



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-NINTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 June 2020

The One Hundred and Seventy-Ninth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened by video teleconference using “Zoom” Technology due to COVID-19 protocols preventing an in-person meeting. **Chairperson Strong** called the meeting to order at 10:07 a.m. **Executive Secretary 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
(LA Pilot Service)

**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**

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
(IBU)

**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. Rebecca Ore, USCG

**FOR THE NON-PROFIT
ENVIRONMENTAL
PROTECTION
ORGANIZATIONS FOR
SANTA MONICA BAY**

Vacant

**FOR THE NON-PROFIT
ENVIRONMENTAL
PROTECTION
ORGANIZATIONS FOR LA/LB**

Mr. Garry Brown
(Orange County Coastkeeper)

FOR THE CDF&W/OSPR

Mr. David Mighetto

**FOR PASSENGER FERRY
OPERATORS**

Absent

FOR THE USACOE

Mr. Jim Fields

FOR THE CALIFORNIA

FOR THE NOAA/NOS

FOR THE SHIP’S AGENT

c/o Marine Exchange of Southern California
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STATE LANDS COMMISSION

Vacant

Jeff Ferguson

ORGANIZATION

Absent

**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. The Committee thanks the Jacobsen Pilot Service for making their “Zoom” Technology account available for this gathering. **Executive Secretary Louttit** reviewed “Zoom” virtual meeting protocols, took attendance, and validated a quorum was present. **Chairperson Strong** welcomed **Capt. Rebecca Ore, USCG**, as new Captain of the Port. **Chairperson Strong** wished **Mr. Reid Crispino** a fond farewell and best wishes in retirement, with thanks of the Committee for his many years of dedicated input and service.

ACTION ITEMS:

Mr. Mighetto stated there were no appointments nor members 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 178th Meeting on 5 February 2020. **Mr. Farren** made a motion, seconded by **Capt. Dwyer**, to accept and approve the Minutes of the 178th Meeting on 5 February 2020. 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. There were 3 incidents since the last Harbor Safety Committee Meeting on 5 February for a total of 4 incidents in 2020. The 1st incident of the period and 2nd incident of the calendar year was interesting and prolonged. A bulk ship outbound in the Northern Traffic Lanes 15 miles Northwest of Point Fermin at approximately 1550 with no pilot aboard reported above average temperatures in the engine compartment. The vessel requested to turn West, cross the Traffic Separation Scheme (TSS), and drift. The VTS granted permission. At approximately 1600 the vessel reported loss of propulsion. At approximately 1615 the vessel reported needing 2 hours to restore propulsion and if unsuccessful they might need outside assistance. At approximately 1645 the vessel reported needing 8-10 hours to restore propulsion. The vessel was in safe water, was drifting across the TSS slowly toward Catalina, and there was no traffic until 0500. At approximately 1830 the Coast Guard Captain of the Port issued an order for the ship to be towed to an outside anchorage. At 0030 an assist tug arrived on station. At approximately 0500 the tug reported that the vessel had regained propulsion and requested permission of the Coast Guard to proceed to anchor under its own power. The Coast Guard granted permission. The vessel proceeded to anchor under its own power with 2 assist tugs and safely anchored in Anchorage Sierra Foxtrot 3 at 0900. The 2nd incident of the period 3rd incident of the year was a container ship outbound Los Angeles with pilot aboard that reported a fuel oil leak. The vessel first said it wanted to exit the precautionary area and traffic lanes, stop, and drift while it made repairs. The vessel then reported it had repaired the leak while underway and the vessel continued to Oakland without stopping. The 3rd and final incident of the period and 4th incident of the year

was the case of a U.S. Navy Destroyer Southbound from Seal Beach that heard a Mayday call on Channel 16 from a Jet Skier who had fallen off his Jet Ski and could not get back on. The Navy Destroyer diverted and was on scene in 8 minutes. The Destroyer stood by until Baywatch arrived and reunited the Jet Skier with his Jet Ski.

