



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE TWO HUNDREDTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 4 December 2024

The Two Hundredth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Los Angeles, Banning's Landing Community Center, with hybrid/virtual option. **Chairperson Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined there was a quorum of 10 members present (need 9).

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

Absent

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

Absent

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

Vacant

FOR PASSENGER FERRY OPERATORS

Absent

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. Simon Cail (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. **Chairperson Betz** commented that 200 meetings is a milestone and that the Committee extends back to 1991. **Chairperson Betz** noted that 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 Los Angeles for making the Banning's Landing Community Center available for the meeting due to renovations in progress at the usual location. **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. It was confirmed virtual attendees could both hear and speak, with 1 member (**Capt. Osborne**) virtual. **Chairperson Betz** had all members, alternates, and guests introduce themselves, and welcomed the new **Administrator of OSPR, Heather Geldart**, who reviewed her background and stated she looked forward to working with the Committee.

ACTION ITEM:

- (1) **Mr. Herrera** stated there would be no members or alternates sworn in today.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated the minutes of the 199th meeting on 2 October 2024 were distributed in advance and made a motion to approve these minutes as written. The motion was seconded by **Capt. McCaughey** and the minutes were approved by the 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 5 incidents since the last HSC meeting 2 months ago in October, for a total of 21 in 2024. For comparison, we had 22 incidents as of this date last year. The first incident of the period and 17th of the year was a combination roll-on/roll off and container ship 1 mile north of the Port of Long Beach sea buoy inbound with pilot aboard which experience a loss of propulsion. The vessel was towed to its berth in the Port of Long Beach by the 3 assist tugs already alongside. The second incident of the period and 18th of the year was bulk ship 11 miles South of the Port of Los Angeles outbound with no pilot aboard that reported it needed to stop its engine to correct high temperature in a cylinder. The vessel stopped outside the traffic lanes for 30 minutes to correct the casualty. CG Sector LA/LB cleared the vessel to proceed to its next port of call. The third incident of the period and 19th of the year was a container ship 14 miles South of the Port of Los Angeles inbound with no pilot aboard that reported it had issues with control of the engine from the pilot house, but local engine room control was fully operational. After several hours of phone calls between the agent, Coast Guard, and vessel, the vessel was cleared to enter port, the pilot boarded, and the pilot safely moored the vessel in the Port of Los Angeles using 3 assist tugs. The fourth incident of the period and 20th of the year was a bulk ship 2.5 miles south of the Port of Long Beach gate inbound with pilot aboard which reported the vessel's "S" band radar was inoperative, but the X band radar was operational, as was the pilot's Portable Piloting Unit (PPU). The pilot felt safe entering port. Sector was notified and the pilot safely anchored the vessel in POLB anchorage B-4. The 5th and final incident of the period and 21st of the calendar year was a container ship 0.5 miles south of the Port of Los Angeles gate outbound which

checked into the VTS and stated the pilot was away and the vessel was proceeding to its assigned anchorage F-15. The VTS noticed the vessel's AIS was not functioning. The VTS acquired and tracked vessel by radar and requested the vessel reset their AIS without success. The vessel stated its AIS had just been repaired. CG Sector LA/LB was notified. The Jacobsen Pilot Service Dispatcher confirmed the AIS had been operational earlier in the outbound transit. Vessel safely anchored in F-15 and the AIS deficiency was cleared 3 days later.

- 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. 4,324 vessels of all types arrived in the first 11 months of 2024, 314 more than the 4,010 that arrived in the same 11-month period in 2023. This is also 144 arrivals more in 11 months than the 380/month we saw in 2018-2019 pre-COVID and we've been calling "normal." 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 continues to work 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 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. Our Norcontrol Vessel Traffic Service Computer system underwent 2 weeks of annual maintenance in mid-November across all 5 sites (MX, LAP, JPS, POLB JCCC, and CG Sector LA/LB Command Center). There were no issues and the Norcontrol system continues to be fantastic.

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

(2) **Update on USCG Sector LA/LB and AMSC activities: Capt. Stacey Crecy** reported:

- a. **2025 Holiday Events:** The Sector LA/LB Waterways Management team has completed the processing of applications for Holiday Parades and Firework Shows. They will provide notice prior to the events; additionally, current events and Important Navigation Notices can be viewed via Homeport. The Sector is currently monitoring over 20 events, including fireworks, drone shows, and boat parades throughout the AOR.
- b. **Notice of Intent (NOI) and Notice of Proposed Rulemaking (NPRM):** As previously discussed, the Sector LA/LB Waterways Management team is moving ahead with

proposals to create two safety zones and one security zone: a safety zone regarding Heavy Weather in the port complex, a safety zone regarding oversized cargo onboard vessels, and a security zone in the vicinity of CG Base Los Angeles/Long Beach on Terminal Island.

