



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND EIGHTIETH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 7 October 2020

The One Hundred and Eightieth 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 10:05 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**

Mr. Dave Selga
(Chevron Shipping)

**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
(Centerline)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

**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

c/o Marine Exchange of Southern California
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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**

Vacant

FOR THE NOAA/NOS

Jeff Ferguson

**FOR THE SHIP'S AGENT
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.

ACTION ITEMS:

Due to the virtual format, **Mr. Mighetto** first delivered his report (Agenda Item II Old Business) and then accomplished the action item to swear in new members.

- 1. COVID-19 update:** OSPR offices remain mostly closed to the public and employees. Office staff are working from homes remotely, and staff are restricted from air travel and large meetings. All Harbor Safety Committee meetings are being held remotely. Field staff are required to limit exposure, which means less attendance at sites or drills. 70% of OSPR employees may not be allowed back to offices soon, or at all, due individual health risks per California Department of Health recommendations.
- 2. Proposed OSPR Regulations:** Certification of Spill Management Teams (SMTs). A notice of Proposed Rulemaking was filed in the California Regulations Notice Register July 31, 2020 to implement regulations governing SMTs, as required by Assembly Bill 1197. For further details contact Rachel Fabian, PhD, Email: Rachel.Fabian@wildlife.ca.gov or Christine Kluge Email: Christine.Kluge@wildlife.ca.gov.

<https://Wildlife.ca.gov/ospr/legal/Proposed-Regulations/SMT-Certification>

Comments were to be received by end of Monday, September 14, 2020 but comments resulted in some changes and the public comment period has been extended a few weeks. July 2021 is the anticipated goal for the regulation.

- 3. Announcement for open positions on the LA/LB HSC:** On September 21, 2020, the Marine Exchange of SoCal distributed OSPR's Announcement notice. Please consider reapplying if your term has expired. Please help us attract qualified individuals who may want to serve on the Harbor Safety Committee. Applications must be received by October 30, 2020. **Mr. Mighetto** received applications from **Capt. Josh Knight**, Los Angeles Pilot Organization; **Capt. Mike Jessner**, Dry Cargo Vessel Operators; and **Mr. John Stiles**, Ship's Agent Organization. **Mr. Mighetto** thanked **Capt. Crawford**, President of Local 68, ILWU, for his involvement for the openings for the Los Angeles Pilot Organization, Alternate and Member positions recommendations.

Action Items: Appointments to the Los Angeles / Long Beach Harbor Safety Committee

1. **Capt. John Strong** was reappointed to the LA/LB Harbor Safety Committee as Primary Member representing Long Beach Pilot Organization. **Capt. John Strong** was also reappointed to the LA/LB Harbor Safety Committee as Chairman. **Capt John Betz** was reappointed to the LA/LB Harbor Safety Committee as Vice Chairman. **Capt. Thomas Jacobsen** was reappointed to the LA/LB Harbor Safety Committee as Alternate member representing Port of Long Beach Pilot Organization. **Capt. Mark Coynes** was reappointed to the LA/LB Harbor Safety Committee as Alternate member representing Port of Long Beach Pilot Organization. All appointments were made by **Capt. Thomas Cullen**, Administrator OSPR for 2- or 3-year terms as appropriate. **Capt. John Dwyer**, Chief Port Pilot II will continue to represent the Port of Los Angeles on the LA/LB Harbor Safety Committee.

Oath of Office: Because we were not meeting in person, **Mr. Mighetto** had been instructed to administer the California Oath of Office via remote means. **Mr. Mighetto** read the California Oath of Office to all appointees at once. **Capt. Strong, Betz, and Coynes** affirmed they had raised their right hand and responded in turn by saying “I do” to **Capt. Louttit** and **Ms. Joyce Kaplan** (MX Staff). All were present except **Capt. Jacobsen**. **Mr. Mighetto** instructed all appointees to sign the oath document that has been or will be provided by email and return it to **Mr. Mighetto** by e-mail.