- b. **Traffic Report: Capt. Louttit** referred to a handout.
- i. **Arrivals.** Total arrivals during the 4-month period ranged from a high of 394 in April which is 14 more than normal, to a low of 295 in May. 295 arrivals in May is the lowest monthly count and first month under 300 arrivals since modern Marine Exchange records start in 1980. This is attributed to trade issues and the COVID-19 Corona Virus. Looking back to the January to May 2020 period, we are 78 arrivals below 2018-2019 levels. Of these, there were 122 fewer container ships and 132 more arrivals for bunkers-only compared to 2018-2019 levels. All other ship types were down except general cargo up slightly, and cruise ships were essentially zero except for logistics. During this period, we actively managed the outside anchorages due to the backup of ships at anchor associated with COVID-19. We had a high of 32 ships at anchor, of which 24 were tankers, on 21 April, but even this high level left 16 empty anchorages. For the past 2 weeks the number of ships at anchor has dropped into the high teens. There have been no issues. Arrival routes were relatively normal with the following exceptions. Arrivals from the North (Santa Barbara Channel) were 158, which is a relatively normal count but 54% of the total arrivals while the normal percentage is the low 40s. Conversely, arrivals from the West (through the Naval Air Ranges, also known as the Pacific Missile Test range) were especially low in May when there were only 48 arrivals (16%), well below the usual 60-80 arrivals and percentage in the low 20s. Arrivals from the South (South America, Panama Canal, Mexico, and San Diego) were normal except in May when there were 81, which was 2/3 of the normal level and 27% rather than the usual mid-30s. The remainder were the normal level of 8-11 tankers that arrived from the Chevron Offshore Terminal in El Segundo, which was 2% to 3%.
 - ii. **Departures.** Departures generally mirrored arrivals but the changes were not as dramatic, except departures to the South were a low of 88 ships, 2/3 of normal levels. There was a spike of 12 tankers departing to the Chevron Offshore Terminal in El Segundo in March, which was 4%.
- c. **Comments on ship count:** The number of vessels arriving for bunkers-only started trending up in Oct 2019 and continued through May to 132 more than 2019 levels. Bunkers-only traffic then cooled. These extra bunkers-only arrivals are attributed to IMO 2020 Fuel Regulations effective 1 Jan 2020 requiring ships at sea to use 0.5% low sulfur fuel, or permissible alternative fuel or “Scrubber,” down from 3.5% sulfur fuel. The required fuel is available here and not in many other ports around the Pacific. Inside 200 miles of the U.S. ships must still use 0.1% very low sulfur fuel.
- d. **3 Final Comments:**
- i. **COVID-19:** The Marine Exchange continues to work under our COVID-19 protocols with a mix of personnel working on-site and from home until further notice.

- ii. **LA Port Police Radio Tower:** Work continues on the Los Angeles Port Police new 100' radio tower and communications hut. Marine Exchange operations have not been affected and are not expected to be affected.
- 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 appropriate precautions.

(2) Update on USCG Sector LA/LB activities: **Capt. Ore** reported:

- a. **Capt. Ore** thanked the Committee for the welcome and said she looked forward to working with the Committee.
- b. **Capt. Ore** thanked:
 - i. All port partners for their great work during the unprecedented last few months.
 - ii. The Marine Exchange for their great work with anchorage management and useful reports generated by **Capt. Pat Baranic** that contributed to great situational awareness.
 - iii. The pilots for their vigilance and being on the front lines interacting with commercial vessel crews and working through protocols such as PPE (Personal Protective Equipment) development and use.
 - iv. The LA Port Police for security associated with USNS MERCY, and security at the World Cruise Ship Terminal and Marine Exchange associated with protests over Memorial Day Weekend, including personal visit by **Chief Gazi** and high-ranking officers to the Marine Exchange.
 - v. The Port Coordination Team is successful and thanks to all who participate in this reliable tool for situational awareness.
 - vi. **Senior Chief Reid Crispino** and **Lt. Cdr. Isaac Mahar** for their service to the port community and committee.
- c. **Capt. Ore** introduced **Lt. Cdr. Maria Wiener**, who is **Lt. Cdr. Mahar's** relief as Chief of the Waterways Management Division. **Lt. Cdr. John Davies** is a Reservist on Active Duty assisting in the Waterways Management Division.
- d. Maritime operations are increasing due to recent changes in COVID-19 protocols and therefore Coast Guard Marine Inspectors are getting back out into the field to inspect passenger and dive vessels. Container vessel inspections will increase. Marine Permit business has been slow and it does not look like much will be happening, such as 4th of July Fireworks.
- e. Regarding Cyber Security:
 - i. NVIC (Navigation and Vessel Inspection Circular) Number 01-20 was promulgated 26 February 2020. The subject is "Guidelines for Addressing Cyber Risks at Maritime Transportation Security Act (MTSA) Regulated

Facilities.” The Coast Guard will be putting together a virtual meeting/discussion for interested parties to share best practices for adding necessary material to security plans. Contact **Mr. Chris Regan** at Sector LA/LB if you desire to participate.

