



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND EIGHTY-SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 6 April 2022

The One Hundred and Eighty-Seventh 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 10:00 a.m. **Executive Secretary Louttit** had an excused absence. Acting Executive Secretary **Captain Patrick Baranic** determined a quorum was present as listed below:

**FOR THE PORT OF
LONG BEACH**

Mr. Chu Kow

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer
(LA Pilot Service)

**FOR THE LONG BEACH
PILOT ORGANIZATION**

Capt. John Strong
(JPS)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Jankovich)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Joshua Knight

**FOR THE OFF-SHORE
TERMINALS’ MOORING
MASTERS**

Captain Thomas Osborne

**FOR TUG & BARGE
OPERATORS**

Ms. Kariane Dill (Foss) &
Capt. Ryan Stirewalt (Crowley)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

**FOR PLEASURE BOAT
OPERATORS**

Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR

Mr. Eric Bland
(IBU of the Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. Thomas Mackrell
(Marathon)

**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

FOR THE CDF&W/OSPR

Mr. Jon Victoria

**FOR PASSENGER FERRY
OPERATORS**

Mr. Erik Bombard
(Catalina Express)

FOR THE USACOE

Absent

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**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Vacant

FOR THE NOAA/NOS
Mr. Jeffrey Ferguson

**FOR THE SHIP'S AGENT
ORGANIZATION**
Absent

**FOR COMMERCIAL
FISHING**
Absent

FOR THE U.S. NAVY
Absent

EXECUTIVE SECRETARY
Capt. Patrick Baranic (Acting)
(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. **Chairperson Strong** and **Acting Executive Secretary Captain Patrick Baranic** reviewed “Zoom” virtual meeting protocols, took attendance, and validated a quorum was present.

ACTION ITEMS:

Mr. Victoria announced **Mr. Jon Hornaker** was appointed as Member representing the Port of Long Beach.

Oath of Office: Because we were not meeting in person, **Mr. Victoria** had been instructed to administer the California Oath of Office via remote means. **Mr. Victoria** read the California Oath of Office to **Mr. Hornaker**. **Mr. Hornaker** affirmed he had raised his right hand and responded “I do” to **Capt. Baranic** and **Ms. Joyce Kaplan** (MX Staff). **Mr. Victoria** instructed **Mr. Hornaker** to sign the oath documents that were provided, scan, and return them. When **Mr. Victoria** receives the signed oath, he will have it recorded at the Secretary of State Office in Sacramento. Congratulations!

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 186th Meeting on 2 February 2022. **Capt. Betz** made a motion, seconded by **Capt. Stirewalt**, to accept and approve the Minutes of the 186th Meeting on 2 February 2022. There were no comments, corrections, or discussion. The motion carried by a unanimous roll call 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. Baranic**, who reported:
 - a. **Incidents:** There were 5 incidents since the last Harbor Safety Committee Meeting on 2 February 2022, for a total of 7 incidents in 2022. For comparison, we only had 3 incidents in 2021 as of this date. The 3rd incident of the year and 1st of the period was a bulk ship inbound for anchorage B-12 with a pilot onboard. Upon being safely anchored the pilot onboard notified VTS that the vessel had no bridge control during their inbound transit. The problem had been reported at previous port (Vancouver USA) but not upon arrival to Sector LA-LB. The 4th incident of the year was a container vessel shifting from out anchorage Foxtrot-9

to berth in Long Beach with a pilot onboard. The pilot advised that the ship lost power while attempting to depart the anchorage. The chief engineer was unable to restore power. The vessel was safely re-anchored in anchorage Foxtrot-9. The 5th incident of the year was a container vessel 4 nautical miles south of the Long Beach sea buoy inbound for Long Beach without a pilot onboard. The vessel advised the VTS that their engine had a leak in an air solenoid valve and requested permission to conduct repairs. Vessel stopped to commence repairs. A Long Beach pilot boarded the vessel and confirmed repairs had been successfully completed. The vessel was cleared to proceed to berth in Long Beach. The 6th incident of the year was a bulk ship 3 nautical miles south of the Long Beach sea buoy inbound for Long Beach attempting to embark a pilot. The vessel's pilot ladder failed while the pilot was attempting to board the vessel. The pilot was able to safely abort the pilot boarding without entering the water and no injuries were incurred. The pilot was later able to safely board via the ship's gangway and the vessel safely anchored at Bravo-4 anchorage. The 7th incident of the year and final incident for this reporting period involved an outbound cruise ship and a non-participating work boat in restricted visibility. The VTS overheard the cruise ship attempting to hail the work boat who was stopped in the Southern TSS. The VTS was unable to establish communications with the work boat on VHF Channels 13, 14, or 16. The VTS contacted Coast Guard Sector LA-LB and asked the Sector to try and establish communication with the vessel. The workboat then contacted VTS on VHF Channel 14 and advised they were not under command due to a propulsion issue. The VTS advised the outbound cruise ship of the workboat's situation, and the cruise ship adjusted their course to pass approximately 0.5 nautical mile clear of the workboat.