- i. The proposed security zone will establish a 50-yard security zone to protect Base personnel, property, and ensure continuity of operations. The comment period for the Security Zone Notification of Inquiry closed on October 4th, a drafted NPRM is in routing, and it will be published/opened for comment in the coming weeks.
- ii. We've received comments on the Heavy Weather rulemaking and are in the process of adjudicating them and aligning with standard practices across the District and the Coast Guard.
- iii. The Notice of Proposed Rulemaking for the oversized cargo Safety Zone will be published in the coming weeks.

Waterways Management invites your additional comments, concerns, and questions on the specificities of these proposed regulations. More outreach will be done to gather your input as these processes unfold.

- c. **Vincent Thomas Bridge**: Caltrans is proposing to replace the roadway deck on the Vincent Thomas Bridge in 2025. This proposal includes the construction of a temporary platform for the duration of the project. The proposed reduction in vertical clearance is not finalized at this time. Meetings between Caltrans, the Coast Guard, the LA Port Pilots, and Caltrans's consultants are being held to discuss this project. The CG District Eleven Bridge Office will be taking comments from Pilots, commercial waterway users, and other interested parties once the temporary impacts to navigation from the project are known.
- d. **Sail Grand Prix**: The Coast Guard is working with the Port of Los Angeles and event planners for the 2025 LA Sail Grand Prix. The races are scheduled to take place over three days in March in the LA outer harbor. The Coast Guard plans to implement similar navigational restrictions as the last LA Sail GP event in 2023 and welcomes any feedback or lessons learned.
- e. **LNG Bunkering**: The first LNG bunkering event in the port complex was successfully accomplished earlier in the week.
- f. **Chairperson Betz** queried whether there were any questions; there were none.

(3) Update on OSPR activities:

- a. **Mr. Herrera** briefed that OSPR published a NPRM to adopt new regulations for Environmental Sensitive Site Protection and to Amend Regulations for Contingency Planning. The proposed regulations will make clearer the planning requirements of vessel and marine facility contingency plan holders, as well as for oil spill response organizations that apply to be rated by OSPR for environmental sensitive site protection services. More information is on the OSPR web site at <https://wildlife.ca.gov/OSPR/Legal/Rulemakings/Sensitive-Site-Protection>
- b. **Chairperson Betz** queried whether there were any questions; there were none.

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

- a. **Mr. Mike Traugher** reported by VTC that during the period 1 January-30 September there were 2,082 Total Vessel Transfers, of which 556 were monitored (26.7%). Crude Oil and Product Totals were 181,128,700 barrels of crude oil, and 102,701,932 barrels of other products for a grand total of 283,830,632 barrels transferred. 0 oil spills reported. Regarding Invasive Species Program Inspections, there were 4,556 qualified voyages, of which 748 were inspected (16.49%).
- b. **Chairperson Betz** queried whether there were any questions; there were none.

(5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Jim Fields** reported that he will request to do a presentation to the committee regarding the POLB deepening project at a future HSC meeting; that project is several years out (2027). **Mr. Fields** introduced his relief, **Mr. Brian Kim**.

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

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

- a. **Production of Raster Charts is Ending:** Final reminder that NOAA is ending production of the raster chart products, including the traditional paper chart. The final charts are being cancelled today. 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/> .
- b. **Anaheim Bay Chart Updates:** Navy work updating the pier and inner breakwater in Anaheim Bay is complete. NOAA has received all necessary information to update the chart. The update is currently being processed. The updated chart should be complete and publicly available by the next HSC meeting.
- c. **Voluntary Speed Reduction Zone:** The 2024 voluntary Vessel Speed Reduction requests for vessels 300 GT and larger in Southern California are scheduled to conclude on December 15. These requests are subject to change if whales leave early or stay within the region in high numbers beyond the scheduled timelines. An update on the southern California timeline should be made available at the end of this week and will be communicated via the HSC and USCG's Local Notice to Mariners.
- d. **NOAA Fisheries - Aquaculture Areas:** NOAA Fisheries is inviting comments on a Draft Programmatic Environmental Impact Statement (PEIS) related to the identification of Aquaculture Opportunity Areas (AOAs) in Federal waters off Southern California. This is an important opportunity for the public to provide input in shaping NOAA's identification of AOAs. Public feedback is essential and will help guide the development of the final PEIS. Comments on the draft can be submitted through February 20, 2025. Two main areas are in the Santa Barbara Channel, north to the traffic lanes, and offshore Santa Monica. The public may provide written and/or oral comments on the DPEIS no later than 20 February 2025. More information will be sent to the committee including how to submit comments to NOAA by various methods, and chartlets with the areas.

