



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE TWO HUNDRED FIRST MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 5 February 2025

The Two Hundred First Meeting of the Los Angeles/Long Beach Harbor Safety Committee 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 10:02 a.m. **Executive Secretary Louttit** determined a quorum was not present (had 7 members; need 9).

**FOR THE PORT OF
LONG BEACH**
Mr. Darin Wright

**FOR THE PORT OF
LOS ANGELES**
Absent

**FOR THE LONG BEACH
PILOT ORGANIZATION**
Capt. Simon Cail (JPS)

**FOR THE TANKER
OPERATORS**

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

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

Capt. Rob McCaughey
(Jankovich)

Capt. Jeff White
(LAP)

**FOR TUG & BARGE
OPERATORS**
Mr. Brian Vartan (Centerline
Logistics)

**FOR DRY CARGO VESSEL
OPERATORS**
Vacant

**FOR RECREATIONAL
BOATING OPERATORS**
Capt. John Betz (CBYC)

FOR ORGANIZED LABOR

Absent

**FOR THE CALIFORNIA
COASTAL COMMISSION**
Absent

**FOR MARINE OIL TERMINAL
OPERATORS**
Capt. Thomas MacKrell (Marathon)

**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**
Absent

**FOR PASSENGER FERRY
OPERATORS**
Absent

**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
Mr. Jim Fields

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** 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 thanks 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 2 members (**Brian Vartan** and **Capt. MacKrell**) virtual. **Chairperson Betz** had all members, alternates, and guests introduce themselves.

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 200th meeting on 4 December 2024 were distributed in advance but did not make a motion to approve the minutes because the meeting was 2 members short of 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:** There were 2 incidents since the last HSC meeting 2 months ago in December, for a total of 23 incidents in 2024. For comparison, we had 24 incidents in 2023. The first incident of the period and 22nd of the year was a Recreational Vessel in the Port of Long Beach Pier "J" Basin which reported a missing free diver. When the VTS overheard the Recreational Vessel reporting the missing free diver, the VTS communicated with CG Sector LA/LB and Jacobsen Pilot Service since a container ship was inbound to Pier J several hours later. The Coast Guard closed the Pier J Basin while Search and Rescue operations were conducted. The Jacobsen Pilot Service asked the VTS to assign a container ship inbound to Pier J to a Foxtrot anchorage, which the VTS did. The container ship safely anchored and shifted to its berth the following evening. The second incident of the period and 23rd and final of the year was a general cargo inbound the Port of Long Beach to an anchorage with pilot aboard. The pilot aboard the vessel noticed the ship's radars were displaying incorrectly. The pilot 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 June is color coded light blue. 4,733 vessels of all types arrived in 2024, 450 more than the 4,283 that arrived in 2023. This is also 173 arrivals more than the level we've been calling "normal," the 4,560 vessels per year that arrived 2018-2019 before COVID. The following vessel types were above "normal" in 2024: Tugs and Barges, Articulated Tugs and Barges, Passenger Ships, Vehicle Ships, General Cargo Ships, and vessels arriving for "Bunkers only." The following vessel types were below "normal" in 2024: Tankers, Bulk Ships, and Container Ships. With respect to Container Ships, despite a very slow start of 2024 and being 167 below "normal" at the end of June, the remaining 6 months picked up greatly, and the remaining 6 months of the year, 1,021 container ships entered the 2 ports, only 22 below "normal," and remember, they're bigger, which accounts for both Ports setting container cargo records in 2024. Regarding arrival and departure routes, the prior pattern continued,