- ii. Maritime Cyber Alert 02-20 reminds employees of basic cyber hygiene such as not clicking on links or opening attachments. Caution is the watchword and make appropriate notifications per your organization’s protocols.
- iii. The Maritime Transportation System Information Sharing and Analysis Center (MTS ISAC) is a new organization that is pushing out useful cyber information. Contact **Mr. Chris Regan** if you desire to receive the information.

(3) Update on Area Maritime Security Committee (AMSC) activities: **Chairperson Strong invited **Capt. Ore** to continue with her AMSC Report. **Capt. Ore** reported:**

- a. Regarding the FEMA Port Security Grant Program, all 2020 actions were completed. **Capt. Ore** thanked the AMSC Grants Sub-Committee for their vetting, scoring, ranking, and briefing. There were 59 submissions this year for a total of \$17M and LA/LB typically gets about 15% of the total of \$100M in the program annually. Awards are expected in September.
- b. The Port Protector Exercise was postponed. The next exercise could focus on COVID-19 lessons-learned. Contact **Mr. Chris Hogan** if you would like to comment on this idea.

(4) Update on OSPR activities: **Mr. Mighetto reported:**

- a. **Mr. Mighetto** thanked the Marine Exchange for forwarding information regarding open committee positions per requirements.
- b. OSPR’s office in Sacramento is closed due to social activity in the Sacramento area. Most OSPR members are working from home.
- c. **Mr. Mighetto** complimented the Committee and its members for carrying out their good work while there were concerning issues such as backup of oil tankers and low ship count.
- d. OSPR thanked all members and firms who are providing OSPR info on tanker and vessel activity throughout California.
- e. The West Coast Harbor Safety Summit is TBD.
- f. **Mr. Mighetto** thanked both the Jacobsen Pilot Service and Los Angeles Pilot Service for submission of their annual Pilot Advisory Council (PAC) reports and noted that their annual PAC meeting was cancelled due to COVID-19 protocols.
- g. Paperwork for all Harbor Safety Committees in California regarding the grants that fund their Executive Secretariats was submitted and is in good order.

(5) California State Lands Commission (CSCL) activities: The seat is vacant; no report.

- (6) U.S. Army Corps of Engineers (ACOE) activities: **Mr. Fields** reported final rock placement on the breakwaters and modifications to the staircases should be complete by the end of the summer. The apparent low bidder on the Los Angeles River Estuary dredging and Port of Long Beach approach channel work dredging is Pacific Dredge. Actual dredging should start by the end of July.
- (7) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. Coast Pilot 7 will be split in 2 sections and the new version will be out 9 June. Due to its size, Coast Pilot 7 will contain California. A new Coast Pilot 10 will include Washington, Oregon, Alaska, and Pacific Islands. It will be available on the NOAA web site and print-on-demand vendors.
 - b. The Vessel Speed Reduction Program in the Santa Barbara Channel and Western Approaches is from 15 May through 15 November 2020. All vessels over 300 gross tons are requested to transit at less than 10 knots to help avoid ship strikes to whales. This is a joint NOAA and USCG Program. The Marine Exchange sent information by e-mail on 30 April.
- (8) Other: None.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported:
 - i. The sub-committee met 3 times since February, once in March and twice in May. The meetings were a combination of normal meetings and a special meeting regarding the “2020 Los Angeles – Long Beach Bunker Barge Safety Program Best Maritime Practice.” During the special meeting, the sub-committee voted to approve the Program with minor revisions. The sub-committee further agreed to send the Program to the full committee for vote to approve today.
 - ii. The sub-committee is actively working with OSPR regarding the LA/LB Tank Vessel Escort Regulations as they make their way through the rulemaking process. The proposed changes were sent to stakeholders in the port complex and operators of ATBs, and reviewed and discussed in the sub-committee extensively. The proposal is now with OSPR.
 - iii. The annual review of the LA/LB Harbor Safety Plan was completed for the 2019-2020 term. There was only one matter of significance that required change, which was an update to Chapter 5 regarding Harbor Depths. Thanks to the Port of Long Beach for their good work. The sub-committee approved the change. It is non-substantive and therefore no vote is necessary by the full committee.
 - iv. **Capt. Paul Hendriks** and **Mr. Ron Costin** provided a Power Point brief on the proposed “2020 Los Angeles – Long Beach Bunker Barge Safety Program Best Maritime Practice.” **Mr. Farren** provided thanks on behalf of industry and **Capt. Hendriks** thanked all participants for thorough input. **Chairperson Strong** clarified that the document provided will completely

