



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED and NINETY-SECOND MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 April 2023

The One Hundred and Ninety-Second Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Los Angeles Administration. **Chairperson John Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum was not present at the beginning of the meeting but a quorum of 8 members present (need 8) was achieved later in the meeting as listed below:

**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. Mark Coynes
(JPS)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Jankovich)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Absent

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

Absent

**FOR TUG & BARGE
OPERATORS**

Capt. Landon Scott
(AmNav)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent (At sea)

**FOR PLEASURE BOAT
OPERATORS**

Capt. John Betz
(CBYC)

FOR ORGANIZED LABOR

Mr Eric Morgan
(Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Absent

**FOR MARINE OIL TERMINAL
OPERATORS**

Captain Thomas MacKrell
(Marathon)

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

Capt. Ryan Manning, 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

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
E-mail: Info@mxsocal.org

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**
Absent

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 Betz welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee, and noted the meeting is open to any member of the public, meeting materials were distributed, the agenda was posted and distributed in advance, there will be a Public Comment period during the meeting, and reviewed location of emergency exits. Attendees were reminded to sign in. The Committee thanked the Port of Los Angeles for making their Administration Building available for the meeting. **Chairperson Betz** had all members and alternates introduce themselves.

ACTION ITEMS:

Mr. Victoria stated there were no appointments to be sworn in.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) There was no quorum at this point early in the meeting so approval of minutes was deferred until later in the meeting when a late arrival enabled a quorum.

ITEM II: OLD BUSINESS:

- (1) **Chairperson Betz** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:

- a. **Incidents:**

- i. There was 1 incident since the last HSC meeting in February, for a total of 2 in 2023. For reference, we had 7 incidents as of this date last year. The 1 incident was a bulk ship 1 mile south of Queens Gate inbound the Port of Long Beach with pilot aboard with its gyrocompass out of commission necessitating the VTS to use Time Constrained Casualty procedures. After pilot boarded, the pilot learned vessel had gyro failure. The vessel stated it had reported gyro failure yesterday to the Coast Guard, but neither the VTS nor JPS had received a Letter of Deviation from the CG. The VTS reported matter to the CG. Due to location of vessel, MX and CG VTS watchstanders used time constrained casualty process, and with concurrence of pilot and master, the vessel continued and safely anchored in Anchorage D-7 in Long Beach.

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

- i. 1,051 vessels arrived in the 3-month January to March 2023 time frame, 162 fewer than the same period last year. 81 of the 162 fewer arrivals were container ships. 380 vessels arrived in March, exactly the “normal” level, with normal defined as the 2018-2019 pre-COVID level. However, 38 fewer container ships arrived than normal, but the total ship count was normal because there were greater than normal arrivals of vehicle, passenger, and bulk ships, and ships arriving for bunkers only.
- ii. Arrival and departure route patterns are hard to summarize because there were monthly swings of up to 10%. On average, arrivals from the North, South, East, and West were within 1% of 2022, but with monthly swings up to 9%. However, vessel Departures had differences from the past. Departures to the North dropped from an average of 42% in 2022 to 37% in 2023. Departures to the South did the reverse, going from an average of 37% in 2022 to 41% in 2023. Departures to the West and East were within 1% of 2022.

c. **Comments on shipping:**

- i. Regarding the container ship backup, there continues to be no backup since it ended more than 4 months ago on 22 November 2022. There is ample labor to work the cargo of the ships arriving, and most all container ships are going directly to a berth without anchoring, just like pre-COVID.
- ii. Regarding the anchorages, we continue to use only about half of the anchorages, which spaces out the ships at anchor for safety.
- iii. We had to enact our high wind protocols per the Harbor Safety Plan half a dozen times during the period when wind was more than 35 knots forecast or observed. Each time, between 6 and 10 ships got underway and loitered during the wind event while other ships remained at anchor per choice of each ship’s captain. Ships remaining at anchor must have their 2nd anchor, if installed, ready for letting to, and must have their engine in immediate standby. There were no issues.

d. **Final Comments:**

- i. **COVID-19:** We further relaxed our COVID-19 protocols. Most MX members are working on-site, and we allow meetings and visits of port partners and media 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. Ryan Manning** combined his Sector and AMSC reports as follows:

- a. **Capt. Manning** reported that **Capt. Bernstein**, the Deputy Sector Commander and Deputy Captain of the Port, received orders to be Commander of CG Sector Lower Mississippi River in Memphis, TN, to depart in 6 weeks. **Capt. Bernstein’s** relief is **Capt. Stacey Crecy**, who is currently Commanding Officer

of the CG Pacific Strike Team in Novato, CA. **Cdr. Stephen Bor** will be departing for CG Headquarters in June. His relief is **Cdr. Tim McNamara**, who is currently Chief of Inspections. **Lcdr. James Doherty** should report mid-July to relieve **Cdr. McNamara**. **Lcdr. Maria Wiener** will be departing for the CG Pacific Area Office in Alameda. Her relief in Waterways is **Lt. Kevin Concella** who was stationed here before from 2012-2015.

