



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-SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 April 2024 Version 2 Post Meeting

The One Hundred and Ninety-Seventh Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Long Beach Harbor Maintenance Building with hybrid option. **Chairperson Betz** called the meeting to order at 10:01 a.m. **Executive Secretary Louttit** determined there was a quorum of 11 members (need 9):

**FOR THE PORT OF
LONG BEACH**

Mr. Darin Wright

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer (LAP)

**FOR THE LONG BEACH
PILOT ORGANIZATION**

Capt. Mark Coynes (JPS)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Jankovich)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Jeff White
(LAP)

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

Capt. Thomas Osborne
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Capt. Landon Scott (Amnav)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent (at sea)

**FOR RECREATIONAL
BOATING OPERATORS**

Capt. John Betz (CBYC)

FOR ORGANIZED LABOR

Mr Eric Morgan (Sause)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Absent

**FOR COMMERCIAL
FISHING**

Absent

**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 CALIFORNIA
STATE LANDS COMMISSION**

Mr. Ferric Cabuhay

**FOR PASSENGER FERRY
OPERATORS**

Erik Bombard
(Catalina Express)

**FOR THE SHIP'S AGENT
ORGANIZATION**

Absent

FOR THE CDF&W/OSPR

Mr. Claudio Herrera

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

Capt. Stacey Crecy, USCG

FOR THE NOAA/NOS

Mr. Jeffrey Ferguson

FOR THE U.S. NAVY

Absent

FOR THE USACOE

Absent

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX SoCal)

ALTERNATES, MEMBERS OF THE PUBLIC, and OTHER PARTIES (SEE ATTACHED LIST)

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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 in advance and copies were at the door, the agenda was posted and distributed in advance, there will be a Public Comment period during the meeting, and reviewed location of emergency exits and rest rooms. Attendees were reminded to sign in. The Committee thanked the Port of Long Beach for making their Harbor Maintenance Building available for the meeting. **Executive Secretary Louttit** reviewed hybrid meeting protocols. **Chairperson Betz** had all members and alternates introduce themselves, and welcomed **Dr. Julie Yamamoto**, Acting Administrator, Office of Spill Prevention and Response (OSPR), California Department of Fish and Wildlife, and the Assistant Deputy Administrator, **Mr. Amir Sharifi**.

ACTION ITEMS:

Mr. Herrera stated that **Mr. Cris Sogliuzzo** was appointed as the primary member representing the Recognized Labor Organization but was not able to be present today to be sworn in. **Mr. Sogliuzzo** will be sworn in at a future meeting. It was noted that **Mr. Jonathan Bishop** had been reappointed as primary member representing the California Coastal Commission but did not need to take the oath of office because State of California employees already took it, and it will remain valid while in state service.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated the minutes of the 196th meeting on 7 February 2024 were distributed in advance and made a motion to approve these minutes. The motion carried by unanimous voice vote of the voting members present.

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:** There were 2 incidents since the last HSC meeting in February, for a total of 3 in 2024. For comparison, we had 2 incidents as of this date last year. The 1st incident of the period and 2nd of 2024 was a tanker inbound the Port of Long Beach in the Northern Traffic Lanes adjacent to Point Vicente which reported engine issues and requested an outer anchorage to investigate and correct the issue. The VTS notified CG Sector LA/LB. The tanker safely anchored in outer anchorage F-11. The 2nd incident of the period and 3rd of 2024 was a bulk ship inbound the Port of Long Beach in the center of the Precautionary Area with no pilot aboard which reported their port side gangway broke free and was dragging in the water. The starboard side gangway was deployed and safe for use. The Jacobsen Pilot Service and VTS were notified by the bulk ship. The VTS notified CG Sector LA/LB. The pilot boarded via the starboard gangway and reported the port gangway was still dragging in the water, but the pilot was comfortable proceeding to anchorage D-4, and safely anchored the vessel.
 - 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 is color coded light blue. 1,138 vessels of all types arrived in the first 3 months of 2024, 87 more than the 1,051 that arrived in the same 3-month period in 2023. This is 2 fewer vessels of all types than the 380/month and 12.5/day level we saw in 2018 and 2019 pre-COVID. We continue to have fewer container ship arrivals than before COVID, but more vehicle and passenger ships, and ships arriving for bunkers (refueling) only.

Regarding arrival and departure routes, there is a continuing pattern of about 40% arriving from and departing to the North and South, between 15% and 20% arriving/departing from/to the West, and 2-3% arriving/departing from/to the Chevron Offshore Marine Terminal in El Segundo.

c. **Final Comments:**

- i. Regarding the anchorages, Vessel Traffic Service Los Angeles/Long Beach (VTS LA/LB) continues to use only about half of the anchorages outside the breakwater, which spaces out the ships at anchor for safety until the process to change the anchorages on the chart is complete.
- ii. VTS LA/LB enacted heavy weather anchorage protocols several times during the period. Per the LA/LB Harbor Safety Plan, heavy weather protocols are enacted when wind is forecast or observed more than 35 knots. The VTS stops anchoring vessels 24-48 hours in advance of the wind event, and vessels already anchored who choose to remain at anchor must have their 2nd anchor ready for letting go and their engine in immediate standby. There were no issues.
- iii. Whales: At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, the VTS continues to advise all inbound and outbound vessels that there are whales in Southern California waters and vessels should take appropriate precautions.
- iv. The VTS proudly celebrated the 30th anniversary of the VTS 1 March. 800,000 safe transits and the VTS looks forward to many more. Thanks to the partners who enable the 5-site system (MX, LAP, JPS, POLB JCCC, USCG Sector LA/LB) that gives the VTS great coverage, redundancy, maritime domain awareness (MDA) and common operating picture (COP), multiple sources of funding to spread the cost, with great people and great state of the market equipment. Thanks to former MX SoCal Executive Directors **Capt. Manny Aschemeyer**, **Capt. Dick McKenna**, and former Captain of the Port **Capt. Ed Page**, USCG, Retired, for their vision and actions that set up this unique public/private partnership VTS in 1994.

(2) Update on USCG Sector LA/LB and AMSC activities: **Capt. Stacey Crecy** combined her Sector and AMSC reports as follows:

- a. **Capt. Crecy** relieved **Capt. Ryan Manning** as Commander of CG Sector LA/LB and Captain of the Port (COTP) on 29 March and thanked all who attended the Change of Command Ceremony and the Retirement Ceremony for **Capt. Manning**.
- b. New Cyber Security initiatives were promulgated on 21 February including (1) an Executive Order to bolster the Department of Homeland Security's authority to directly address maritime cyberthreats, including cybersecurity standards to ensure that America's networks and systems are secure; (2) the Coast Guard will issue a Maritime Security Directive on cyber risk management actions for ship-to-shore cranes manufactured by the People's Republic of China located at U.S. Commercial Seaports; and (3) the Coast Guard will issue a Notice of Proposed Rulemaking on Cybersecurity in the Marine Transportation System.

- c. 4th of July activities and fireworks are coming up. Please submit applications for Marine Events in a timely manner.
- d. There are several initiatives regarding bunkering of Liquefied Natural Gas (LNG). Two Hazard Identification (HAZID) workshops are upcoming and interested parties are encouraged to participate.
- e. The ports of Los Angeles and Long Beach have “Standards of Care” approved by the Harbor Safety Committee and included in the Harbor Safety Plan regarding heavy weather, but the Coast Guard does not have the same “Safety Zone” authority for LA and LB it has for heavy weather in other ports. Sector LA/LB must go through a complicated process in each of these cases that existing authority would simplify. A similar situation exists for lack of a “Security Zone” around the Coast Guard Base itself. **Lcdr. Kinsella** has the lead on Sector LA/LB getting the appropriate authorities.
- f. There will be a Small Passenger Vessel Industry Day on 4 April and a Port State Agents Industry Day on 10 April. A Facilities Security Industry Day will be held later in April.
- g. The next AMSC meeting is scheduled for 1 May. The 20 February AMSC meeting discussed protests by supporters of Palestine in the ports of Oakland and Tacoma, actions taken, and lessons learned that could be relevant to our ports. Prior intelligence is key, as is coordination between landside and waterborne security forces and discussions regarding jurisdiction. **Mr. Gus Hein** of MARAD has been consulted regarding the two (2) Ready Reserve Force ships moored in Long Beach.
- h. **Capt. Crecy** looks forward to working more with port partners.

(3) Update on OSPR activities:

- a. **Mr. Herrera** briefed that the Committee’s request to create an additional seat on the Committee representing Subsea Facilities is still under review and further information will be provided when it’s ready.

(4) California State Lands Commission (CSCL) activities: **Ferric Cabuhay** was not present, but **Chairperson Betz** passed his report that he had nothing significant to report.

