



# LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by  
California Oil Spill Prevention and  
Response Act of 1990

## MINUTES OF THE TWO HUNDRED-FIFTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE Wednesday, 3 December 2025

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

<b>FOR THE PORT OF LONG BEACH</b> Mr. Darin Wright	<b>FOR THE PORT OF LOS ANGELES</b> Capt Jay Dwyer (LAP)	<b>FOR THE LONG BEACH PILOT ORGANIZATION</b> Capt. Simon Cail (JPS)
<b>FOR THE TANKER OPERATORS</b>	<b>FOR THE LOS ANGELES PILOT ORGANIZATION</b>	<b>FOR THE OFF-SHORE TERMINALS' MOORING MASTERS</b>
Capt. Rob McCaughey (Jankovich)	Capt. Jeff White (LAP)	Capt. Thomas Osborne (Chevron)
<b>FOR TUG &amp; BARGE OPERATORS</b> Mr. Brian Vartan (Leo Marine Services)	<b>FOR DRY CARGO VESSEL OPERATORS</b> Vacant	<b>FOR RECREATIONAL BOATING OPERATORS</b> Capt John Betz (CBYC)
<b>FOR ORGANIZED LABOR</b> Absent	<b>FOR THE CALIFORNIA COASTAL COMMISSION</b> Mr. Jonathan Bishop	<b>FOR MARINE OIL TERMINAL OPERATORS</b> Absent
<b>FOR COMMERCIAL FISHING</b> Absent	<b>FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR SANTA MONICA BAY</b> Vacant	<b>FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR LA/LB</b> Absent
<b>FOR THE CALIFORNIA STATE LANDS COMMISSION</b> Absent	<b>FOR PASSENGER FERRY OPERATORS</b> Absent	<b>FOR THE SHIP'S AGENT ORGANIZATION</b> Mr. Cory Nelson
<b>FOR THE CDF&amp;W/OSPR</b> Mr. Jon Victoria	<b>FOR U.S. COAST GUARD SECTOR LOS ANGELES and LONG BEACH</b> Capt. Jarrod DeWitz, USCG	<b>FOR THE NOAA/NOS</b> Mr. Jeff Ferguson (NOAA)
<b>FOR THE U.S. NAVY</b> Absent	<b>FOR THE USACOE</b> Mr. Jim Fields	<b>EXECUTIVE SECRETARY</b> 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** 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 their Banning's Landing Community Center available for the meeting. **Executive Secretary Louttit** reviewed hybrid/virtual option meeting protocols and noted **Capt. Pat Baranic** and **Mrs. Joyce Kaplan** 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 several Members virtual. **Chairperson Betz** had **Mrs. Kaplan** identify all virtual attendees.

**ACTION ITEM:**

- (1) **Mr. Victoria** stated that **Capt. Thomas Osborne** was appointed primary member representing Offshore Terminals' Mooring Masters, **Mr. Brian Vartan** was appointed primary member representing Tug and Barge Operators, **Capt. Ryan Stirewalt** was appointed second alternate member representing Tug and Barge Operators, **Mr. Cory Nelson** was appointed primary member representing Ship's Agent Organization, and **Capt. John Betz** was appointed primary member representing Pleasure Boat Operators. **Mr. Victoria** administered the oath to these five appointees and reminded them to sign paperwork and return paperwork after the meeting. **Mr. Victoria** stated that the following were appointed to the Committee but would be sworn in at a later date since they were not present today: **Mr. Erik Bombard** primary member representing Passenger Ferry Operators, **Capt. Matthew Vaughn** alternate member representing Passenger Ferry Operators, **Capt Mike Sitts** alternate member representing Pleasure Boat Operators, **Ms. Kariane Dill** alternate member representing Tug and Barge Operators, and **Mr. Gary Brown** member representing Non-Profit Environmental Protection Organizations.