with 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. The VTS continued 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 on the process to make the desired changes.
 - ii. The VTS enacted heavy weather anchorage protocols several times 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 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. Recap of the 23 incidents in 2024:
 - (1) 14 of the 23 incidents in 2024 were issues with propulsion, which were broken down as follows: 1 was steering component failure that did not affect the steering itself. 1 bow thruster failed; the vessel safely departed the Port of Long Beach using the 2 assist tugs already alongside. 11 resolved themselves, were repaired by the ship's crew, or were limited but not loss of propulsion. Only 1 was a loss of propulsion that required outside tugs to resolve (which were already alongside).
 - (2) The remaining 9 incidents in 2024 were: 1 collision of 2 anchored ships inside the breakwater. Eight "Other" incidents. The 8 "Other" incidents were: 1 ship whose gangway broke loose and was dragging in the water; the pilot boarded on the other side. 1 pleasure craft disabled in the traffic lanes waiting for a tow. 1 jumper on the International Gateway Bridge, which caused the waterway to be closed with 1 vessel diverted to anchor while waiting for reopening. 3 ships with radar inoperative or radar not displaying correctly. 1 ship with inoperative AIS (Automatic Identification System (AIS)). 1 missing diver, which caused the adjacent container ship basin to be closed and 1 vessel diverted to anchor while waiting for reopening.
- ci. **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. **Release of Guidance for Local Harbor Safety Committees:** NVIC 01-25 was released on January 13th, updating guidance to the Coast Guard for involvement in local Harbor Safety Committees. A large focus of the circular is the recommendation for HSCs to review their current state and consider possible revisions or implementations to further bolster coordination; **Capt. Crecy** acknowledged this work is already ongoing in this forum and in Sub-committee, so thank you for once again being ahead of the curve. This senior HSC continues to foster relationships and collaboration, setting the standard for HSCs across the country.
 - b. **Final Rule: Cybersecurity in the Marine Transportation System:** The final rule covering cybersecurity requirements for U.S.-flagged vessels and facilities subject to Maritime

Transportation Security Act of 2002 (MTSA) has been published in the Federal Register. Development and maintenance of a Cybersecurity Plan and a Cybersecurity Officer (CySO) are requirements upon the rule's effective date of July 16, 2025. There is a solicitation available for comments pertaining to a potential delay for the implementation of these regulations for U.S.-flagged vessels; these comments must be submitted by March 18, 2025. Fact Sheets for the final rule and compliance guides for MTSA regulated vessels and facilities are available online.

- c. **Safety Zone: San Pedro Bay, Los Angeles and Long Beach, CA:** A Notice of Proposed Rulemaking regarding the establishment of safety zones for vessels carrying oversized cargo, such as gantry cranes, is available for comment in the Federal Register until February 20th.
- d. **Sail Grand Prix (GP) – LA 2025:** The Waterways Management and Enforcement Divisions are actively involved in planning efforts with LA Pilots, LA Port Police, and Sail GP representatives for the upcoming Sail GP 2025 races. The event is scheduled for 14-16 March in LA Outer Harbor, with scheduled practice runs on Friday and live races on Saturday/Sunday afternoons. The race footprint, associated spectator zones, transit lanes, and schedule will largely mirror the event in 2023; questions can be directed to Waterways Management Division as plans finalize over the next two months.
- e. **Vincent Thomas Bridge:** Caltrans is proposing to replace the roadway deck on the Vincent Thomas Bridge in 2025, which will include the construction of a temporary platform for the duration of the project. The proposed reduction in vertical clearance is unknown currently; District 11's Bridge Office is still waiting for formal plans/proposals. Once these are received, Sector LA-LB plans to facilitate a meeting between Caltrans, the Coast Guard, the LA Port Pilots, and Caltrans's consultants on the project, gather feedback, and develop appropriate communications plans. The Coast Guard District Eleven Bridge Office will be taking comments from Pilots, commercial waterway users, and other interested parties once the temporary impact to navigation from the project is known.
- f. **Shallow Water Markers:** This past year, the Coast Guard received requests to consider removal of the Shallow Water Markers in LA Outer Harbor. After socializing with our Aids to Navigation Team, District Waterways Management and Environmental offices, and local stakeholders, the Sector LA/LB does *not* plan to recommend the removal of shallow water markers B through D. We appreciate the feedback from all our stakeholders and will continue to consider proposals as they come. Questions on this request can be directed to our Waterways Management Division.
- g. The Coast Guard is working on implementing policy changes directed by the new Administration, and potentially shifting priorities in different directions.
- h. **Chairperson Betz** commented that:
 - i. There is a HSC National Steering Team that helped push the NVIC along, and suggested that HSC-SC-1 review the NVIC to ensure the committee is compliant.
 - ii. Regarding the Vincent Thomas Bridge, when the air draft restriction is known, it should be pushed out to the terminals North of the bridge because reduction might affect their vessel loading.
- i. **Chairperson Betz** queried whether there were any questions. A member asked when the Vincent Thomas Bridge work would begin; **Chairperson Betz** responded that the date is not yet known, and that the vertical clearance during construction will be less than the final configuration.

