



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-EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 1 June 2022

The One Hundred and Eighty-Eighth 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** determined a quorum was not yet present but was later established before votes were taken.

**FOR THE PORT OF
LONG BEACH**

Mr. Rafael Delgado

**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. Jeff White

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

Absent

**FOR TUG & BARGE
OPERATORS**

Ms. Kariane Dill (Foss)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent

**FOR PLEASURE BOAT
OPERATORS**

Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR

Absent

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Absent

**FOR U.S. COAST GUARD
SECTOR LOS ANGELES and
LONG BEACH**

Capt. Kristi Bernstein, 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. Jon Victoria

**FOR PASSENGER FERRY
OPERATORS**

Absent

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. J. Kipling 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. **Chairperson Strong** and **Executive Secretary Louttit** reviewed “Zoom” virtual meeting protocols, took attendance, and validated a quorum was not yet present, but was established later in the meeting before votes were taken.

ACTION ITEMS:

Mr. Victoria announced **Mr. John Stiles** was appointed as Member representing Ship’s Agents but was not present, so no oath would be administered. This action item was originally skipped but was later included after **Captain Louttit’s** report.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Strong** called for a motion to approve the minutes of the 187th Meeting on 6 April 2022. **Capt. Betz** made a motion, seconded by **Capt. McCaughey**, to accept and approve the Minutes of the 187th Meeting on 6 April 2022. There were no comments, corrections, or discussion. The motion carried by a unanimous roll call voice vote from 8 voting members present. This item actually accomplished after the Sub-Committee #1 report.

(2) ITEM II: OLD BUSINESS:

- (1) **Chairperson Strong** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Captain Louttit**, who reported:
 - a. **Incidents:** There were 7 incidents since the last Harbor Safety Committee Meeting on 6 April 2022, for a total of 14 in 2022. For comparison, we only had 3 incidents in 2021 as of this date. The 8th incident of the year and 1st of the period was a tanker passing the Long Beach sea buoy inbound anchorage D-5 with pilot aboard. The pilot reported the vessel had a problem with cylinders and could only proceed at dead slow ahead. An escort tug was already alongside. CG Sector LA/LB cleared the vessel to proceed to inner anchorage. Vessel safely anchored in anchorage D-5. The 9th incident of the year was a container ship outbound Long Beach enroute anchorage D-1 with pilot aboard. Vessel had control of engine from engine room but not the bridge. CG Sector LA/LB cleared vessel to proceed to anchor using engine control, but pilot stay aboard vessel if necessary. The pilot stated he would remain aboard. Vessel then suffered loss of propulsion due to air start issue. The vessel anchored outside SF-10. Vessel restarted the engine, weighed anchor, and anchored safely in SF-10. The 10th incident of the year was an open microphone on Channel 14 which greatly degraded comms. The VTS used alternate frequency and made broadcasts on alternate frequencies. The VTS engaged the FCC who sent field agent to investigate due to

“Public Safety Concern.” The FCC determined an open mike was in West Basin of POLA. With assistance from Sector LA/LB, MX and FCC personnel gained access to the facility and determined a moored container ship was the source. The FCC field agent and MX member spoke with the ship’s master, who secured the radio. The 11th incident of the year was a container ship in the northern traffic lanes 5 miles south of Point Vicente outbound with no pilot aboard. The VTS observed the vessel stop and queried if the ship had lost propulsion. The vessel confirmed it had lost propulsion and was troubleshooting. The vessel regained propulsion, got underway, and stated the problem was water in diesel fuel. The vessel regained propulsion and CG Sector LA/LB cleared the vessel to proceed on its voyage. The 12th incident of the year was a vehicle ship anchored in anchorage F-3 who reported it was dragging anchor due to being a high sided, lightly loaded vessel in 25 knots of wind. The vessel repositioned to anchorage F-5 further from the breakwater. The 13th incident of the year was a U.S. Navy Cruiser in the precautionary area proceeding toward Seal Beach with no pilot aboard that lost propulsion. The vessel restored propulsion, boarded the pilot, and entered Seal Beach safely with 2 escort tugs. The 14th incident of the year and 7th of the period was a tanker 16 miles southeast of Point Fermin outbound with no pilot aboard that had an emergency with a crewmember. The vessel departed the traffic lanes and the Coast Guard conducted a medical evacuation by helicopter. While there were more incidents than last year, there seems to be no common thread the Committee should take action on.