- b. Marine Safety Information Bulletin 01/23 was published in February and discusses Sexual Assault Aboard U.S. Vessels. The CG is doing a campaign regarding the matter. Reports are now required following any incidents of sexual assault onboard U.S. vessels.
 - c. The Memorandum of Understanding regarding Maritime Domain Awareness between the Coast Guard, Los Angeles Pilot Service, and Jacobsen Pilot Service (Long Beach Pilots) was renewed and resigned. The MOU stresses open communication and transparency.
 - d. The CG is grateful for the relationship with all partners that there were no navigation safety issues despite the multiple high-wind events through the winter.
 - e. The Henry Ford Railroad Bridge will be closed for 7 days due to track work 0600-1800. The specific days are not yet known but they will be pushed out when known through multiple means, including the Local Notice to Mariners.
 - f. Required Cyber amendments to Facility Security Plans were all submitted and reviews are 2/3 complete. 1/3 were returned to facilities for updates and should be resubmitted soon.
 - g. **Capt. Manning** reported the Area Maritime Security Committee (AMSC) kicked off planning for Port Protector 2023. The scenario will involve a large capacity passenger vessel or vessels and be scheduled in the late summer or early fall.
 - h. **RADM Sugimoto**, the 11th District Commander in Alameda, will be attending the next AMSC meeting 17 May.
 - i. **Chairperson Betz** thanked and complimented **Capt. Bernstein**, **Cdr. Bor**, and **Lcdr. Wiener** for their service to the Ports and with the Committee and wished them well in their next assignments.
- (3) Update on OSPR activities: **Mr. Jon Victoria** reported that **Dr. Julie Yamamoto** remains acting Administrator for OSPR. The Chief of Prevention position vacated by the retiring **Ted Mar** is being advertised. The Committee Position for LA Pilots vacated by **Capt. Josh Knight** will be filled. All are reminded to check the OSPR web site for changes to regulations, such as spill management team effective 1 January 2023, and drills and exercises requirements.
- (4) California State Lands Commission (CSCL) activities: Not present; no report. **Chairperson Betz** commented he will work as appropriate toward filling the vacant Member position.
- (5) U.S. Army Corps of Engineers (USACOE) activities: Not present; no report.
- (6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. The phase-out of raster nautical chart products continues. The Local Notice to Mariners will list all charts that have been added to the “Last Edition” status, meaning in 6 months, that chart product will disappear. As noted in the Local Notice to Mariners (beginning in week 10/23), LA/LB raster chart 18751, has entered “Last Edition” status. The chart will be cancelled 30 August 2023. Chart San Pedro Bay, Anaheim Bay Huntington Harbor, raster chart 18749 has not entered “last edition” status yet. All raster charts are on track to be cancelled by December 2024.
- b. Coast Survey continues to improve the tools that convert Electronic Navigational Chart (ENC) data to raster formats. The new version of the Custom Chart Tool (version 2.0) was released in February and can be found at the web link sent that was sent with my notes for this meeting to the Committee. The online application uses the latest official NOAA ENC data to create nautical charts with customized scale and extent, which can then be downloaded as PDF files. The latest version allows users to save their charts to an exportable Chart Catalog file. Users can then recreate charts or multiple charts repeatedly as NOAA releases ENC updates by uploading the file to a new session in the Custom Chart Tool. The Chart Catalog file is small in size and can be e-mailed easily as an attachment, allowing users to share with print vendors or collaborate with others. Several NOAA certified vendors will print the Custom Chart Tool PDF on high quality chart paper for the look and feel of a traditional paper chart. A list of vendors is at the link in my notes sent to the Committee. The Coast Guard has not yet determined whether individual NCC chart or NCC charts generally meet USCG carriage requirements. The Coast Guard has asked that questions and comments be directed to the Coast Guard Navigation Center.
- c. The seasonal voluntary Vessel Speed Reduction Zones in the area, which include both the northern and southern Traffic Separation Schemes around the Channel Islands go back into effect on 1 May 2023. They should run through 15 December 2023. These are the same dates and areas as in 2022. Last year, 60% of the vessels slowed. The goal of these voluntary vessel speed reduction zones is to reduce the risk of fatal strikes to endangered blue, fin, and humpback whales, reduce ocean noise, and protect public health.
- d. **Chairperson Betz** commented that he checked out the Custom Chart Tool and it’s “pretty cool.” In response to a query, **Mr. Ferguson** responded that the user may select any area on the chart of their choice. **Ms. Jacqueline Moore**, PMSA, commented there was proposed State legislation to expand the voluntary vessel speed reduction program to be State-wide, not just the San Francisco and Santa Barbara Channel areas. **Capt. Manning** queried his staff whether they could shed any light on the chart carriage requirement matter; the staff said they would look into it.