(3) Update on OSPR activities:

- a. **Mr. Herrera** reported nothing significant to report.

- b. **Chairperson Betz** queried whether there were any questions; there were none.
- (4) California State Lands Commission (CSCL) activities:
- a. No member or representative was present, so **Capt. Louttit** delivered the report. During the period 1 January – 31 December 2024 there were 2,789 total transfers, of which 824 were monitored (30%). 240,802,786 barrels of crude oil were transferred plus 136,230,977 barrels of other products were transferred for a grand total of 377,033,763 barrels transferred. There were no oil spills at a terminal, vessel, or facility, and zero (0) gallons were spilled. Regarding Marine Invasive Species Program Inspections, there were 6,092 qualified voyages, of which 1,060 vessels were inspected (17%).
- (5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Brian Kim** reported there will be a maintenance dredging project this year of the LA River and Long Beach Approach Channel shoaling. The Corps' Plan was approved including disposal of the dredged material offshore, with award and anticipated start in September 2025 and taking 4-5 months with roughly 80,000 cubic yards of material being moved. **Chairperson Betz** asked if **Mr. Kim** was relieving **Mr. Jim Fields**; **Mr. Kim** confirmed this was correct.
- 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. **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. At the last meeting, Mr. Ferguson reported he expected the newly updated chart would be available by this month's HSC meeting. Unfortunately, that did not happen, but the update is currently being worked on. Expect the updated chart will be complete and publicly available in early March 2025. Updated high resolution S102 bathymetric files for the area are currently available.
- b. **Voluntary Speed Reduction Zone:** The 2024 voluntary Vessel Speed Reduction requests for vessels 300 GT and larger in Southern California to protect endangered whales ended on January 15, 2025.
- c. **Chairperson Betz** queried whether there were any questions; there were none.

ITEM III - NEW BUSINESS:

(1) **Sub-Committee Reports:**

- a. **Chairperson Betz** commented that since the last National Harbor Safety Committee Meeting in Chicago last March, he and **Capt. Louttit** were participating in meetings of a new organization, the HSC National Steering Team (NST). The NST's purpose is to help plan future National HSC meetings and to help coordinate between HSCs nationwide. **Chairperson Betz** recognized and thanked **Ms. Noel Jones** of the CG Headquarters Staff, who was on the VTC today, for her leadership and being the glue that kept this effort going and got the NVIC written and signed. **Chairperson Betz** stated that he planned to update the committee on work of the NST and other HSCs at the national level at future meetings. **Capt. Louttit** added that the 3rd part of the NST's work is to help ports and geographic areas that don't have HSC but want one, to stand an HSC up, for example, Savannah.