Mr. Mighetto and **Administrator Cullen** passed their deepest thanks to all members for the partnership and participating on the Harbor Safety Committee.

Mr. Selga noted that he had been appointed in June but had not attended the HSC meeting to be sworn in. **Mr. Selga** stated he heard the Oath. **Mr. Selga** raised his hand, and said “I do. This was noted and recorded by **Capt. Louttit** and **Ms. Kaplan**.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 179th Meeting on 3 June 2020. **Capt. White** made a motion, seconded by **Capt. Betz**, to accept and approve the Minutes of the 179th Meeting on 3 June 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:** There were 5 incidents since the last HSC Meeting on 3 June for a total of 9 Incidents in 2020. For comparison, we had 11 incidents as of this date last year (2019). The 1st incident of the period and 5th incident of the calendar year was unique in that it was the Marine Exchange having to abandon our building due to a brush fire in the field adjacent to the Marine Exchange on the Korean Bell side. The fire was started by illegal fireworks. The LA Port Police directed our 3-person watch to abandon the building based on LA Fire Department recommendation. We activated our business resumption and continuity plan and shifted the VTS watch to the LA Pilot Service and Jacobsen Pilot Service while other MX members went to our backup VTS site at the Port of Long Beach Joint Command and Control Center. The LA fire department put the

fire out in 30-minutes and we were allowed to restaff our building. Our plan worked perfectly, no vessel calls were missed, and many people did not realize we had left the building. Thanks for all partners who helped but especially the LA Port Police, LA Fire Department, Los Angeles Pilots, Jacobsen Pilot Service, and Port of Long Beach Joint Command and Control Center.

The 2nd incident of the period and 6th incident of the year was a tanker getting underway from anchorage Foxtrot-6 with pilot aboard that experienced engine difficulties. The vessel re-anchored to repair an exhaust valve issue. The tanker remained at anchor until the #1 exhaust valve was replaced and then entered port uneventfully.

The 3rd incident of the period and 7th of the year was a container ship getting underway from LA Berth 405 with pilot aboard that experienced a loss of propulsion. The vessel was towed toward outside anchorage by 2 tugs. Propulsion was regained during the transit. The vessel anchored in anchorage Golf-4 and found the cause of the loss of propulsion was a closed hydraulic valve. The vessel was cleared to sail by the Coast Guard.

The 4th incident of the period and 8th of the year was a Roll-on/Roll-off ship 2 miles southwest of the precautionary area with no pilot aboard whose engine would only go dead slow ahead. The vessel proceeded to anchorage Sierra Foxtrot 3 and anchored to conduct repairs to the #3 exhaust valve, which had an electronic issue.

The 5th and final incident of this period and 9th incident of the year was a container ship outbound in the traffic lanes 6 miles south of Point Fermin with no pilot aboard that requested to return to outside anchorage due to a leaking engine stuffing box which caused the engine to overheat. The vessel safely anchored in anchorage Sierra Foxtrot 1.

- b. **Traffic Report:** Capt. Louttit referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in June was highlighted in light blue.

There were 295 arrivals in May and 307 arrivals in June, which were the lowest 2 months of ship arrivals in the past 40 years since modern Marine Exchange records begin in 1980. 344 Arrivals in September was the lowest September in this 40-year period.

For the 9-month period 1 January - 30 September 2020 there were 3,146 arrivals. This is 194 fewer than the same 9-month period in 2019 and 245 fewer than the same 9-month period in 2018. Regarding vessel routes, arrivals and departures from and to the North continue to trend up to approximately 50% of the arrivals and 43% of the departures. Arrivals and departures from and to the West continue to trend down to approximately 16% of the arrivals and 20% of the departures. Arrivals and departures from and to the South continue to trend down with 32% of the arrivals and 35% of the departures. Arrivals and departures from and to Chevron in El Segundo are steady at between 2 and 3 percent.

c. Comments on ship count:

- i. The spike in vessels calling for bunkers only that started in Oct 2019 and continued through May 2020, with 132 more vessels than 2019 levels, returned to normal levels through the summer.
- ii. The backup of tankers and cruise ships at anchor in March through May 2020 due to COVID-19 resolved and the anchorages have been normal since June.

d. **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 for the foreseeable future. Please let us know any issues in the spirit of continuous improvement.
- ii. Los Angeles Port Police Radio Tower: Work continues on the Los Angeles Port Police's new 100' radio tower and communications hut. Marine Exchange operations have not been affected and are not expected to be affected while the work is being done. We are happy to support the LA Port Police.
- 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 there are whales in Southern California waters and vessels should take appropriate precautions.
- iv. **Ms. Joyce Kaplan** was promoted to Office Manager and will be your lead contact for HSC matters. Former Office Manager **Mr. Steve Chesser** continues for specialty HSC work in a part-time status.

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

- a. Thanks to all who contributed to the success of building the Gerald Desmond Bridge Replacement and opening day boat parade. **Capt. Ore** stated she looked forward to smooth demolition of the old Gerald Desmond Bridge.
- b. COVID and CG Missions: The Coast Guard continues its missions under COVID protocols and is finding interesting ways to perform regulatory inspections such as a combination of remote record review and facility documentation that are allowing real efficiencies in how to do business.
- c. The Request for Information regarding Autonomous Vessels closes 13 October 2020.
- d. Marine Events: Very few requests for permits have been received and are anticipated to remain low.
- e. The CDC extended the no-sail-order for cruise ships through 31 October 2020.
- f. Good information for handling positive COVID cases is on the CDC Web Site, including options for handling crews. These are being handled on a case by case basis

with great coordination with CDC quarantine station and awesome coordination with the Pilots.

- g. Port Coordination Team (PCT) meetings have not been needed recently but the PCT remains a great body that can be convened at any time if needed for any sort of port disruption.
 - h. MSIBs: 5 MSIBs are posted on Sector LA/LB's Homeport Page including Electronic Notice of Arrival Submission, Fishing Vessel Stability, Cyber impacts to MTSA Facilities, Marine Casualty Reporting, and Guidance on Marine Event Permit Procedures. There was also an MSIB on TWIC Operations and Enforcement of Readers.
 - i. Chief Information Security Officer Roundtable: This was changed to a virtual meeting and will discuss the NVIC on Cyber and share best practices. All are welcome.
 - j. **Chairperson Strong** commented that COVID protocols make it hard to get to know new people, such as **Capt. Kristi Bernstein** and **Lcdr. Maria Weiner**, and he looked forward to meeting them when protocols permit.
- (3) Update on OSPR activities: **Mr. Mighetto** passed his report earlier in the meeting. **Chairperson Strong** invited comments from **Administrator Thomas Cullen**.
- a. **Administrator Cullen** reported that 4 days into the COVID lockdown there was a major response to a tanker truck carrying 6,000 gallons of crude oil slid off a road and spilled 4,500 gallons into a river upriver of a reservoir in Eastern Santa Barbara area. The significance to the Committee was that the "Hot Zone" is normally considered to be where the oil is, but with COVID, there is an additional "Hot Zone" at the command post. Procedures were adapted for a virtual response. Similar procedures were used for the USS Bonhomme Richard fire in San Diego, with risk of spill from fuel and other petroleum products aboard. OSPR is working on virtual command posts and how to work a major response with hundreds of people. A large-scale unannounced exercise is being planned to test collaboration and communication.
- (4) California State Lands Commission (CSCL) activities: The seat is vacant; no report.
- (5) U.S. Army Corps of Engineers (ACOE) activities: **Mr. Fields** was not present; no report.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:
- a. Coast Pilot 7 was split into 2 sections and is available. Due to its size, Coast Pilot 7 now contains only California. A new Coast Pilot 10 includes Washington, Oregon, Alaska, Hawaii, and Pacific Islands. The new Coast Pilots are available on the NOAA web site and print-on-demand vendors.
 - b. Anyone with information in the Coast Pilot is requested to review the information to ensure it remains correct, such as phone numbers.
 - c. The old Gerald Demond Bridge has an air gap sensor that will be moved to the new bridge, but there will be a period of time where there is no air gap sensor

available. Caution is advised while the sensor is not in place and the old bridge is still in place over water.