(7) **Chairperson Betz** queried whether there was any other old business; there was none.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Chairperson Betz** asked **Capt. McCaughey** for his report. **Capt. McCaughey** reported the Subcommittee:

- i. The Subcommittee met once in March and will meet again this afternoon.
 - ii. At the March meeting, UHU Technologies delivered a presentation regarding GPS jamming and spoofing, including the ability to geo-locate the source. One source of jamming is trucks using jammers to mask their position and speed.
 - iii. Sail GP (Grand Prix) delivered a brief regarding their 3-4 weeks of racing between 28 June and 23 July between LA Berth 46 and the breakwater in roughly 3-hour periods per day. Sail GP is working with the CG, other port partners, and boaters to ensure there is not interference between activities.
 - iv. **Mr. Rafael Delgado** of the Port of Long Beach has been working with the Subcommittee on updating the Lightering Memorandum for anchorages inside the breakwater that was last updated in 1989 and is now out of date. Intent is to mirror State and local regulations that are in place.
 - v. As reported at the February meeting, the Subcommittee has been considering recommending small vessels carry and use AIS, and associated change to Chapter 10 of the Harbor Safety Plan was drafted. Due to new information and issues, the Subcommittee deferred action in February. The issues were resolved, and the Subcommittee is working toward the new Chapter 10 being presented for vote by the Committee at the June meeting.
 - vi. Annual review of the Harbor Safety Plan continues, including taking deep dives into chapters to ensure currency, accuracy, and formatting. Chapters VIII (Communications) and X (Small Vessels) were completed and 1 more chapter should be completed before June. Deep dives will also be done on the bunkering and escort chapters by smaller workgroups.
 - vii. This afternoon, SeaSpan Energy will deliver a presentation on LNG Bunkering, and the Subcommittee will discuss the proposed Los Angeles Outer Harbor Cruise Ship Terminal. The boating public is concerned about the 500-foot security buffer plus 200 foot beam of the ship possibly impacting small boat operations to and from the West Channel.
 - viii. **Chairperson Betz** commented the next meeting of Subcommittee will be 1330 this afternoon at the Marine Exchange.
- b. **Mr. Mark Gregory**, USCG, delivered a brief on emergency towing systems. These systems are designed to be deliverable by helicopter to a drifting ship so it can be taken in tow. There was short discussion and questions/answers.
- (1) **Ms. Julia Lewis and Kelly Boyd Momoh** from Equinor Wind delivered a brief by Zoom regarding future offshore wind projects. Their firm is working on potential offshore wind projects on the West Coast. There was short discussion and questions/answers.
 - (2) **Chairperson Betz** queried whether there were any other new business; there was none.
 - (2) **Capt. Louttit** informed the Committee that an 8th member arrived during the meeting so the Committee had a quorum. **Chairperson Betz** made a motion to approve the minutes

of the 191th Meeting on 1 February December 2022 as written. The motion was seconded by **Capt. McCaughey**. There were no comments, corrections, or discussion. The motion carried by a unanimous voice vote from the 8 voting members present.

ITEM IV – PUBLIC COMMENTS

- (2) **Chairperson Betz** queried whether there were any members of the public present who wanted to make public comment.
 - a. **Mr. Nick Hajek** of Pacific Mariculture introduced himself and briefed that he would be attending the Navigation Subcommittee meeting this afternoon and brief their aquaculture work in the former Catalina Sea Ranch area off Huntington Beach. There was a question regarding marking the area. **Mr. Ferguson** and **Lcdr. Wiener** responded that the 100-acre area would be depicted on the nautical chart and the corners would be marked by charted buoys.

ITEM V - ADJOURNMENT:

- (1) The next meeting of the HSC will be held in person Wednesday 7 June at 10:00 a.m. at the Port of Long Beach Harbor Maintenance building.
- (2) **Chairperson Betz** thanked **Capt. Coynes (JPS)**, **Ms. Kaplan (MX)**, and the **POLA IT** staff for their support of the meeting and making the Zoom and IT work so well.
- (3) **Chairperson Betz** queried whether the HSC should make all future meetings hybrid. **Mr. Ferguson** commented that all other HSCs in California were hybrid. The committee resolved to have hybrid meetings in the future.
- (4) **Capt. Betz** made a motion to adjourn, seconded by **Capt. Coynes**, and the meeting adjourned at 11:23 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
26 May 2023