- b. **Traffic Report: Capt. Baranic** referred to a handout that was sent with the read-aheads. New information since the last HSC meeting in February is light blue.
 - i. January through March 2022 had ship arrivals above the "normal" of 380 pre-COVID. 388 vessels arrived January, a big 398 in February, and a bigger 424 in March. The biggest change is with respect to vessel arrivals from the North and South starting in November and December 2021. The change is attributed to the new queuing system for labor, administered by Pacific Maritime Management Services (PacMMS), which started 16 November 2021. In 2020 and first 10 months of 2021, arrivals from the North were about 50% and arrivals from the South were about 30%. However, since the new queuing system for labor went into effect, it reversed, with arrivals from the South up to just over 50% (more than 200 arrivals per month) and arrivals from the North down to about 30% (approximately 125 vessels per month). The new queuing system for labor queues ships upon departure from last port rather than arrival at LA/LB, so the ships can now slow-speed-steam and/or loiter elsewhere outside the new Safety and Air Quality Area (SAQA). Thus, many ships come across the Pacific and loiter more than 50 miles off Mexico and Baja while they wait for a berth because the weather is generally better than off California. Thus, ships that formerly would arrive from the North via the Great Circle Route and Santa Barbara Channel are arriving from the South. There have been no issues. Other arrivals and departures were normal or had a short-term spike or dip.
- c. **Comment on shipping: Ship Backup:** The container ship backup was 109 container ships on 9 January and 106 of the last HSC Meeting on 2 February.

Luckily, the backup was 35 container ships yesterday noon and the backup set a record low of 33 on Monday. Even better, the record loitering within the VTS area was 62 vessels on 16 November, we have had several days with zero since 3 February. At noon yesterday there were 3 total vessels loitering, 2 tankers and 1 container ship. The new queuing system for labor, administered by Pacific Maritime Management Services, continues to work by allowing container ships to slow-speed-steam across the Pacific and then loiter outside the Safety and Air Quality Area until they are within approximately 3 days of going to a berth to discharge and/or load containers. Port Partners are doing a great job managing the situation. We continue to use only about half of the anchorages, which spaces ships at anchor out for safety.

d. **Final Comments:**

- i. **COVID-19:** We continue to work under COVID-19 protocols with a mix of members working on-site and at home. Our protocols have changed to allow limited meetings of Port Partners on-site.
- 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 and AMSC activities:** **Capt. Ore** combined Sector and AMSC Reports due to the virtual format and stated that many of her comments today were solicitations for input.

- a. **Capt. Ore** said it was “amazing” that we are down to largely 0 loitering ships and thanked involved with that initiative. This resulted in a huge step forward in navigation safety.
- b. There was fire in a container due to lithium-ion batteries that was isolated and did not impact shipping, but led to a federal, state, and local effort to understand the scope of lithium batteries moving through the supply chain undeclared. This is not unique to the San Pedro Bay Port Complex. New entrants to the market are unaware of requirements for shipping. The Coast Guard and many partners are working on an education campaign at the national and local levels.
- c. The removal of the old Gerald Desmond Bridge is underway and scheduled for 7 May with a closure of the channel for a 2-day period. There are contingency dates.
- d. The Port Access Route Study (PARS) is underway. The CG seeks comment until 26 May. Input is incredibly valuable.
- e. The CG seeks input regarding changes to charts, and navigation equipment and electronic chart carriage requirements.
- f. The CG is conducting a Waterway Analysis and Management System (WAMS) survey for the Port of Long Beach to gather input on aids to navigation and any issues regarding navigation safety. The WAMS will support the ongoing planning process for the Port of Long Beach deep draft navigation feasibility study, which is being led by the U.S. Army Corps of Engineers. Provide input to LCDR Maria Wiener at Sector LA/LB Waterways Management Division.