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

- (1) **Chairperson Betz** stated the minutes of the 203<sup>rd</sup> meeting on 4 June 2025 and 204<sup>th</sup> meeting on 1 October 2025 were distributed in advance and made a motion to approve the minutes as written. There were no additions, corrections, or deletions. Approval of the minutes of the June meeting were delayed due to lack of a quorum at the October meeting. The motion passed and both sets of meeting minutes were approved 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) There were 4 incidents since the last HSC meeting in October, for a total of 20 incidents in 2025. For comparison, we had 21 incidents as of this date last year. The 1<sup>st</sup> incident of the period and 17th of the year was possible unexploded ordnance found during construction excavation at berth G227 in Southeast Basin in the Port of Long Beach. The Coast Guard established a safety zone and restricted vessel movements in area. A Bomb Squad determined it was unexploded military type ordnance and called the U.S. Marine Corps, who arrived from Camp Pendleton, secured the ordnance, and transported it off-site. The duration of the incident was approximately 8 hours, 1300-2100. The 2nd incident of the period and 18<sup>th</sup> of the year was a container ship 1 mile Southwest of Los Angeles Buoy #3 outbound with pilot still aboard which experienced an issue with one cylinder of its main engine. Vessel shut down the engine to troubleshoot. The vessel later requested an outside

anchorage, the VTS assigned anchorage G-4, the vessel regained propulsion, and the vessel safely anchored in G-4 with 2 assist tugs. The 3rd incident of the period and 19<sup>th</sup> of the year was a container ship (same ship later same day as incident #18) 4 miles Southwest of Point Fermin outbound in the Northern Traffic Lanes with no pilot aboard which reported to the VTS it had issues with a main engine cylinder and requested to exit traffic lanes and drift offshore to troubleshoot. The vessel made repairs and Sector LA/LB granted permission for the vessel to proceed to its NPOC. The 4th incident of the period and 20<sup>th</sup> of the year was a container ship at Port of Los Angeles Berth 218 which experienced a fire onboard. The vessel was moved from the berth to anchorage G-4 for several days, then returned to its berth. The situation is ongoing.

**b) Traffic Report:** **Capt. Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in October was color coded light blue. 4,288 vessels of all types arrived in the first 8 months of 2025, 36 fewer than the same 11-month period in 2024 but 108 more than the level we've been calling "normal" based on 380 arrivals per month that arrived 2018-2019 before COVID. 1,833 container ships arrived during the 11-month period, 114 more than the same period in 2024, but 60 fewer than "normal." Regarding Arrival and Departure routes, Arrivals from and Departures to and from the North, West, and South remained roughly steady in the Mid 40s, Mid-Teens, and Mid 20s percentages respectively. Arrivals from the Offshore Marine Terminal in El Segundo remained steady at roughly 2%. However, Departures from the anchorages off LA, LB, or Huntington Beach to Chevron continued their uptick to 3% and range of 6-14 per month earlier in the year to a range of 12-18 per month in the past 3 months. These are tankers that anchored off LA, LB, or HB before shifting to El Segundo. There were no issues.

**c) 3 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, status of which will be briefed later in this meeting.
- ii) Regarding high wind anchorage protocols:** The VTS implemented high wind anchorage protocols three times since the last HSC meeting in October. There were no issues, and in each case, there was a mix of vessels choosing to go to sea and those choosing to remain at anchor. 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 arriving vessels 48 hours in advance. Vessels already at anchor and choosing 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 to keep a sharp lookout for whales.

