



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-NINTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 2 October 2024

The One Hundred and Ninety-Ninth 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/virtual option. **Chairperson Betz** called the meeting to order at 10:02a.m. **Executive Secretary Louttit** determined the meeting started with 1 member short of a quorum with 8 members quorum (need 9), but a quorum was reached later in the meeting.

FOR THE PORT OF LONG BEACH

Mr. Darin Wright

FOR THE TANKER OPERATORS

Capt. Rob McCaughey
(Jankovich)

FOR TUG & BARGE OPERATORS

Mr. Brian Vartan (Centerline
Logistics)

FOR ORGANIZED LABOR

Mr. Cris Sogliuzzo (Inland Boatman
Union, Marine Division ILWU)

FOR COMMERCIAL FISHING

Absent

FOR THE CALIFORNIA STATE LANDS COMMISSION

Mr. Ferric Cabuhay

FOR THE CDF&W/OSPR

Mr. Claudio Herrera

FOR THE U.S. NAVY

Absent

FOR THE PORT OF LOS ANGELES

Capt. Jay Dwyer (LAP)

FOR THE LOS ANGELES PILOT ORGANIZATION

Capt. Jeff White
(LAP)

FOR DRY CARGO VESSEL OPERATORS

Vacant

FOR THE CALIFORNIA COASTAL COMMISSION

Mr. Jonathan Bishop

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR SANTA MONICA BAY

Vacant

FOR PASSENGER FERRY OPERATORS

Erik Bombard
(Catalina Express)

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

Capt. Stacey Crecy, USCG

FOR THE USACOE

Mr. Jim Fields

FOR THE LONG BEACH PILOT ORGANIZATION

Capt. Mark Coynes (JPS)

FOR THE OFF-SHORE TERMINALS' MOORING MASTERS

Capt. Thomas Osborne
(Chevron)

FOR RECREATIONAL BOATING OPERATORS

Capt. John Betz (CBYC)

FOR MARINE OIL TERMINAL OPERATORS

Capt. Thomas MacKrell (Marathon)

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR LA/LB

Absent

FOR THE SHIP'S AGENT ORGANIZATION

Absent

FOR THE NOAA/NOS

Mr. Jeffrey Ferguson

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/virtual option meeting protocols and noted **Ms. Joyce Kaplan** and **Capt. Pat Baranic** of the Marine Exchange staff were operating the video technology and watching the chat function for comments and questions. A sound check was conducted, and it was confirmed virtual attendees could both hear and speak. **Ms. Kaplan** noted one member who was virtual. **Chairperson Betz** had all members, alternates, and guests introduce themselves. **Chairperson Betz** reviewed the purpose of the HSC, reading from the By-Laws, added personal thoughts regarding the necessity of a safe, efficient, and reliable Marine Transportation System to the nation, and thanked members, who are all volunteers, for their dedication to the Committee.

ACTION ITEM:

- (1) **Mr. Herrera** stated there would be no members or alternates sworn in today. **Chairperson Betz** noted that the Member representing Dry Cargo Vessels, **Capt. Mike Jessner**, resigned due to other commitments, and thanked **Capt. Jessner** for his dedication and service to the Committee.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated that approval of the minutes of the 198th meeting on 5 June 2024 would be deferred until a quorum is attained.

