



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE TWO HUNDRED-SECOND MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 2 April 2025

The Two Hundred-Second Meeting of the Los Angeles/Long Beach Harbor Safety Committee convened in person at the Port of Long Beach Administration Building, with hybrid/virtual option. **Chairperson Betz** called the meeting to order at 10:00 a.m. **Executive Secretary Louttit** determined a quorum was present (had 10 members; 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

Absent

FOR COMMERCIAL FISHING

Absent

FOR THE CALIFORNIA STATE LANDS COMMISSION

Mr. Justin Wood

FOR THE CDF&W/OSPR

Mr. Claudio Herrera

FOR THE U.S. NAVY

Absent

FOR THE PORT OF LOS ANGELES

Absent

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

Absent

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

Capt. Stacey Crecy, USCG

FOR THE USACOE

Absent

FOR THE LONG BEACH PILOT ORGANIZATION

Capt. Mark Coyne (JPS)

FOR THE OFF-SHORE TERMINALS' MOORING MASTERS

Capt. Tom Osborne

FOR RECREATIONAL BOATING OPERATORS

Capt. John Betz (CBOYC)

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** 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 Long Beach for making their Administration Building's 1st Floor Multi-Purpose Room available for the meeting. **Executive Secretary Louttit** reviewed hybrid/virtual option meeting protocols and noted **Ms. Joyce Kaplan** and **Mr. Casey Robert** 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 3 members (**Capt. Tom Osborne, Mr. Jonathan Bishop, and Mr. Jeff Ferguson**) 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 and 201st meeting on 5 February were distributed in advance and made two motions to approve the minutes as written with one typo corrected in the 201st minutes. The two motions passed by unanimous voice vote.

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 4 incidents since the last HSC meeting 2 months ago in February, for a total of 4 incidents in 2025. For comparison, we had 3 incidents as of this date last year. The first incident of the period and year was a tanker 4 miles south of the Long Beach Sea Buoy inbound Long Beach with pilot aboard which experienced a steering casualty. The vessel steered with emergency steering. 2 tugs were already alongside. Pilot aborted the entry to Long Beach and safely anchored the tanker in outside anchorage SF-1 using 1 tug. The second incident of the year was a U.S. Navy ship in the vicinity of outside anchorage SF-8 inbound Seal Beach with its pilot ladder rigged improperly. The pilot ladder was dragging in the water, and the top step was 2 feet below the rail. The Jacobsen Pilot Service pilot asked the Navy vessel to raise the ladder and the Navy vessel complied. The pilot safely boarded the Navy vessel and the pilot safely moored the ship in Seal Beach. The third incident of the period was a container ship in the Northern Traffic Separation scheme outbound which reported an injector issue. The vessel requested to depart lanes to check on the injector. Vessel exited northern lanes toward Catalina Island to drift to effect repairs. After various conversations with the vessel and CG Sector LA/LB over the next 8 hours, a valve issue was also reported, repairs were effected, and the vessel proceeded to its NPOC. The fourth and final incident of the period and year was a container ship outbound Long Beach located South of the Southeast Basin in the main channel whose AIS was not displaying. The VTS acquired and tracked the vessel by radar. The pilot disembarked and there were various telephone conversations between the vessel and CG Sector LA/LB. The vessel's AIS started working half an hour later and the Sector confirmed the vessel may continue its voyage to its NPOC.
 - 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. 1,160 vessels of all types arrived in the first 3 months of 2025, 22 more than the same period in 2024 and 17 more than the level we've been calling "normal" based on 380 vessel arrivals/month that arrived 2018-2019 before COVID. 483 container ships arrived during the 3-month period, 27 fewer than "normal," but the average container ship size has risen from about 6,800 TEUs per container ship in 2018 to about 7,800 TEUs per container ship in 2024. The largest container ships to enter the ports in 2018 were 17,000 TEUs, but in 2024, 23,000 TEUs. 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. **3 Final Comments:**

- i. 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 several times during the period and are under them today. There have been 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, we continue to advise all inbound and outbound vessels that there are whales in Southern California waters and vessels should take appropriate precautions.