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

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

a) **Pier G/Containership Fire Incidents:**

- i) It's been a busy few months in the ports of Los Angeles and Long Beach. The joint Coast Guard, NTSB, OSHA, and flag state investigations into the Pier G container incident in the Port of Long Beach from September continue; the Coast Guard will pass findings and recommendations when available.
- ii) The response to last week's containership fire in the Port of Los Angeles is still active. **Capt. Crecy** sends her regrets for not attending, but she and the entire UC (unified command) are working full-time maintain vessel, port, and environmental safety and security. This will be another joint investigation involving the Coast Guard, NTSB, ATF, flag state, and the LA City Fire Department. **Capt. DeWitz** expressed the Coast Guard's heartfelt thanks to all the agency and industry partners who were and are still involved. While the Coast Guard would prefer these incidents didn't happen at all, when they inevitably do, our stellar partnerships here in Los Angeles-Long Beach always pay dividends.
- iii) A special thank you to the LA Pilot Service, in particular our **Capt. Dwyer** and **Capt. Calvin**. The LA Pilot Service had the onerous task of arranging and implementing the outbound transit of the actively burning container vessel. These two pilots joined the vessel's crew, the salvor, and many of our first responders on board the actively burning vessel and piloted the vessel outbound, under the Vincent Thomas Bridge, and safely moored in the outer anchorage, all during the dark of night. Bravo Zulu for a job well done.

(1) **Capt. DeWitz** led a round of applause for **Capt. Crecy**, **Capt. Dwyer**, and **Capt. Calvin**.

- b) **Holiday Marine Events:** The Coast Guard is finalizing preparations for multiple holiday Marine Events in our AOR (area of responsibility) over the next month. Starting with the LA Harbor Afloat Parade this Saturday, there will be a total of 15 holiday events, including 12 boat parades, two firework shows, and one drone show. With holiday parades come increased congestion and potential for accidents or incidents. The Coast Guard requests stakeholders maintain a vigilant watch as usual and report incidents directly to the command center. Questions on Marine Event planning can be directed to the Waterways Management Division.
- c) **Autonomous Vessel Operations:** The Coast Guard continues to track Autonomous Vessel operations in and around the port complex. Please pass any new or emerging USV (Uncrewed Surface Vessel) operations to the Waterways Management Division and Sector Command Center when these operations are noticed, which allows the Coast Guard to further share this information with local agency partners. The Coast Guard may start using a new term, "Unmanned Maritime System" (UMS) to be all encompassing of surface, subsurface, and aerial vehicles/systems. During this afternoon's Sub-Committee One meeting, the Coast Guard representative will present some proposed courses of action to standardize recommended safe operations parameters for new operations. These could be "recommended best practices" coming from the HSC without any regulatory weight. The Coast Guard is open to feedback and input.

d) **Monitoring Weather Conditions MSIB:** With local instances of high weather in recent memory, the U.S. Coast Guard Office of Operating and Environmental Standards has released a new Marine Safety Information Bulletin (MSIB) 08-25 dated 1 Dec 2025, which provides vessel owners, operators and crews with guidance on available sources for marine weather information. The MSIB encourages owners, operators, and crews to evaluate all available means to monitor marine weather conditions and forecasts to determine the best course of action for their vessels and their intended routes. The MSIB further aims to encourage owners and operators to implement or update guidance for how frequently a vessel master should check weather conditions and forecasts before and during transits. For more detailed information, the MSIB is available electronically on the Deputy Commandant for Operations website:

[https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2025/MSIB%2008-25\\_Monitoring%20Weather%20Conditions%20and%20Forecasts-ROUTINE.pdf?ver=Pv5BglgeZCvdvdMUDBdcg%3d%3d](https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2025/MSIB%2008-25_Monitoring%20Weather%20Conditions%20and%20Forecasts-ROUTINE.pdf?ver=Pv5BglgeZCvdvdMUDBdcg%3d%3d)

e) **Cybersecurity Training and Incident Reporting Guidance:** Since the last HSC meeting, the Coast Guard has released several guidance and policy letters regarding Cybersecurity Training and Incident Reporting. Specifically, CG-5PC Policy Letter 01-25 outlines crucial cybersecurity training requirements for personnel with access to IT/OT (information/operational technology) systems on U.S.-flagged vessels and facilities subject to the MTSA (Marine Transportation Security Act); regulated stakeholders must complete this training no later than January 12, 2026. Additionally, NVIC (Navigation and Vessel Inspection Circular) 02-24, