



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE TWO HUNDRED-THIRD MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE

Wednesday, 4 June 2025

The Two Hundred-Third 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. **Vice Chairperson McCaughey** called the meeting to order at 10:02 a.m. due to **Chairperson Betz** being remote on VTC. **Executive Secretary Louttit** determined a quorum of voting members was present (had 11 voting 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**

Capt. Jay Dwyer

**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

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

Capt. Jarrod DeWitz, USCG

**FOR THE USACOE**

Mr. Jim Fields

**FOR THE LONG BEACH  
PILOT ORGANIZATION**

Capt. Simon Cail (JPS)

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

Absent

**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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**Vice-Chairperson McCaughey** welcomed everyone in attendance and thanked all for their interest in and participation on the Los Angeles/Long Beach Harbor Safety Committee. **Chairperson Betz** was present virtually, but it was decided that **Vice-Chairperson McCaughey** would chair the meeting since he was present in person. **Vice-Chairperson McCaughey** briefed 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. **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 8 members virtual (**Chairperson John Betz, Capt. Jeff White, Mr. Darren Wright, Mr. Brian Vartan, Mr. Jonathan Bishop, Mr. Erik Bombard, Capt. Thomas MacKrell, and Mr. Jeff Ferguson**). **Vice-Chairperson McCaughey** had all members, alternates, and guests introduce themselves.

#### **ACTION ITEM:**

**Mr. Herrera** reported that **Capt. Simon Cail** was reappointed as alternate member representing The Long Beach Pilot Organization. **Mr. Herrera** administered the oath to **Capt. Cail** and reminded him to sign paperwork after the meeting. **Capt. Thomas Jacobsen** had been reappointed primary member, and **Capt. Mark Coynes** an alternate member representing the Long Beach Pilot Organization, but as both were not present, they will be sworn in at a future date and time.

#### **ITEM I: APPROVAL OF MINUTES OF LAST MEETING:**

- (1) **Vice-Chairperson McCaughey** stated the minutes of the 202<sup>nd</sup> meeting on 2 April 2025 were distributed in advance and made a motion to approve the minutes as written. **Capt Dwyer** made a motion, seconded by **Mr. Sitts**, and passed by unanimous voice vote.

#### **ITEM II: OLD BUSINESS:**

- (1) **Vice-Chairperson McCaughey** called for an update on Marine Exchange Vessel Traffic Service (VTS) activities from **Capt. Louttit**, who reported:
  - a. **Incidents:** There were 3 incidents since the last HSC meeting 2 months ago in April, for a total of 7 incidents in 2025. For comparison, we had 6 incidents as of this date last year. The first incident of the period and fifth of the year started when the VTS observed a fishing vessel 25 miles North of Point Fermin transiting inbound in the outbound Northern Traffic Lane, which developed a meeting situation with outbound Bulk Ship in the outbound lane with no pilot aboard. The Bulk Ship communicated with the VTS and took early action to avoid collision by altering course to Starboard and exiting the traffic lanes to avoid the fishing vessel. The 2 vessels passed  $\frac{3}{4}$  mile apart. The fishing vessel did not answer radio calls from the VTS. The VTS requested Sector LA/LB attempt to establish communications with the fishing vessel, which was successful. The fishing vessel agreed to depart the traffic lane and transit inshore to its destination. The second incident of the period and sixth of the year was a container ship 10 miles Northwest of Point Vicente outbound with no pilot aboard which requested an outside anchorage due to an issue with 2 cylinders in its main engine. Tug assistance was not required. The vessel came about and safely anchored in outside anchorage G-4 with 1 tug standing by. The third incident of the period and seventh of the year was a container ship 1.7 miles South of LA Buoy 1 inbound LA with no pilot aboard which reported an issue with its main engine governor to the LA Pilots and VTS. The vessel came about and safely anchored in outside anchorage SF-10.

- b. **Traffic Report: Capt. Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in April was color coded light blue. 1,954 vessels of all types arrived in the first 5 months of 2025, 47 more than the same period in 2024 and 54 more than the level we've been calling "normal" based on 380 arrivals/month that arrived 2018-2019 before COVID. 808 container ships arrived during the 5-month period, 48 fewer than "normal." For the month of May alone, 148 container ships arrived, 22 fewer than the 176 that would be "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. **3 Final Comments:**
- i. 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. The VTS enacted high wind anchorage protocols once during the past 2 months. There were no issues. Per the LA/LB Harbor Safety Plan, high wind protocols are enacted when wind is forecast or observed more than 35 knots. The VTS stops anchoring vessels 48 hours in advance of the wind event, and vessels already anchored who choose to remain at anchor must have their 2<sup>nd</sup> 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. **Vice-Chairperson McCaughey** queried whether there were any questions; there were none.