- b. S/C #1 (Navigation Safety) – **Capt. McCaughey** reported the Subcommittee met twice since the last HSC meeting, and discussed:
 - i. Emissions Capture and Control (EC&C) Barges: 3 issues:
 1. Follow-up to the incident on 2 June 2024 when an EC&C barge crane/snorkel was struck by a terminal’s gantry crane with subsequent collapse of the EC&C crane/snorkel, which fell on the ship and barge. A working group was stood up to work on the matter and develop operational best practices to prevent re-occurrence. Key members include PMSA, the 3 EC&C barge firms, terminals, and labor. It is anticipated that more EC&C barges will be working in the port complex due to CARB requirement starting 1 January 2025, which added tankers and car ships to the list of vessels required to use the equipment unless they can plug into shore power. Ports in Northern California must use the equipment starting 1 January 2027. Discussions continue.
 2. Spudding down: Some EC&C barges lower spuds into the sea floor to hold them in position rather than tie up to the ship or a pier. The issue and concern are pipelines and cables on or beneath the harbor floor and might be impacted by the spud. Work is ongoing to map everything on the bottom. NOAA only knows and puts on the chart what the USACOE tells them during the permitting process, but location and use changes may be unknown. One thought was to geofence the subsea pipelines and cables, and an outside entity such as the VTS track vessels passing over them, but that was determined to be impractical due to the number of vessel movements in the harbor. A second thought is to have the EC&C barges add geofences to their navigation systems and for them to monitor their own position and self-regulate where they spud down. Discussions continue.
 3. Navigational Challenge: Some EC&C barges have spudded down some distance from the vessel it is servicing, encroaching into the navigational channel and negatively impacting movement of other vessels. Furthermore, there is a navigational safety concern regarding the new EC&C barges that are self-propelled, don’t have AIS, and haven’t been checking with the VTS. These are new challenges since the non-self-propelled EC&C barges are pushed around by tugboats which have AIS and do check in). Discussions continue.
 - ii. The annual review of the LA/LB Harbor Safety Plan continues.
 - iii. The next meeting of the Sub-Committee will be at 1330 today at the Marine Exchange.
 - iv. **Chairperson Betz** queried whether there were any questions. An attendee asked how many EC&C barges were expected to be in service. **Capt. McCaughey** said he’d heard as many as 50. They are already in Los Angeles, Long Beach, and Port Hueneme, and will be required in the Bay Area 1 January 2027. A member commented that he is concerned about the navigational safety hazard, such as the barges not getting out of the way of large vessels, and not being where they said they were.
- c. **Mr. Doland Cheung**, U.S. Army Corps of Engineers, delivered a brief on the Port of Long Beach Deep Draft Navigation Project, including dredging locations, depth, quantity of material to be removed, cost, and current schedule. The contract is scheduled to be awarded in Spring 2028 and construction completed in early 2031.

- i. **Chairperson Betz** queried whether there were any questions. There were a few questions and answers.

(2) **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.
 - a. **Ms. Ramine Ross** of WSPA queried **Mr. Herrera** regarding the next steps now that the comment period for Environment Sensitive Site Protection closed. **Mr. Herrera** responded that the comments had been reviewed and new regulations should be available shortly.
 - b. **Mr. Igor Loch, Jr.** commented that there is still periodic non-compliance with the best maritime practices regarding containers being moved adjacent to a bunker barge underneath. In a case this morning, when this happened, the bunker barge crew notified the ship and the operation was shut down until container movement adjacent to the barge stopped.

ITEM V - ADJOURNMENT:

- (1) **Chairperson Betz** commented that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 5 April 2025 at 10:00AM February at 12:00 PM, at another new location, the Port of Long Beach Administration Building on Ocean Blvd.
- (2) There being no further business, **Capt. White** made a motion, seconded by **Capt. McCaughey**, and the meeting adjourned at 10:53 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
24 March 2025

LA/LB HARBOR SAFETY COMMITTEE MEETING #201, 5 FEBRUARY 2025

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

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LA/LB HSC #201 Virtual Attendees 5 FEBRUARY 2025

Joyce Kaplan

Patrick Baranic

Delio, Michael

Edward Plaza

Noel Jones (USCG)

Thomas T. MacKrell

Jeff Ferguson - NOAA

Kariane Dill

Brian Vartan

Landon Scott

Donn Dill

Eric Morgan

Bill D Crabbs

Igor Loch Jr