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. **National Maritime Center Web-based Tools Unavailable:** *Homeport* is the Coast Guard's public-facing web interface utilized to communicate port status, check merchant mariner application status, and submit applications for marine events. There have been interruptions in its service on-and-off since March 5th. Until *Homeport* is brought back up, or a more permanent replacement is identified, please utilize direct contact via email or phone call.
 - i. For any questions pertaining to Merchant Mariner Credentials, contact IASKNMC@uscg.mil
 - ii. Marine Event Permits applications can be submitted directly to the Sector LA/LB Waterways Management Division.
 - iii. Other questions or concerns can be directed to the 7/24/365 Sector Command Center for forwarding to the appropriate POC.
- b. **Lifesaving Equipment Readiness: Maintaining a Float-Free Arrangement:** The U.S. Coast Guard reminds vessel owners, operators,

and crew of the critical importance of maintaining lifesaving equipment in a float-free arrangement to ensure automatic deployment in an emergency. Recent inspections within Sector Los Angeles-Long Beach's Area of Responsibility have identified improper securing methods that could prevent deployment, endangering passengers and crew. MSIB 01-25 was published detailing the dangers and regulatory penalties associated with not maintaining a float-free arrangement. Questions can be directed to the Inspections Division.

- c. **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 2022 (MTSA) was 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. Fact Sheets for the final rule and compliance guides for MTSA regulated vessels and facilities are available online.
- d. **Vincent Thomas Bridge:** Caltrans is proposing to replace the roadway deck on the Vincent Thomas Bridge, with the most recent start date estimate being Summer of 2026. This proposal includes the construction of a temporary under-deck platform for the duration of the project. The proposed reduction in vertical clearance is unknown at this time. Discussions continue between Caltrans, the Coast Guard at the District 11 level in Alameda, the LA Port Pilots, and Caltrans's consultants to ensure the project proposal meets the needs of navigation.
- e. **SpaceX Dragon Recoveries:** SpaceX will begin manned and un-manned spaceflight recoveries on the West Coast using their Dragon capsule for the first time this month. Their capsule will splash down in one of three identified landing zones 30 nautical miles off the coast of Southern California no earlier than April 4, 2025 (1 landing zone is in the Sector LA/LB AOR and 2 landing zones are in the Sector San Diego AOR). CG District 11 has released an MSIB with general information; specific landing location and timing will be disseminated via Broadcast Notice to Mariners 24 hours in advance.
- f. **Possibility of using Cruise Ships as berthing for the 2028 Olympics:** The Coast Guard received a request from the organizers of the Olympics for using cruise ships anchored or moored in LA or LB as berthing for first responders during the 2028 Olympics, and queried if the HSC would be an appropriate venue to discuss the matter at an appropriate date and time.
- g. **LNG Bunkering:** Seaspan requested to conduct a test LNG Bunkering of a Shell tanker on 5 April in Long Beach Harbor. Operational Risk Assessment including HAZID and HAZOPs for the Shell Tankers and also NYK Car Ships have been conducted. This in addition to similar operations at Pier "C." The Coast Guard asked if there were any objections or concerns about these new activities. The Coast Guard does not object to this proof of concept but wanted input, if any.

- h. **High Wind Protocols: Capt. Crecy** thanked everyone associated with enacting high wind protocols during the period, and support of the 2nd Sail GP regatta so seamlessly and without a hitch.
- i. **AMSC 27 February:** There was an uptick in fraudulent drivers' licenses from Mexico. Some of the drivers had expired TWICs and others were valid. Efforts regarding increase in unauthorized use of unmanned aerial systems and detection thereof continue. The airspace over the CG Base and Federal Prison on Terminal Island is restricted. Transients continue to be a challenge for the terminals.
- j. **Chairperson Betz** noted the 2 action items for SC-1 regarding potentially using cruise ships for 1st responder berthing during the 2028 Olympics and the expansion of LNG Bunkering in the POLB.
- k. **Capt. Louttit** queried if there was any conflict between the LNG and Dragon operations in Long Beach; **Capt. Crecy** replied there should be none.

(3) Update on OSPR activities:

- a. **Mr. Herrera** reported that work on shoreline protection amendments continues, but there are no updates or time frame yet.
- b. **Chairperson Betz** queried whether there were any questions; there were none.