- b. **Traffic Report:** Captain Louttit referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in April is color coded light blue.
 - i. 406 vessels arrived in April, which is 26 more than the “normal” of 380 per month pre-COVID. This is the 3rd straight month of arrivals over target, which puts us a cumulative 58 vessels over target for the calendar year. What’s interesting is that only 153 container ships arrived in April, whereas 170 would be normal. The extra ships are largely 71 “bunkers only,” arrivals, which is 38 more than “normal” and continues the trend we’ve seen since October 2019 due to the IMO fuel regulation change 1 January 2020. Regarding arrival and departure routes, the trend reported at the February 2022 HSC Meeting continued with respect to arrivals from the North and South that started 16 November 2021 with the implementation of the new queuing system for labor administered by Pacific Maritime Management Services (PacMMS). In 2020 and first 11.5 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% and arrivals from the North down to about 30%. 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 now 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 Northern 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 record was 109 container ships on 9 January and 33 at the last HSC Meeting on 6 April. The record

low was 25 twice last week, and 30 yesterday. The loitering record was 62 vessels on 16 November, we first reached 0 on 3 February, and we continue to have many days with 0 vessels loitering or anchoring due to great compliance by the container ships with the new queuing system for labor, administered by Pacific Maritime Management Services. The new system allows 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. There have been no issues.

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. Bernstein** combined Sector and AMSC Reports due to the virtual format.

- a. **Capt. Bernstein** said the Coast Guard installed its first female Commandant, **Admiral Linda Fagan**, who relieved **Admiral Carl Shultz**. **Admiral Fagan** is also the first female Service Chief.
- b. **Capt. Bernstein** invited **Cdr. Stephen Bor**, USCG, to present 2 awards.
 - i. **Cdr. Bor** stated that the Marine Exchange was awarded the Meritorious Public Service Award by the Commandant of the Coast Guard. This is the highest award the Coast Guard can award a partner, commending the Marine Exchange's work during COVID-19, the backup, its part in developing the new queuing system for labor administered by Pacific Maritime Management Services, and the Huntington Beach Oil Spill. **Cdr. Bor** read the award. **Capt. Louttit** thanked the Coast Guard on behalf of Marine Exchange employees.
 - ii. **Cdr. Bor** stated that **Dr. Kara Tardivel**, Medical Officer at Centers for Disease Control and Prevention, was also awarded the Meritorious Public Service award by the Commandant of the Coast Guard. The award commends Dr. Tardivel's work on national and local policy during COVID-19, which enabled this port complex and the marine transportation system to continue to function, including both passenger and cargo ships. **Cdr. Bor** read the award. **Dr. Tardivel** thanked the Coast Guard for the recognition.
- c. **Captain Ryan Manning** will be the new Captain of the Port, relieving **Captain Rebecca Ore** on 21 June.
- d. On 23 May, NOAA published a notice of intent announcing the preparation of the Southern California Aquaculture Opportunity Area Programmatic Environmental Impact Statement. The comment period is 60 days.

- e. The Coast Guard is receiving applications for 4th of July Fireworks displays. Please submit applications as required and please submit them early.
- (3) Update on OSPR activities: **Mr. Victoria** reported:
- a. This will be **Capt. Strong's** last meeting as the chairperson after 21 years. The OSPR Administrator appointed **Capt. John Betz** as the new chairperson after many years as chair of Sub-Committee 1, and **Capt. Rob McCaughey** as the new vice chairperson.
 - b. The after-action report for the 0547 response is posted on the OSPR web site.
- (4) California State Lands Commission (CSCL) activities: The seat is vacant. **Mr. Beckwith** reported operations are normal and moving to a hybrid work situation with more staff starting to work on-site. **Mr. Beckwith** introduced **Mr. Ferric Cabuhay**, Southern California Field Supervisor, and will be **Mr. Beckwith's** backup 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. The voluntary speed reduction zone for 2022 is back in effect, 1 May – 15 December. The Marine Exchange sent out the letter signed by the CG, NOAA, and EPA. This program is for vessels over 300 gross tons transiting to and from the ports to reduce speed to help reduce ship strikes on whales.
 - b. Several charts ended their Raster Chart production today. Mariners should transition to using electronic charts for primary navigation. Paper copies of ENC charts can be made.
- (7) **It was verified that a quorum of 8 was now present.**

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. Betz** reported: S/C #1 met in both April and May. There was one clerical change to the minutes for the May meeting, to delete the word “become” on page 2 in the anchoring awareness section. The next SC-1 meeting will follow this HSC meeting on the same Zoom link.
 - i. The 2021-2022 review of the Harbor Safety Plan is complete and will be provided to Ms. Kaplan to post in the HSC Section of the MX web site. There may be 2 non-substantive changes made during the summer that do not require HSC action or vote. One change may be with respect to the new Gerald Desmond Bridge replacement span and the Commodore Heim fixed span; the section has been sent to the Bridge Section of CG District 11 for update assistance. This will also be discussed during the upcoming S/C #1 meeting. The second change will be updating the contact list in section Appendix M-3 regarding 7/24 contact numbers and emails associated with the Container Vessel Bunkering Heightened Awareness Program.
 - ii. **Capt. Betz** moved “to approve a change to the wording of the Los Angeles Long Beach Harbor Safety Plan Chapter 12, TUG ESCORT/ASSIST FOR

TANK VESSELS, Page XII-2, Paragraph 4 under the heading “Harbor Safety Committee Findings.” New wording to read as follows:

4. Tank vessels carrying liquid bulk cargoes that are not currently covered by state regulations should follow the Plan’s tug escort standards, and any additional Coast Guard or appropriate port requirements for tug escort. The Harbor Safety Committee will continue to monitor changing trends in vessels arriving in LA/LB Harbors to determine whether or not further amendments to the tug escort regulations may be required.