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 10 incidents since the last HSC meeting 4 months ago in June, for a total of 16 in 2024. For comparison, we had 18 incidents as of this date last year. The first incident of the period and 7th of the year was a tanker 3 miles Southwest of LA buoy #1 inbound POLB with no pilot aboard which experienced a loss of its Power Conversion Unit, but steering and propulsion were unaffected. The vessel safely anchored in outside anchorage F-11 without assistance for repairs. The 8th incident of the period was a pleasure craft 7.5 miles Southeast of Point Vicente in Northern Traffic Lanes which reported it was disabled. The VTS notified other vessels in the area. The pleasure craft was safely towed to port by Vessel Assist. The 9th incident of the period was a bulk ship $\frac{3}{4}$ of a mile South of LA buoy 1 inbound POLB with pilot aboard which experienced a loss of astern propulsion. Propulsion was restored but the vessel waited for an assist tug before entering port and safely anchor in anchorage B-4. The 10th incident of the period was a bulk ship 6 miles Northwest Point Vicente inbound POLB. The vessel checked in with the VTS as usual and reported no discrepancies with their vessel, but the VTS noticed 2 tugs headed toward the vessel. The VTS again queried the vessel if had any discrepancies. The vessel stated it had no discrepancies, but that the owner of the vessel ordered the tugs as a precaution. VTS briefed Sector LA/LB and the Jacobsen Pilot Service. JPS stated they'd been told by the vessel's agent that the vessel had fuel issues during its last port of call. JPS stated it felt comfortable bringing in the vessel with the 2 assist tugs. The pilot boarded and safely anchored the vessel in B-4, which

experienced a loss of astern propulsion while anchoring. The 11th incident of the period was a bulk ship Northern Traffic Lane 14 miles Northwest of Point Fermin inbound the POLB. The vessel reported engine issues related to an air leak and departed the traffic lanes to make repairs. The vessel replaced a solenoid valve for astern propulsion. Sector LA/LB cleared vessel to enter port, a pilot boarded, and vessel safely anchored in anchorage B-6. The 12th incident of the period a jumper on the bridge on the International Gateway Bridge between Terminal Island and Long Beach. The waterway under the bridge was closed, so 1 inbound vessel was diverted to anchor rather than continue to its berth until the situation with the jumper was resolved. The 13th incident of the period was a vehicle ship 0.5 miles North of Queens Gate outbound the POLB with pilot aboard which notified the VTS the vessel lost pilothouse control of its engine, but engine room control remained operational. The pilot continued the vessel's outbound transit with 2 assist tugs. The pilot disembarked and the vessel proceeded outside the pilot boarding area to investigate. Vessel reported it regained pilothouse control and Sector LA/LB cleared the vessel to proceed to its next port of call. The 14th incident of the period was a container ship at the South edge of LA Pilot Boarding Area outbound. After disembarking the pilot, the vessel reported leak in a cooling water pipe in the main engine and requested to stop and drift for repairs. The VTS asked vessel to stop and drift outside the precautionary area and traffic lanes if safe to do so. The VTS notified Sector LA/LB. The vessel stopped, secured its engine with Sector LA/LB's permission, made repairs, and Sector LA/LB granted vessel permission to proceed to its next port of call. The 15th incident of the period was a bulk ship at the Long Beach Gate inbound with pilot aboard. The pilot reported the vessel's 10cm radar was not operational. The pilot continued the transit and safely anchored the vessel in anchorage B5X. The 16th and final incident of the period was a container ship 2.1 miles West of Precautionary Area inbound with no pilot aboard which reported a loss of propulsion while testing astern propulsion. The vessel drifted for troubleshooting while the vessel, LA pilots, and Sector LA/LB considered options (vessel proceed to its berth, inner anchorage, or outer anchorage). Vessel regained, lost, and regained propulsion. Ultimately, Sector LA/LB granted permission for vessel to enter port, and the LA pilot safely moored vessel using 4 assist tugs.

- 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 is color coded light blue. 3,532 vessels of all types arrived in the first 9 months of 2024, 270 more than the 2,262 that arrived in the same 9-month period in 2023. This is about 100 arrivals more in 9 months than the 380/month we saw in 2018-2019 pre-COVID and we've been calling "normal." The mix of arriving vessels has changed a bit, with more U.S. Tankers, Tugs/Barges, Vehicle Ships, and Bunkers Only, and fewer Foreign Tankers, Container Ships, and Bulk Ships. Regarding Container Ships, after a slow 2022, 2023, and start of 2024, August and September 2024 returned to pre-COVID levels, and they're bigger! Regarding arrival and departure routes, we've settled into a pattern of about 45% arriving from and departing to the North, 15% from/to the West, 35% from/to the South, and 2% from/to the Chevron Offshore Marine Terminal in El Segundo.
- c. **4 Final Comments:**
 - i. Regarding the anchorages, the VTS 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. The Coast Guard continues to work hard on the process to make the desired changes.