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

- a. **Permanent Change of Station (PCS) Season:** The Coast Guard will experience many personnel turnovers during the summer. The current Prevention Department Head, **Cdr. Tim McNamara** will be departing later this month; his replacement will be **Cdr. Steven Lewis**.
- b. **Henry Ford Avenue Railroad Bridge Construction:** The Henry Ford (Badger Ave.) Bridge will be in the "closed-to-navigation" position 9-12 June 2025 from 5 a.m. to 7 p.m. daily for repairs. In the event of an emergency, the lift span can be opened in 30 minutes if advance notice is given to the drawtender. If you wish to comment on this proposed action, please email the D11 Coast Guard Bridge Office at [D11Bridges@uscg.mil](mailto:D11Bridges@uscg.mil).
- c. **Vincent Thomas Bridge Update:** Sector and District 11 Bridge Office in Alameda continue working with Caltrans and local stakeholders on the Vincent Thomas Bridge redecking construction project, which is a bit of a moving target. District 11 Bridge Office is still awaiting a formal project initiation letter, but the most recent correspondence indicates the project will result in a temporary 2.5-foot air draft reduction during the project with no permanent deflection or air draft reduction once complete. More information will follow as the project progresses.
- d. **Summer Marine Events:** This summer will be busy! The Sector Waterways Management Division has been working with applicants to permit numerous

fireworks shows and regattas. Further information will be sent out via email detailing these events and any exclusionary zones.

- e. **Illegal Charters:** The beginning of the recreational boating season may coincide with an uptick in illegal charters. **Capt. DeWitz** called on **Ms. Sasha Coombs** from Coast Guard District 11, to deliver a brief. **Ms. Coombs** briefed by VTC on resources available to help combat this threat to safe waterway use, including handouts, posters, and press release, which will be sent to the Committee after the meeting. **Ms. Coombs** requested Committee assistance spreading the word.
- f. **Failure to Report:** The U.S. Coast Guard reminds commercial vessel owners, agents, Masters, operators, or persons in charge of the critical importance of reporting marine casualties in a timely manner to the U.S. Coast Guard. Casualties shall be reported immediately after addressing resultant safety concerns. Some reportable marine casualties are fire, flooding, loss of power or propulsion, injury, and grounding. Reportable marine casualties are listed in their entirety in 46 CFR 4.05-1. Please feel free to call if in doubt about whether to report. The Sector Investigations Division is standing by 24/7. Reporting marine casualties is not merely a procedural requirement. It is a critical component of maritime safety. The U.S. Coast Guard and industry stakeholders collaborate to investigate casualties, identify root causes, and implement corrective actions to prevent future occurrences. Together, we can enhance the safety of our waterways.
- g. **National Maritime Center Web-based Tools Unavailable:** Homeport, the web interface utilized to communicate port status, check merchant mariner application status, and submit applications for marine events was decommissioned. Until a new process is established, please direct any questions pertaining to MMC to [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) and all marine event permit questions to our Waterways Management Division. **Capt. DeWitz** stated that **LCDR Kevin Kinsella** was the Sector POC for questions and input.
- h. **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.
- i. **Vice-Chairperson McCaughey** queried whether there were any questions; there were none.

(3) Update on OSPR activities:

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

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

- a. **Mr. Wood** reported that CSLC continues to work with HSC SC#1 meeting discussions primarily regarding two items: (1) Safe implementation of spud capture and control barges for vessel emissions control at the marine terminals in the POLA and POLB - Comply CARB's "At Berth" regulations, and (2) Safe anchoring of commercial vessels in the greater San Pedro Bay and offshore Huntington Beach. In support, the CSLC has been assisting the committee's effort, led by **Darin Wright** (POLB) and in coordination with **Jeff Ferguson** (NOAA), to update the local Electronic Navigational Charts (ENCs) to improve identification of subsea

infrastructure (oil, gas, electrical, fiber optic, and water pipelines). The effort has been focusing on gathering details from various sources regarding the latitude/longitude positioning of the infrastructure on the seafloor and the burial depths.