replace existing language in the Harbor Safety Plan and was sent to all by e-mail to pre-read. The new document incorporates aspects of existing language 2007 and adds new elements, process improvements, best practices. It proposes an ongoing Bunker Barge Safety Group and List of Points of Contact with Phone Numbers. The title of the new document is “Container Vessel Bunkering Heightened Awareness Program.” **Capt. Betz** made a motion for the Committee to approve the “2020 Los Angeles – Long Beach Bunker Barge Safety Program Best Maritime Practice,” as reviewed and approved by sub-committee, and replace the current 2007 version. The motion was seconded by **Capt. White**. There was no discussion and were no opposition votes. The motion passed. **Chairperson Strong** complimented all participants and said he admired their work because this was a very complex issue that transcended water side and land side borders, and a very favorable outcome was achieved.

- (2) Annual review of LA/LB Harbor Safety Plan: Covered earlier.
- (3) Presentation on Sea Level Rise: **Dr. Angelica Rodriguez**, representing the Center for Climate Change Impacts and Adaptation (CCCIA), Coastal Data Information Program (CDIP), and the Southern California Coastal Ocean Observing System (SCCOOS), delivered a brief on Sea Level rise with focus on San Diego, Los Angeles, and Long Beach port complexes. Sea level has risen 10 inches in San Diego since 1900, which tracks global sea level rise, and the trend is expected to continue. There were several questions and comments.
- (4) Gerald Desmond Bridge Replacement Update: **Mr. Farren** commended **Capt. Ore** on her selection as Captain of the Port. It is expected that vehicle traffic will move onto the bridge in both directions at the end of July or beginning of August, followed up by clean-up of surface streets and intersections for another 30 days. The contract will then be awarded to a firm to remove the old bridge, starting in the first quarter of 2021. The old bridge will be clear of the channel by mid-2022. In response to a question, the current protocols for waterborne traffic for building the new bridge are expected to be used again for demolition of the old bridge.
 - a. **Mr. Farren** commented that cargo volumes were up, which is a positive sign. There is good info on the web sites of both the ports of LA and LB.
 - b. **Mr. Farren** commented that POLB cyber protocols currently prevent the POLB using the video function of Zoom.
- (5) **Capt. Ore** introduced the new Deputy Captain of the Port and Deputy LA/LB Sector Commander, **Cdr. Kristi Bernstein**, who said she looked forward to working with the committee.

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) **Capt. Betz** made a motion seconded by **Mr. Farren**, to adjourn the meeting, and the meeting adjourned at 11:17 a.m.

- (2) **Chairperson Strong** briefed that there were no planned meetings over the summer, but a meeting could be called if necessary. The next scheduled meeting of the HSC will be at 10:00 AM, 7 October, by virtual means or physical at the Port of Long Beach Maintenance Facility to be determined.
- (3) Sub-Committee 1 will start its meeting at 11:25 a.m.; the same Zoom line will be left open.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
17 August 2020

HSC #179 – June 3, 2020 - Attendees

Andrew Benware
Angelica Rodriguez
Brian Vartan
Ben Kotin
Casey Robert
Clarissa Anderson
Dave Mighetto
Dave Selga
Donato Quillao
Duncan McFarlane
Eric Bland
Eric Morgan
Garry Brown
Glenn Farren
Isaac Mahar
James Behrens
Jon Bishop
James Fawcett
Jeff Cowan
Jeff Ferguson - NOAA
Jeff White
Jessica Alvarenga
Jim Fields
Jim Kiatos
John Betz
John Davis
John Dwyer
John Strong
Jon Victoria
Joyce Kaplan
Kariane Dill
Kip Louttit
Laura Kovary
Maria Wiener
Marshall Newberry
Matt Vaughn
Mdv
Michele Grubbs
Mike Sitts
Nevin Garcia
Paul Hendriks
Rebecca Ore
Reid Crispino
Rick Roberts
Ron Costin
Russ Beauchamp
Ryan Stirewalt
Sean Marchant
Steve Chesser
Thomas MacKrell
Ted Mar
Rob McCaughey
William Crabbs