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

- a. **Mr. Wood** reported that CSLC continues to work with **Mr. Ferguson (NOAA)** and **Mr. Wright (POLB)** on mapping undersea infrastructure in the ports and adjacent waterways, and gathering the information so it can be added to navigational charts. It's an ongoing process. **Mr. Wright** added that the Port of Long Beach portion is complete but work on City of Long Beach water (such as around the oil islands) and Port of Los Angeles water continues. Coordinates were given to the emissions capture barges as they are known today so they can be put on the barges' navigation systems.
- b. **Mr. Ferric Cabuhay** reported that during the period 1 January – 28 February 2025 there were 427 total transfers, of which 198 were monitored (46%). 39,862,306 barrels of crude oil were transferred plus 18,772,754 barrels of other products were transferred for a grand total of 58,635,060 barrels transferred. There was 1 oil spill at a terminal, 0 at a vessel, and 0 at a facility vessel for a total of 5 ounces (0.04 gallons) spilled. Regarding Marine Invasive Species Program Inspections, there were 1,425 qualified voyages, of which 363 vessels were inspected (25%).

(5) U.S. Army Corps of Engineers (USACOE) activities: Not present and no report.

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

- a. NOAA travel is severely restricted so **Mr. Ferguson** will be virtual for the foreseeable future, but NOAA will continue to get the work done. Staffing levels are being adjusted but **Mr. Ferguson** and NOAA Navigation Services will continue with the same mission and priorities.

- b. **Anaheim Bay Chart Updates:** The Anaheim Bay chart update is still not completed. Mr. Ferguson will advise when he obtains an accurate estimate for chart publication.
- c. **Voluntary Speed Reduction Zone:** The Voluntary Vessel Speed Reduction (VSR) program to protect endangered whales will go back into effect on May 1, 2025. The goals of these voluntary VSR zones are to reduce the risk of fatal ship strikes to endangered and threatened blue, fin, and humpback whales, reduce ocean noise, and protect public health along the California coast. The voluntary VSR request will be in effect from 1 May to 31 December 2025 in the VSR zones, as shown in the chartlet which will be sent to the HSC e-mail list. The southern California VSR zone has been expanded to include the newly designated Chumash Heritage National Marine Sanctuary.
- d. **Chairperson Betz** queried whether there were any questions.
 - i. **Mr. Bishop** reported that on 12 March the CA Coastal Commission received a report regarding an underground oil transmission line along Pico Avenue in Long Beach of a release. The Coastal Commission worked with OSPR and other agencies through the permitting process. The release was in the Port of Long Beach and therefore outside the Coastal Commission's jurisdiction, but the Coastal Commission appreciated the notification. **Mr. Bishop** queried if the pipeline had been repaired and if there was any updated information. **Mr. Wright** reported the responsible party repaired the pipeline and continues work. Oil entered the harbor water through storm drains. Boats were cleaned and rocks continue to be cleaned.

ITEM III - NEW BUSINESS:

(1) Sub-Committee Reports:

- i. S/C #1 (Navigation Safety) – **Capt. McCaughey** reported the Subcommittee met twice since the last HSC meeting and will meet again at 1330 today at the Marine Exchange. Focus continues on:
 - 1. Emissions Capture and Control (EC&C) Barges
 - a. Communications: Progress is being made regarding communications between the barges, other watercraft, and pilots, they are checking in with the VTS, and it is believed they all have AIS.
 - b. Spudding down: Mr. Wright and others have spent many hours mapping subsea pipelines and cables of all types so the barges know what is on the sea floor beneath them and pre-planning can be done. Concern remains for un-planned spudding down such as in the event of a loss of propulsion. Work continues to find any remaining subsea pipelines and cables and add them to the charts with **Mr. Ferguson's** help. An abandoned pipeline can be an obstruction. The USACOE also has a role.
 - 2. The annual review of the LA/LB Harbor Safety Plan continues. No substantive changes are expected.