- d. The Vessel Speed Reduction Program in the Santa Barbara Channel and Western Approaches extends from 15 May through 15 November 2020. There is 60% compliance this voluntary program, which is up from 55% last year. All vessels over 300 gross tons are requested to transit at less than 10 knots to help avoid ship strikes to whales.

(7) Area Maritime Security Committee: **Capt. Ore** had nothing to add to her prior report.

(8) Other: **Capt. Louttit** introduced **Capt. Patrick Baranic** as the new General Manager of the Marine Exchange, having relieved **Reid Crispino**, who retired.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported that the sub-committee will meet immediately following the HSC meeting.

(2) Presentation on the PortExchange Program in the Port of Houston: **Mr. Roland van Assche** and **Willem van Esch** delivered a presentation this program and how it can increase port efficiency through information sharing to better make use of port terminals and facilities. Questions and answers followed.

ITEM IV – PUBLIC COMMENTS

(1) **Mr. Ross Timmerman** delivered a presentation on the Coastal Data Information Program (CDIP) at the Scripps Institution at the University of San Diego. There are 70 buoys nationwide of which 26 are in California. There is a new buoy off Malibu that provides surface current. Several buoys have been hit or near misses by vessels. A flyer was distributed to advertise their positions and request vessels give them wide berth. There is a new Coastal Flooding Reporting Tool at cfrr.cdip.ucsd.edu so anyone observing flooding can easily submit photos and comments, which will be analyzed. **Capt. Strong** commented on how important the buoys are to the pilots. Questions and answers followed.

ITEM V - ADJOURNMENT:

(1) Mr. Farren:

- a. Thanked **Mr. van Assche** for the PortExchange brief and said he was familiar with this good program and work.
- b. Thanked Jacobsen Pilot Service and especially **Capt. Strong** for the great job planning and leading the Gerald Desmond Bridge Boat Parade, and thanked all who participated.
- c. Thanked **Capt. Ore** for the great customer service he and the Port of Long Beach have experienced from Coast Guard members. They do it exceptionally well and ask, “how can I help you?” at both the beginning and ending of the call; great team. **Chairperson Strong** echoed this comment and added that good work was being done by all despite COVID.

(2) **Glenn Farren** made a motion to adjourn, seconded by **Jonathan Bishop**, and the meeting adjourned at 11:14 a.m.

(3) Sub-Committee 1 will start its meeting at 11:20 a.m.; the same Zoom line was left open.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
18 November 2020

HSC #180 meeting attendees 10-7-2020

Roland van Assche - guest speaker
Willem van Esch – guest speaker
John Strong
John Betz
Brian Vartan
Capt. Ore
Capt. Bernstein
Chu Kow
Duncan McFarlane
Glenn Farren
Dave Selga
David Mighetto
Eric Bland
Eric Morgan
Joshua Knight
Jonathan Bishop
Jay Dwyer
Jeff Ferguson
Jeff White
Jessica Alvarenga
Joyce Kaplan
Kari Meadow
Kevin McCloskey
Kip Louttit
Lcdr. Maria Wiener
Cdr. Marshall Newberry
Matt Vaughn
Michele Grubbs
Mike Sitts
Pat Baranic
Rick Yellon
Ross Timmerman
Russ Beauchamp
Sean Hastings
Steve Chesser
Steve Duboyce
Max Rosenberg
William Crabbs
Thomas Mackrell
Tom Cullen
Thomas Mackrell
Mark Coynes
Ryan Stirewalt
Sean Marchant