- b. **Vice-Chairperson McCaughey** passed “well-done” and “thank you” from the Committee to everyone associated with this work.

(5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Brian Kim** reported:

- a. USACE is targeting late November 2025 award for LA River Estuary/Port of Long Beach Approach Channel dredging contract after finalizing our Environmental Assessment (EA).
- b. Coastal engineers completed our annual structural inspection of the three LA-LB breakwaters (LA, Midde, and LB) on 2 June 2025.

(6) National Oceanic and Atmospheric (NOAA) activities:

- a. **Mr. Ferguson** reported by VTC nothing significant to report until he delivers his brief later in the meeting.

(7) Harbor Safety Committee (HSC) National Steering Team (NST) activities:

- a. **Vice-Chairperson McCaughey** reported on behalf of **Chairperson Betz** that the HSC NST is helping plan the next Nationwide Harbor Safety Summit, which will be held in Seattle in March or April 2026. **Capt. Betz** and **Capt. Louttit** are members of the NST. HSC members are encouraged to consider attending this valuable summit. More to follow in coming months.

- (8) Other: 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 1330 today at the Marine Exchange. Focus continues on:
  - i. **Spudding down Emissions Capture Barges near pipelines.** SC-1 continues to gather details on the location of the high-risk pipelines inside and outside the harbors, and Huntington Beach, so emissions capture barges can avoid these areas when spudding down when servicing their vessels. Once the priority pipelines have been identified, the committee will send a letter to NOAA with the list (6-7 pipelines) to begin the process of adding them to the ENC charts. **Vice-Chairperson McCaughey** thanked the individuals doing the months of work identifying these pipelines, especially **Darin Wright** with the POLB, and **Justin Wood** with CSLC, and **Capt. Jay Dwyer** with the POLA. **Mr. Wright** added by VTC that he concurred the work is close to ending, and that an example of work still to do is verifying the status (active or abandoned) of a U.S. Navy pipeline near the Vincent Thomas Bridge.
  - ii. **Articulated Tugs and Barges:** SC-1 discussed the OSPR Administrator's letter dated May 7, 2015 regarding treatment of ATBs as tankers under the CA Tank Vessel Escort Program regulation. The letter was meant to be a temporary fix

until a regulation was created, however, the regulation process never happened. The letter allows the ATBs to transit like a Tanker vessel or at 6 knots instead of 4 knots for normal tugs and barges. Currently, SC-1 will be working towards forming a working group and possibly working with the San Francisco HSC to develop a new path forward. **Chairperson Betz** added by VTC that the current plan was for a working group to form in the 2<sup>nd</sup> half of June to develop ideas not solutions, potentially with **Max Rosenberg** as the Chairperson due to his past work in this area, with members potentially OSPR, LA/LB HSC, SF HSC, MX, and ATB representatives.

iii. **Annual Harbor Safety Plan Update:** SC-1 has made minor or non-substantive changes, which do not affect how the companies operate, to the Harbor Safety Plan. The latest changes are mainly to make all chapters consistent and harmonized with respect to wording and structure. Other changes were to update phone numbers or incorrect information. Since the last full committee meeting, corrections were made to the tug escort chapter (Chapter 12) and Appendix C (Tug Assist/Escort Information). SC-1 had no “Deep Dive” chapters this year.

iv. **SC-1 Business today at 1330 at the Marine Exchange:**

1. **Emissions Capture Barges:** SC-1 will continue discussion of any further high risk to underwater pipelines in the LA/LB area as they relate to emissions capture barges Spudding down. Vice-Chairperson McCaughey stated he believes SC-1 is close to sending a letter to NOAA for the pipelines SC-1 has identified to be added to the ENC charts.

b. **Articulated Tugs and Barges:** SC-1 will continue to discuss ATB’s regarding treatment as tankers and next steps moving forward. **Chairperson Betz** added by VTC that the current plan was to form a working group and meet in the 2<sup>nd</sup> half of June to develop ideas not solutions, potentially with **Max Rosenberg** as the Chairperson due to his past work in this area, with members potentially OSPR, LA/LB HSC, SF HSC, MX, and ATB representatives.

c. **Vice-Chairperson McCaughey** queried whether there were any questions or other New Business; there were none.

(2) **Comment on March 2025 NTSB Report Regarding Key Bridge Collapse in Baltimore:** **Vice-Chairperson McCaughey** briefed on behalf of **Chairperson Betz** that a year ago the Francis Scott Key Bridge in the Port of Baltimore collapsed following an allision with a container ship. At the end of March 2025, the NTSB generated a report stating that there were 68 bridges throughout the United States that were vulnerable to a similar allision. The NTSB report was reviewed and no bridges in the LA/LB HSC AOR are listed, so we don’t believe the LA/LB HSC has any action to take at this time regarding ship allisions with bridges, but we will continue to monitor what the NTSB is doing and any recommendations it might have regarding the Francis Scott Key Bridge and take appropriate action accordingly as it might relate to bridges in the LA/LB area of responsibility.

(3) **Final update on 2024-2025 review of the LA/LB Harbor Safety Plan:** **Vice-Chairperson McCaughey** briefed on behalf of **Chairperson Betz** that other non-substantive changes that did not change the way companies operated to the Harbor Safety Plan this year included:

a. In charter 4, adding the Huntington Beach anchorages to the plan, and adding LNG vessels and Car Carriers to the types of vessels that cannot anchor in the 1<sup>st</sup> row of

anchorage outside the breakwater (these 2 types in addition to vessels over 200 meters length overall and tankers).

- b. Minor changes regarding Inclement Weather and to the MX Vessel Traffic Service User Manual.
- c. **Chairperson Betz** briefed the next steps process to complete the annual review, which includes going smooth on the chapters with updates, updating the table of contents, standards of care, and other introductory information, posting documents to the HSC/MX web site, and finally drafting and signing the letter to the Administrator of OSPR regarding this effort by 30 June.

**(4) Presentation on Electronic Navigation Charts (ENCs) and Precision Navigation by Jeffrey Ferguson (NOAA).** **Mr. Ferguson** delivered a brief regarding Navigation Updates and how ENCs are updated by NOAA and for users, in general nationwide, and specific locations such as Anaheim Bay. There is red/yellow/green color coding on the NOAA web site for the status of conversion. ENCs originally followed old raster and traditional paper chart areas, but “ENC Re-gridding” will create a standard framework of ENC cells of the same size and shape. The Naming Convention will change. Users will need to determine how their navigation equipment does chart updates, automatically or manually. NOAA is doing this to prepare NOAA Charts for Precision Navigation and for International S-100 standards, which has different overlays that can be toggled on and off, such as S-102, the Bathymetry Data Overlay. This information is available on NOAA web sites. **Mr. Ferguson’s** brief will be e-mailed to the Committee.

#### **ITEM IV – PUBLIC COMMENTS**

- (1) **Vice-Chairperson McCaughey** 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. **Capt. White** asked if the dates and times the Henry Ford Bridge will be closed that were reported by the Coast Guard could be repeated? **Capt. Dewitz** responded 9-12 June from 5 a.m. to 7 p.m., but emergency openings are possible with 30-minute notice.

#### **ITEM V - ADJOURNMENT:**

- (1) **Vice-Chairperson McCaughey** commented that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 1 October 2025 at 10:00AM at the Port of Long Beach Administration Building in Long Beach.
  - a. There being no further business, **Capt. Dwyer** made a motion, seconded by **Capt. White**, and the meeting adjourned at 10:55 a.m.

Respectfully submitted,

*//signed// J.K. Louttit*

Captain J. Kipling (Kip) Louttit  
Executive Secretary  
22 September 2025

## LA/LB HARBOR SAFETY COMMITTEE MEETING #203, 4 JUNE 2025

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

↓ SKIP these columns ↓

NAME	AGENCY	E-MAIL/PHONE
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**LA/LB HSC #203 Virtual Attendees 4 JUNE 2025**

Joyce Kaplan  
Patrick Baranic  
Jeff White  
John Betz  
Paul Hendriks  
Wright, Darin  
Jeffrey Ferguson - NOAA  
Max Rosenberg  
Erik Bombard  
Dan Nutt  
Edward Plaza  
Sasha Coombs, USCG D11  
Jacqueline Moore  
Timmerman, Ross  
Jean-Francois Raoult-Grondin  
Brian Vartan  
Craig Rowe  
Bishop, Jonathan  
Patrick Fagan  
Roby Thomas  
Stirewalt, Ryan  
Behrens, James  
Noel Jones  
MacKrell, Thomas T.  
LCDR Solares  
Igor Loch Jr  
Pieter Moerman