(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. **Hydrographic Services Review Panel:** The HSRP is a federal advisory committee that provides NOAA with independent advice on improving the quality, efficiency, and usefulness of NOAA's navigation-related products, data, and services. NOAA thanks everyone who attended, presented, or helped plan the meeting 5-7 March, especially since NOAA switched to a fully virtual meeting on short notice. The final agenda and presentations can be found on the HSRP website. In addition, session recordings and transcripts will be posted when they are available in a couple weeks here:
<https://www.nauticalcharts.noaa.gov/hsrp/meetings/2024/spring-2024.html>
- b. **Production of Raster Charts is Ending:** NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The

final charts will be canceled in December 2024. Coastal chart 18746, San Pedro Channel, is now in LAST EDITION status and will be cancelled on 31 July 2024. For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed. The NOAA Custom Chart Tool is available here: <https://devgis.charttools.noaa.gov/pod/>

- c. **Voluntary Vessel Speed Reduction Zoned:** The voluntary vessel speed (VSR) reduction zones near San Francisco and in the Santa Barbara Channel to reduce impact of ship strikes on whales goes back into effect on May 1, 2024 and is expected to remain through December 15, 2024. NOAA, USCG and EPA strongly recommend that vessels 300 Gross Tons or larger transit the VSR zone at 10 knots or less.
- d. **Area To Be Avoided Real-time Alert System:** Starting on February 29, 2024, a first-of-its-kind alerting system for an Area To Be Avoided (ATBA) in U.S. waters was activated for the Channel Islands region in California using real time text messaging to large vessels via Automated Identification System (AIS) technology. This effort, a collaboration between Channel Islands National Marine Sanctuary (CINMS), the California Marine Sanctuary Foundation, and the Marine Exchange of Alaska, was created to enhance mariner situational awareness and compliance with the International Maritime Organization (IMO) approved ATBA, which was expanded in 2023 to advance protections for endangered whales in and around CINMS. Starting May 1, 2024, to raise mariner awareness of regional whale protection efforts, this feature will also be used to transmit real-time notifications to large vessels that enter the Voluntary Vessel Speed Reduction (VSR) zones established by NOAA, the U.S. Coast Guard, and the Environmental Protection Agency which are exceeding the voluntary requests for reduced speed. Eventually this innovative, real-time ocean management tool could be utilized more broadly along the west coast. A vessel entering the Area To Be Avoided in the Channel Islands will now receive an AIS text message that says, “**ENTERED IMO AREA TO BE AVOIDED.**”

Capt. Louttit commented that the Marine Exchange of Alaska (MX AK) is doing this work, rather than the Marine Exchange of Southern California (MX SoCal), because MX AK is already doing this sort of work in other areas of the west coast, so it is a logical expansion of their existing work rather than MX SoCal having to develop the capability.

(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) – **Capt. McCaughey** reported the Subcommittee met twice since the last HSC meeting and will meet again at 1:30 p.m. this afternoon at the Marine Exchange.
 - i. **Mr. Rafael Delgado** of the Port of Long Beach completed developing and updating the protocols for tankship lightering inside the federal breakwater. The link is on the Port of Long Beach website.
 - ii. The Subcommittee formed a working group regarding Articulated Tugs and Barges (ATBs) and escort tugs. The working group consists largely of ATB

operators and OSPR. A meeting is planned. Current thought is each ATB operator develop alternative compliance agreements with OSPR rather than a blanket policy for all.

- iii. The Subcommittee has been discussing and giving input to the Coast Guard regarding the potential proposal to remove several outer harbor aids to navigation in Los Angeles Harbor, LA Approach Buoy #3, LB Midchannel Buoy LB, and 3 day-boards in the Shallow Water Habitat.
 - iv. A “deep dive” was taken by a Working Group regarding Appendix G of the LA/LB Harbor Safety Plan regarding assigning and monitoring anchorages at Catalina Island. Work is complete and new Appendix drafted by the Working Group and approved by the Subcommittee. **Capt. McCaughey** made a motion to approve the proposed draft of the new Appendix G. **Capt. Coynes** and **Capt. White** seconded the motion. **Chairperson Betz** started a discussion that the working group determined that actual Catalina and VTS practice differed from the old Appendix G and the new Appendix reflects current and correct practices. The Avalon Harbormaster was part of the working group. The motion carried by unanimous voice vote of members.
 - v. Routine work to perform the annual update the Harbor Safety Plan continues.
- b. Harbor Safety Committee National Conference: **Capt. Louttit** briefed that he and **Chairperson Betz** attended the National Harbor Safety Committee Conference in Chicago 20-21 March and these comments are his own observations. The Conference was hosted and run by the Chicago Harbor Safety Committee, which won “Harbor Safety Committee of the Year.” 250 people attended including about 110 Coast Guard members from all over the continental U.S, Alaska, Hawaii, and Guam. The conference was considered a huge success because the agenda was developed and succeeded in having nationwide relevance, which attracted good and broad civilian participation from around the country from HSCs and the maritime community. There was high-level support of the Convention including the Commandant of the Coast Guard delivering remarks. There were seven 90-minute sessions, all panel style with a moderator. The seven sessions were (1) Federal Agency Perspectives, (2) Harbor Safety Committee Management Best Practices, (3) Challenges and Solutions for Managing a Congested Waterway (**Capt. Manning** was on this panel), (4) Emergency Response: Planning and Preparedness to Meet Emerging Challenge, (5) Sharing Information to Reduce Waterway Incidents (**Capt. Louttit** was on this panel), (6) The Future of Navigation Safety (**Chairperson Betz** was on this panel) and, (7) Environmental Challenges and Impacts to Vessel Safety (**Capt. Holmes**, former COTP of LA/LB through 9-11, was on this panel in his current role as COO with STAX Engineering, a capture and control barge operator).