- g. There has been an uptick in cyber spoofing and attacks of the marine transportation system, and people presenting to be fake businesses, etc. Comply with good cyber hygiene such as 2-factor authentication, strong passwords, etc.
- h. Please comply with COVID-19 protocols in effect.
- i. Requests for permits for Marine Events have increased, such as for 4th of July Fireworks. Please spread the word so submissions of applications for Marine Events are timely to allow time for Coast Guard processing.
- j. Federal aids were established in Anaheim Bay for the new channel.
- k. Regarding the Area Maritime Security Committee, the CG has a cyber protection team which can evaluate your system and make recommendations for improvement at no cost to you. It is FEMA port security grant season; watch for announcements. The CG's Cyber Security Seminar will be 20 April at Cal State Long Beach from 0830-1200. There will be several speakers. Chris Regan has the lead.

(3) Update on OSPR activities: **Mr. Victoria** reported:

- a. OSPR is looking for person to fill the position vacated by David Mighetto.
- b. There have been questions regarding the tug inspection (ETIP) program. The point of contact is now Mike Coyne.
- c. Spill Management Team regulations went into effect 1 April for firms required to have a plan with the State of California. Applications are submitted online. Information is on the OSPR web site and look for the SMT regulations tab.

(4) California State Lands Commission (CSCL) activities: The seat is vacant. **Mr. Beckwith** reported operations are normal and more staff starting to work on-site. **Mr. Beckwith** has 2 new hires, his assistant and his alternate for HSC meetings.

(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. NOAA continues to end Raster Chart production. Last editions are listed in the Notice to Mariners and will be discontinued 6-months later. Various products are available to create paper charts from electronic.
- b. NOAA is working with the CG on carriage requirements and NOAA products and services; comments are due 27 June. This follows from **Capt. Ore's** comment earlier.
- c. The issue of the end of Raster Chart production is on the agenda for HSC SC-1 meeting that follows this full HSC meeting.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported: S/C #1 met twice since the last full HSC Meeting on the regular schedule. The sub-committee will discuss matters such as AIS on small vessels, should a chapter on technology advancements be added to the LA/LB Harbor Safety Plan, should the committee take some action regarding high-sided vessels at anchor, capability of the ports to respond to multiple casualties offshore, and if the end of Raster Charts contributes to a loss of safety for small vessels. The SC-1 meeting will follow this HSC meeting on the same Zoom link.
- (2) Brief on recent update of The Centers for Disease Control and Prevention posture on cruise ships, presented by **Dr. Kara Tardivel**, CDC: Dr. Tardivel briefed the voluntary COVID-19 protocol for cruise ships in U.S. Waters, including both foreign and U.S. flag.
- (3) Brief on proposed adjustment of the Foxtrot and Golf Anchorages outside the Federal Breakwater, presented by **Capt. Baranic**. The purpose of the proposal is to increase safety in the anchorages and approaches to the ports of Los Angeles and Long Beach. **CDR Steven Bor**, USCG, added that this proposal will be put out for official public comment in the future and thanked all for their input. **Chairperson Strong** added that the outreach was fantastic.

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) The next meeting will be 1 June 2022 at 10:00 a.m., and it is to be determined if the meeting will be virtual or at the Port of Los Angeles.
- (2) **Capt. Betz** made a motion to adjourn, which was seconded, and the meeting adjourned at 11:07 a.m.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary
21 May 2022

HSC #187 Meeting Attendees 4-6-2022 v1

Dr. Kara Tardivel – guest speaker CDC	Jeff Ferguson
Capt. John Strong – Chair	Jessica Alvarenga
Capt. Rebecca Ore, USCG	John Betz
Capt. Kristi Bernstein, USCG	Jon Hornecker
Cdr. Stephen Bor, USCG	Joshua Knight
LCDR Maria Wiener, USCG	Joyce Kaplan
LTJG Marcus Boyd	Kariane Dill
Ted Mar – OSPR	Kevin McCloskey
Jon Victoria -OSPR	Landon Scott
Casey Robert	Matt Schrap
CG D11 Waterways:	Max Rosenberg
CDR William George	Mike Jessner
Tyrone Conner	Panos Pippas
LT Paul Garcia	Pat Baranic
Chris Beckwith	Peter Schrappen
Chu Man Kow	Rafael Delgado
Dave Selga	Ralph Silverman
Duncan McFarlane	Ray Sablan
Eric Bland	Rob McCaughey
Erik Bombard	Ross Timmerman
Garry Brown	Ryan Stirewalt
Igor Loch	Sanjeet Kamat
Jacqueline Moore	Shawn Bennett
Jaime Brown	Thomas Mackrell
Jay Dwyer	Tom Osborne
Jean-Francois Grondin	William Crabbs