime Security Committee (AMSC): **Capt. Rochester** reported:
 - a. **Tensions overseas and with IRAN** caused the Coast Guard to review policies and implementation procedures should the need arise for increasing MARSEC (Maritime Security) levels. The Coast Guard recommends applicable agencies and industry groups review their procedures should a MARSEC change be implemented. There is no specific threat that is known at this time that would require a MARSEC change.
 - b. **Los Angeles City-wide Counter Terrorism and Maritime Intelligence Call**: The Coast Guard appreciates being on this call with the Los Angeles Port Police twice weekly to discuss maritime security and improve counter terrorism and intelligence sharing.
 - c. The **2020 Port Protector Security Workshop** was held on 15 January. The Coast Guard, led by **Mr. Chris Hogan**, held a workshop to better plan how to protect critical maritime infrastructure and key resources. The key and critical sites lists were updated and will be validated.

- d. The Coast Guard participated in a **Rail Security Meeting** and met with facility security officers regarding rail security. This will be an ongoing initiative intended to stem breaches in security resulting from unauthorized personnel entering MTSA-regulated (Maritime Transportation Security Act) facilities by rail. This will be discussed at future Facilities Security Officers Meetings with changes and recommendations being provided to the full AMSC.
- e. **Jamming and Spoofing of GPS** is an issue which was reported by the port pilots. Current jamming is not believed to be designed to interfere with navigation, but it can cause other disruptions. Any type of radio-wave jamming in the United States is illegal, however, many such units are easily purchased off-the-shelf or through the Internet. Efforts are being made through several enforcement activities to reduce the impact of jammers. 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 of security.
- f. **Chairperson Strong** queried **Capt. McCloskey** (LAPP) about reporting and use of drones. **Capt. McCloskey** responded that drones should be reported when observed, especially near critical infrastructure. The Los Angeles Port Police is initiating use of drones with specific authorization for use such as public safety, search and rescue, and law enforcement, and will try to make notifications in advance. Like GPS Jamming and Spoofing, the use can be innocent or nefarious. He used terms “clueless, careless, and criminal” when describing potential users. Common permitted use is the movie industry.

(9) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported that the sub-committee met 3 times in December and January. The annual Harbor Safety Plan review and update are in progress and **Capt. Betz** appreciates the hard work of all involved. One matter of New Business was the notion of expanding the use of AIS on commercial vessels under 65 feet in length; that matter is being carried forward. HSC SC-1 met this morning at the Marine Exchange and will next meet at 1300 4 March at the Marine Exchange.
 - i. **Bunker Barge Working Group:** 3 meetings were held during December and January, and are ongoing, led by **Mr. Paul Hendriks** (Foss). In terms of process, **Capt. Betz** proposed that the Bunker Barge Working Group first report to SC-1 so everyone can look at their proposal for updating the bunker barge safety procedures and guidelines, and after that review, the matter come forward to the full committee. Depending on the timing of when the working group completes its work, a special meeting of SC-1 might be held.

1. **Mr. Hendriks** briefed that the Working Group met 3 times and is taking the approach that they are updating the best management practices that are in the Harbor Safety Plan, and expect to add accountability, agreements, and communications. Work with stakeholders is good, especially terminal operators. Identification that bunkering is going on and safety are highlights. The next meeting will be 7 February. **Chairperson Strong** queried if the end product would be an update to the Harbor Safety Plan and **Mr. Hendriks** responded that if that is what the Committee wants to do with it, that would be “ideal,” replacing the language that is in the current plan.

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

(2) Other, as brought before the committee:

- a. **Capt. Rochester** was asked about the location of GPS jamming and spoofing. **Capt. Rochester** responded that to her knowledge it was largely on the Long Beach side but some instances on both sides. Anecdotally, she noted a drop in cell phone coverage in the vicinity of the Vincent Thomas Bridge, Gerald Desmond Bridge, and Route 47, which affects responders.
- b. **Mr. Chu Kow** reported that regarding drones, the Port of Long Beach also has a permitting process, which is run by the POLB Security Division, and adjacent facilities are notified. Please report suspicious use.
- c. **Capt. Louttit** added that verified GPS Jamming and Spoofing was detected at 2 sites on the LA side and 2 sites on the LB side during a pilot project done last year by the Jacobsen Pilot Service. A FEMA Port Security grant was applied for but denied. The project is being locally pursued now, the LA Port Police have the lead, and there is a meeting tomorrow. **Chairperson Strong** added that it affects the Portable Piloting Units the pilots use.
- d. **Capt. McCloskey** briefed that their new multi-missioned patrol vessel will be commissioned on 13 February in a short ceremony. All are invited.
- e. **Capt. McCloskey** briefed that the LAPP would increase enforcement of speed limits due to reports of whales in the harbor and shallow water habitat. The LAPP will also increase education, outreach, and awareness.
- f. **Corona Virus:**
 - i. **Chairperson Strong** briefed that all need to be aware of what is going on with Corona Virus on the federal level, take appropriate precautions, that port workers and pilots are among the first people who may be in contact, and all need to have confidence in the system.
 - ii. **Chairperson Strong** queried **Capt. Rochester** for her input and **Capt. Rochester** briefed that the overarching lead is with the Centers for Disease Control, dovetailing in this area with the Los Angeles County Health Department. **Cdr. Marshall Newberry** has the lead at CG Sector

LA/LB. The CG is locally partnered with both Ports and CBP (U.S. Customs and Border Protection). Cargo operations can continue with restrictions on crewmembers. The Coast Guard controls movement of the vessel. CBP controls the crewmembers. A *Virtual Joint Information Center* was created with all relevant parties so correct information and a unified message is passed. There have been zero reports of sickness thus far.

- iii. **Capt. Cowan** queried restrictions on the crews (foreign and U.S.). **Capt. Rochester** and **Cdr. Newberry** responded that CBP has the lead for crews and the 14-day period to exhibit symptoms applies.
- iv. **Capt. White** commented that pilots are onboard before any official such as CBP and asked if there a process to inform the pilot if, after the pilot disembarks, it is found a person aboard the ship may be sick. **Capt. Rochester** responded that yes, the pilot would be notified, and added that some pilot organizations are carrying and/or using PPE (Personal Protective Equipment).

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Strong** briefed that the next meeting of the HSC will be at 10:00 AM, 1 April at the Port of Long Beach Maintenance Building.
- (2) The meeting adjourned at 1:57 PM.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
24 March 2020

LA/LB HARBOR SAFETY COMMITTEE

February 5, 2020 - Meeting #178

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LA/LB HARBOR SAFETY COMMITTEE

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MEMBER	Representing Organized Labor	Eric	Bland	ebland640@att.net	
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MEMBER	Representing the Port of Los Angeles	Jay	Dwyer	JDwyer@portla.org	

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LIAISON	Representing the California Department of Fish and Wildlife Office of Spill Prevention and Response (OSPR)	David	Mighetto	david.mighetto@wildlife.ca.gov	DM
ALTERNATE	Representing Organized Labor	Eric	Morgan	elmorgan@ca.rr.com	

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MEMBER	Representing Tug and Barge Operators	Brian	Vartan	bvartan@harleymarine.com	

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