Key Themes were the importance of partnerships and knowledge; HSCs giving industry and the public access to the Coast Guard, and giving the Coast Guard a good interface with and ability to get input and expertise from industry and the public; relationships and trust developed in advance, such as through HSCs, help you manage uncertainty and challenges in the future; notion that if industry and HSCs can develop solutions, such as standards of care that solve a problem with buy-in and input of local experts, the solutions are often better and faster than what Federal, State, or local regulators could develop (“self-governing vs. rulemaking”). The new queuing system for labor for LA/LB/Oakland is an example of the former. OPA 90 and MTSA the latter. NOAA briefed the importance of the maritime community getting familiar with and onboard with the S-100 Product Specifications, as this will be the format NOAA will use to push out products. The three “Rs” of goods movement after it departs an

ocean-going vessel are River, Road, and Rail. All in all, a wonderful conference, well done, well worth the time, and gave affirmation we're doing the right things right, and gave us ideas for the future.

Chairperson Betz concurred with **Capt. Louttit's** comments and added that **Ms. Noel Jones** of the Coast Guard deserves great credit for her great work to put the conference together. **Chairperson Betz** also commented how different the HSCs around the country are, which is appropriate considering differing geography and vessel types. **Chairperson Betz** closed by saying he was very comfortable with our HSC.

- c. **Chairperson Betz** queried whether there were any other new business; there was none.

ITEM IV – PUBLIC COMMENTS

- (1) **Chairperson Betz** queried whether there were any members of the public present in the room or attending virtually who wanted to ask a question or make public comment. There was none.

ITEM V - ADJOURNMENT:

- (1) The next meeting of the HSC will be held in person with hybrid option Wednesday 5 June at 10:00 a.m. at the Port of Los Angeles Administration Building.
- (2) There being no further business, **Chairperson Betz** made a motion to adjourn, seconded by **Capt. Coynes** and **Capt. White**, and the meeting adjourned at 10:43 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
30 May 2024

LA/LB HARBOR SAFETY COMMITTEE MEETING #197, 3 APRIL 2024

NAME	AGENCY	E-MAIL/PHONE (Not needed for members.)
Joan Saetee	Baydelta	415-939-3772.
Amie SHAMPA	OSPR	
Julie Yamamoto	OSPR	
Shawn Bennett	Baydelta	415 722 8998
JEFF GRAY	MSRL	562-305-8125
JEFF WHITE	LA PILOT	
Mark GYNES	TPS	562 304-6670
Kariane Dill	F+IS	
Rob CALOPINO	LAFD	Roberto.CALOPINO@lacity.org 3105082180
Mark McLean	LAFD	mark.mclean@lacity.org 310-245-8314

LA/LB HARBOR SAFETY COMMITTEE MEETING #197, 3 APRIL 2024

NAME	AGENCY	E-MAIL/PHONE <i>(Not needed for members.)</i>
Rob McCauley	JMKodler	
Darin Wright	POLB	
Tom Osborne	Chevron shipping	
Kevin Duschencuk	Chevron shipping	
Paul Hendriks	Baydelta maritime	phendriks@baydeltamaritime.com
Morgan, Eric	Labor, Sausalito	
Clandu Herru	CDFW, USFR	
Jozi Victorio	CDFW/OSAE	
JOHN BETZ	REZ BOAT	
CAPT CRECY	USCG	
CDR McNAMARA	USCG	
LTJG DeHart	USCG	

HSC #197 Virtual Attendees 3 APRIL 2024

Angel Ersland
Danielle Muller
Erik Bombard
James Fawcett
Jeff Ortloff
Jeffrey Ferguson
Jim Peschel
Jay Dwyer
Johnathan Bishop
Kevin Hartley
Kevin McCloskey
Landon Scott
Michael Delio
Michele Grubbs