This motion replaces the existing paragraph. The first sentence is new. The second sentence is unchanged. The document was sent out with meeting materials in the agenda. This closes a potential gap regarding vessels carrying liquid bulk cargo that is not classified as oil such as ammonia, certain chemicals, biofuel, etc. because the impact of a spill could be similar to an oil spill. Typically, the pilot aboard such a vessel would repurpose an assist tug to be an escort tug. But there are cases where no assist tug was ordered by the ship, such as going to anchor at inside anchorage. This proposal closes this gap by asking all vessels carrying non-oil liquid bulk cargo to comply with the regulations for tank vessels. The motion was seconded by **Capt. White. Chairperson Strong** queried Mr. Ted Mar of OSPR for comment, who stated that this is a standard of care not a regulation due to the wording of Lempert, Keene, Seastrand, but OSPR supports it. There was no further comment, discussion, or corrections. The motion passed by unanimous voice roll call vote of the 8 voting members present.

iii. The minutes of the 187th Meeting on 6 April 2022 were approved at this point in the meeting.

- (2) Brief on recent COVID update of The Centers for Disease Control and Prevention posture for non-cruise ships such as cargo and research ships, presented by **Dr. Kara Tardivel**, CDC. Dr. Tardivel briefed the changes using the CDC web site. Quarantine now applies to all crew regardless of vaccination status because of COVID variants. Vaccination and boosting remains valuable to prevent hospitalization. The second change reduces the quarantine time from 14 to 10 days. Everyone on these ships is considered close contact, which is different from cruise ships.
- (3) **Mr. Dan Ferreira** delivered short Gerald Desmond Bridge update (Brief actually delivered after presentation of certificates to Chairperson Strong.)

ITEM IV – PUBLIC COMMENTS

- (1) None.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Strong** invited **Capt. Louttit** to make a presentation. Even though absent, the Committee wanted to recognize **Capt. Ore** for her contributions. **Capt. Louttit** read the Certificate of Appreciation, signed by the acting OSPR Administrator, **Dr. Julie Yamamoto**, and **Chairperson Strong**. **Capt. Bernstein** thanked the Committee on behalf of **Capt. Ore**.

- (2) **Mr. Mar** presented **Chairperson Strong** with a Certificate of Appreciation from OSPR with thanks for his 21 years of service as Chairperson including HSC of the Year in 2009. **Chairperson Strong** was also appointed Chairperson Emeritus of the Committee, both certificates signed by **Dr. Yamamoto**. **Chairperson Strong** thanked **Mr. Mar** and stated his pride in the committee.
- (3) **Capt. Tom Jacobsen** and members of the Jacobsen Pilot Service presented **Chairperson Strong** with plaque on behalf of the Committee. **Chairperson Strong** thanked employers for giving members time to work on Committee matters, thanked the members, who are all volunteers, and reminded members to continue to try and work matters at the lowest level.
- (4) The next meeting will be 5 October 2022 at 10:00 a.m. It is yet to be determined whether the meeting will be virtual or at the Port of Long Beach. If a meeting is needed during the summer, just ask.
- (5) **Capt. Betz** made a motion to adjourn and the meeting adjourned at 10:58 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
11 September 2022

HSC #188 Meeting Attendees 6-1-2022 – Version 1

Dr. Kara Tardivel – guest speaker CDC
Capt. John Strong – Chair
Capt. Kristi Bernstein, USCG
Cdr. Stephen Bor, USCG
LCDR Maria Wiener, USCG
BMC James Mitch Laughlin
Ted Mar – OSPR
Jon Victoria -OSPR
Brian Wilson
Chris Beckwith
Dan Ferreira
Deepen Upadhyay
Ferric Cabuhay
James Fawcett
Jay Dwyer
Jean-Francois Grondin
Jeff Ferguson
Jeff White
Jessica Alvarenga
John Betz
Jon Hornecker
Jonathan Bishop
Joshua Knight
Joyce Kaplan
Kariane Dill
Kip Louttit
Landon Scott
Matthew Lyman
Mike Coyne
Nik Pecci
Panos Pippas
Rafael Delgado
Rob McCaughey
Roby Thomas
Ronald.Maria
Ross Timmerman
Sanjeet Kamat
Will Benedict