- e. **Chairperson Betz** queried whether there were any questions. There was one question regarding whether the voluntary speed reduction zones might become mandatory, as some are on the East Coast. **Mr. Ferguson** replied not at this time.

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 discussed:
 - i. The Port of Los Angeles Request for Proposals to develop a cruise ship terminal at pier 46, and concern that the usual security zone around a cruise ship will block vessel access to the Cabrillo Marina complex. A Coast Guard review pends. The Subcommittee will follow the progress of the project.
 - ii. A working group was formed to look into possibly creating new best practices or standards of care regarding container cranes following the June 2024 accident where a container crane hit an emissions capture barge crane. The new best practices, if voted on and adopted by the committee, would possibly be put in a new appendix to the HSP.
 - iii. The Subcommittee received a brief on Green Shipping Corridors, which have the goal of zero emissions by 2050, with various other goals on different dates.
 - iv. The committee was informed that Assembly Bill 1122, which was passed by both chambers of the California Legislature, and endorsed by the Coast Guard, was vetoed by **Governor Newsom**. The bill would have delayed CARB's requirement for new and unproven equipment on tugs and harbor craft. Some have expressed concerns that the modifications might create safety issues, such as increased risk of fire, and reduce available power.
 - v. There were issues with squid boats in the Port of Long Beach main channel which did not move out of the way for deep draft vessels and did not answer VHF radio calls. The plan is to conduct outreach to the fishing fleet, followed by a request for law enforcement if necessary. **Lcdr. Kinsella** added comments regarding Coast Guard actions.
 - vi. The Subcommittee commented that the CG District 11 plan to replace/maintain daymarks B, C, and D near the shallow water habitat in the Port of Los Angeles outer harbor is inconsistent with local requests to remove those structures.
 - vii. The Subcommittee will next meet this afternoon at 1330 at the Marine Exchange. The agenda includes further discussion of the container crane and emissions capture barge issue and the annual review of the Harbor Safety Plan.
- b. **Chairperson Betz** queried whether there were any questions.
 - i. **Mr. Sogliuzzo** clarified that the container crane that hit the capture boom on the STAX barge was not a ship's crane, rather it was a terminal gantry crane. He also briefed that **Labor** also supported AB-1122.

- ii. **Capt. Osborne** queried what regulations there were and actions could be taken regarding lobster fishermen who were blocking the entrance to Redondo Harbor. **Capt. White** made the same comment regarding Pier 400, as did **Mr. Wright** for the Port of Long Beach. It was agreed that the matter would be discussed at the Subcommittee #1 meeting this afternoon.
- (2) **Mr. Ahmed Kahn** and **Zack Garland** delivered a brief on LNG Bunkering Developments by Seaspan Energy in the Port of Long Beach.
 - a. **Chairperson Betz** queried whether there were any questions. There were questions, answers, and discussion from several members regarding safety zone distances and whether they would block the channel, tugs, nationality of the crew, whether the LNG Bunkering would be expanded beyond the present Port of Long Beach only to the Port of Los Angeles, how many vessels used LNG for fuel, size of transfer hoses, and whether Labor was invited to the pre-planning meetings. **Capt. Crecy** added that establishment of safety zones is within the jurisdiction of the Coast Guard.
- (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 February at 12:00 PM. This is the one HSC meeting per year that coincides with the Area Maritime Security Meeting, which is 9:30-11:30 AM, so the HSC will follow. The location will be wherever the Coast Guard holds the AMSC meeting, probably in the Port of Los Angeles.
- (2) **Capt. Crecy** presented her **Challenge Coin** to **Capt. Betz**, congratulating the Committee on its 200th meeting, and congratulated **Capt. Betz** on his Leadership.
- (3) There being no further business, there was a motion and second to adjourn, and the meeting adjourned at 11:13 a.m.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary
27 January 2025

LA/LB HARBOR SAFETY COMMITTEE MEETING #200, 4 DECEMBER 2024

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

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LA/LB HSC #200 Virtual Attendees 4 DECEMBER 2024

Craig Rowe

Dan Nutt

Donato Quillao

Donn Dill

Eric Morgan

Felicia Galindo

Jacqueline Moore

Jeffrey Ferguson

Jonathan Bishop

Joyce Kaplan

Kariane Dill

Landon Scott

Mike Traughber

Noel Jones

Patrick Baranic

Patrick Fagan

Paul Hendriks

Ryan Stirewalt

Thomas Osborne