- ii. We enacted heavy weather anchorage protocols once during the period. There were no issues. Per the LA/LB Harbor Safety Plan, heavy weather protocols are enacted when wind is forecast or observed more than 35 knots. We stop anchoring vessels 48 hours in advance of the wind event, and vessels already anchored who choose to remain at anchor must have their 2nd anchor, if fitted, ready for letting go and their engine in immediate standby.
- 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 that there are whales in Southern California waters and vessels should take appropriate precautions.
- iv. 2 items of sustainability and operations:
 - (1) The Marine Exchange received a FEMA Port Security Grant to replace 5 of the 8 radars that input to the VTS system. The radar at the Chevron Offshore Marine Terminal in El Segundo was replaced at the end of August. The 2 radars on the roof of the Marine Exchange are being replaced this week. The 2 radars at LA Pilots on top of Warehouse 1 will be replaced later in the fall.
 - (2) Our Norcontrol Vessel Traffic Service Computer system will undergo 2 weeks of annual maintenance in mid-November across all 5 sites (MX, LAP, JPS, POLB JCCC, and Coast Guard Sector LA/LB Command Center). The maintenance will be done in phases, so you won't notice a degradation of VTS service or operations.
- d. **Ms. Kaplan** advised the Committee that **Capt. Osborne** joined the meeting, which resulted in a quorum being present.
- e. **Chairperson Betz** queried whether there were any questions; there were none.

RETURN TO ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated the minutes of the 198th meeting on 5 June were distributed in advance and made a motion to approve these minutes as written and presented with no additions, deletions, or corrections. The motion carried by unanimous voice vote of the voting members present.

RETURN TO ITEM II: OLD BUSINESS:

- (2) Update on USCG Sector LA/LB and AMSC activities: **Capt. Stacey Crecy** reported:
 - a. Coast Guard Civil Engineering Unit Oakland awarded a contract to rebuild the 6 fixed aids to navigation in the Shallow Water Habitat and construct a new aid to navigation next to the Long Beach Lighthouse to serve as a replacement for the lighthouse. The Coast Guard will be removing RACONS along the seacoast due to consistent failures and RACONS are no longer considered necessary for safe navigation. Timeline for both changes has not been confirmed but will be announced in the Broadcast and published in the Local Notice to Mariners. Public comment is welcome.
 - b. In January 2025, the Coast Guard Navigation Center will launch several new initiatives including on-line Local Notice to Mariners and Light List. These will be

available in a geo-spatial format. The Local Notice to Mariners will be refreshed every 15 minutes and the Light List every 24 hours.