- ii. The next meeting of the Sub-Committee will be at 1330 today at the Marine Exchange.
- (2) Brief on Review of Review of USCG Navigation and Vessel Inspection Circular (NVIC) 01-25 (Guidance for Improvement and Enhancement of Cooperative Relationships through Local Harbor Safety Committees): **Capt. Louttit** briefed he was asked to review the NVIC by Sub-Committee 1 at the February meeting and reported out at the March SC-1 meeting, which concurred with the report and requested **Capt. Louttit** brief the full HSC. Highlights are that the LA/LB HSC is doing almost everything recommended by the NVIC, in some cases by an alternate way that is appropriate for this port complex and geographic area, and the fact that HSCs in California are overseen by OSPR and codified in the Lempert, Keene, Seastrand Act. A possible next step and process improvement could be to engage other HSCs to see if there is a best practice we should adopt. This is already being done in part because both **Capt. Betz** and **Capt. Louttit** are on the HSC National Steering Team and routinely works with a dozen HSCs from around the country. A final idea would be to possibly restart the West Coast HSC Summits, which were held before COVID.
 - a. **Chairperson Betz** queried whether there were any questions; there were none.
- (3) Brief on proposed changes to the HSP for Chapters and Appedixes MX SoCal is responsible for. **Mr. Casey Robert** (MX VTS Operations and Training Manager) briefed a series of non-substantive changes to the HSP including adding the four uncharted contingency anchorages off Huntington Beach, adding LNG Bunkering vessels to the types of vessels that can't anchor in the 1st row of the Foxtrot and Golf anchorages adjacent to the breakwater (currently tankers and car carriers), reflecting that the Catalina Harbormaster assigns the Catalina Anchorages (not the VTS), standardized the 35 knot threshold for implementing high wind anchorages throughout the Plan, and added that VTS does an hourly broadcast during reduced visibility. The User Manual was also reviewed and updated, including recommending emissions capture barges and vessels escorting marine events check in with the VTS and fully participate, adjusted wording associated with engine and steering checks to avoid confusion with the CFR, standardized wording associated with standard of care recommending ½ NM separation between vessels in the precautionary area rather than the CFR ¼ mile due to increased vessel sizes, and added the advisory the VTS reads to arriving vessels regarding pilot ladder safety.
 - a. **Chairperson Betz** queried whether there were any questions; there were none.
- (4) Update on HSC National Steering Team. **Capt. Betz** briefed that the main focus of this nationwide team of volunteers is to guide planning of the next nationwide HSC Summit, notionally to be held in Seattle in the spring of 2026. One of the goals is to increase industry participation. A second goal of the NST is to help ports that don't have HSCs form one, and help ports with weak and struggling HSCS to improve them.
 - a. **Chairperson Betz** queried whether there were any questions or other New Business; there were 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. **Al Ramirez, President of ILWU Local 56** commented that his local is one of the oldest on the waterfront and that his members proudly worked on the oil spill in Long Beach discussed earlier to protect the environment. **Mr. Ramirez** will be added to the HSC e-mail list by **Mrs. Kaplan**.

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 June 2025 at 10:00AM at Bannings Landing in the Port of Los Angeles in Wilmington.
- (2) There being no further business, **Landon Scott** made a motion, and the meeting adjourned at 11:01 a.m.

Respectfully submitted,

//signed//

Captain J. Kipling (Kip) Louttit
Executive Secretary
20 May 2025

LA/LB HARBOR SAFETY COMMITTEE MEETING #202, 2 APRIL 2025

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

↓ SKIP these columns ↓

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Claudio Herrera	CDFW OSPK	Claudio.Herrera@wildlife.ca.gov
JEFF WHITE	LA PILOTS	
STACEY CREECH	USCG	562-355-3672 stacey.l.creech@uscg.mil
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JOHN BETZ	LAPS PER DOA	
W. THOMAS MACKRELL	Marathon	
MARK COYNES	JPS	
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LA/LB HARBOR SAFETY COMMITTEE MEETING #202, 2 APRIL 2025

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LA/LB HSC #202 Virtual Attendees 2 APRIL 2025

Joyce Kaplan
Sylvester Harris
POLB - MPR
Pieter Moerman
Ryan Stirewalt
Igor Loch Jr
Jeffrey Ferguson - NOAA
Thomas Osborne
Jonathan Bishop
Brendan Crowe
Joe Grocki
Jim Peschel
Gustav Hein (MARAD)
Noel Jones (USCG)
Ross Timmerman
Felicia Galindo