- c. The Sector LA/LB Waterways Division has started processing requests for Holiday Boat Parades and Fireworks Displays Permits. The Division is also proposing 2 Rulemaking Projects. The first is a Heavy Weather Safety Zone which will be published in the coming week; the Coast Guard appreciates the input received. The second is establishing a 50-yard Security Zone around CG Base LA/LB to enhance security of CG assets moored or located at the Base and ensure continuity of operations.
 - d. CalTrans is proposing to replace the roadway deck of the Vincent Thomas Bridge in 2025. A platform that will reduce vertical clearance will be necessary for the project. The reduction in vertical clearance is unknown at this time, but a meeting will be held with appropriate entities including the pilots, and comment is welcome.
 - e. The Coast Guard appreciates the time and input of those who participated in and provide input to the Board of Inquiry to identify critical infrastructure.
 - f. The Coast Guard appreciates the cooperation of all who responded to and were part of the resolution to the rollover of a truck carrying Lithium-Ion Batteries that closed Route 47 and the Vincent Thomas bridge for a period of time, affecting terminals on Terminal Island.
 - g. There was a potential oil spill resulting from the fire aboard a luxury yacht in Marina Del Rey which sunk. The Coast Guard is working with OSPR and the Responsible Party to remove the estimated 3,000 gallons of diesel fuel aboard and then remove the vessel, perhaps starting in the next day or so.
 - h. **Capt. Crecy** then provided her report on Area Maritime Security Committee Activities. There were 4 breaches of security and 1 suspicious activity at facilities in the past quarter. There is a new branch chief of the Facilities Division. There were reports of law enforcement officers refusing to present credentials; they are requested to do so. The FBI did a great brief regarding the Israel/Hamas conflict. There was a potential protest regarding the new Methanol fuel powered vessel *Alette Maersk* on 27 August. **Capt. Crecy** appreciated the planning and coordination regarding response to that event. The LA/LB port complex was awarded more than \$9M in FEMA PSGP funds, which was a \$2M increase from the previous year and included an increase in the fraction of private sector projects receiving funding. Most projects were funded at the requested level.
 - i. **Chairperson Betz** commented that the protest regarding Maersk was with respect to the Israel/Hamas conflict, not the use of Methanol fuel.
 - j. **Chairperson Betz** queried whether there were any questions; there were none.
- (3) Update on OSPR activities:
- a. **Mr. Herrera** briefed that **Ms. Heather Geldart** was appointed the new Administrator of OSPR, and regrets she could attend this meeting, but will try to do so in the future. **Mr. Justin Wood** from the California State Lands Commission will represent both the Commission and the Committee's request for a member to represent Sub-Sea Facilities.
 - b. **Chairperson Betz** queried whether there were any questions; there were none.

(4) California State Lands Commission (CSCL) activities:

- a. **Mr. Mike Traugbber** briefed that during the period 1 January-31 August there were 1,865 Total Vessel Transfers (Tankers and Barges), of which 468 were monitored (25 %). Crude Oil and Product Totals were 160,433,042 barrels of crude oil, and 93,088,815 barrels of other products for a grand total of 253,521,857 barrels transferred. 0 oil spills reported. Regarding Invasive Species Program Inspections, there were 4,062 qualified voyages, of which 670 were inspected (16.49%).

(5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Jim Fields** reported that **Mr. Brian Kim** will be his relief. The LA River Estuary and LB Approach Channel (amount TBD but will address high spots) will be dredged probably late spring or early summer. **Mr. Fields** will request to present to the committee regarding the POLB deepening project at a future HSC meeting; that project is several years out. There will be a dredging project in Newport Harbor, perhaps early summer, which has a coordination issue because the dredge material will be transferred POLB Pier G.

- a. **Chairperson Betz** queried whether there were any questions; there were none.

(6) Update on National Oceanic and Atmospheric (NOAA) activities: **Mr. Ferguson** reported:

- a. **Production of Raster Charts is Ending:** Final reminder of the 3-4 year project that NOAA is ending production of Raster chart products, including the traditional paper charts. The final charts will be canceled 4 December 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/>. Vendors are available to perform this service.
- b. **Voluntary Speed Reduction (VSR) Zone:** Reminder that the Voluntary Speed Reduction Zone is still in effect through 15 December 2024. Preliminary statistics for this season show that between May and August 2024 in the Voluntary Vessel Speed Reduction Zones, vessels 300 gross tons or over travelled 479,419 nautical miles with an overall cooperation rate of 64% in southern California (which is consistent with the 64% cooperation level recorded in the 2023 season). The San Francisco VSR had a 70% cooperation rate. NOAA wants to thank those shipping lines that have reduced speed to help protect endangered whales.
- c. **Chairperson Betz** queried whether there were any questions.
 - i. **Capt. White** asked how charts for pilotage tests would be accommodated? **Mr. Ferguson** responded that NOAA has been working with USCG Regional Examination Centers on producing blank charts, but the Coast Guard has the lead on this matter as they are the regulatory body.
 - ii. **Mr. Sean Hastings** of the Channel Islands National Marine Sanctuary commented that through the Blue Whales and Blue Skies program there is high compliance by container shipping lines (90%) and perhaps the HSC could be a perfect audience to reach out to bulk ships and freighters, which have only 20% compliance.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- a. S/C #1 (Navigation Safety) – **Capt. McCaughey** reported the Subcommittee will meet at 1:30 p.m. this afternoon at the Marine Exchange, no meetings were necessary during the summer, and there was no Old Business that carried over.
 - i. The Subcommittee will discuss New Business including:
 1. A 26 August potential near miss regarding a 68-foot draft VLCC inbound and the fishing vessels who were inside the deepwater channel, and having to maneuver around the fishing vessels, which did not answer to hails from the ship or the VTS.
 2. The 2 June incident regarding an emissions capture and emissions barge and container crane. This is both the same and different from the matter of bunker barges and container being dropped that resulted in the update to Subchapter M of the HSP.
 3. A POLA proposal for a new cruise ship facility by Berth 46 and potential issues regarding the charter fishing and recreational vessel traffic to/from the Cabrillo Marinas if a 100-yard safety zone is implemented.
 4. Chapter Assignments for the 2025 update to the Harbor Safety Plan.
- b. **Chairperson Betz** queried whether there were any questions; there were none.

(2) Mr. Michael McDonald, Chief Manufacturing Officer, HIF Global, delivered a brief on e-Methanol Safety.

- a. **Chairperson Betz** queried whether there were any questions. **Capt. White** queried if Methanol bunkering was similar to classic bunkering or new bunkering such as LNG. **Mr. McDonald** responded that Methanol Bunkering was similar to classic bunkering because Methanol is a liquid. **Mr. Eric Carris** of the POLA commented that Methanol is one of the fuels involved in Green Shipping Corridors and available in 120 ports around the world. Questions and answers followed for several minutes.

(3) Chairperson Betz queried whether there was 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 were none.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Betz** commented that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 4 December at 10:00 a.m. at a new location, probably at Banning's Landing in Wilmington, due to construction in the Board Room of the Port of Los Angeles Administration Building. **Capt. Louttit** added that the 5 February 2025 HSC meeting will be at noon and held wherever the Coast Guard holds the AMSC meeting in the morning. The 2 April 2025 HSC meeting will be held at a location TBD in Long Beach, to which **Mr. Wright** added that the meeting will probably be held at the POLB main building.

- (2) There being no further business, there was a motion and second to adjourn, and the meeting adjourned at 11:15 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
26 November 2024

LA/LB HARBOR SAFETY COMMITTEE MEETING #199, 2 OCTOBER 2024

If currently LA/LB HSC Member, Alternate, or listed in Roster
SKIP these columns

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ROB McCaughey	JAN KOUCHE	79 632-0860
Darin Wright	OLB	562-896-7431
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LA/LB HARBOR SAFETY COMMITTEE MEETING #199, 2 OCTOBER 2024

If currently LA/LB HSC Member, Alternate, or listed in Roster
SKIP these columns

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HSC #199 Virtual Attendees 2 OCTOBER 2024

Andrew Drennen

Bill Crabbs

Edward Plaza

Igor Loch Jr

Jeffrey Ferguson

Jim Peschel

Jonathan Bishop

Joyce Kaplan

Kevin McCloskey

Logan Braun

Luca @ Clippership

Mario Gonzalez

Mike Traughber

Niccolo Cymbalist

Noel Jones

Patrick Baranic

Ramine Ross

Ross Timmerman

Sean Hastings

Shana Espinoza

Thomas Osborne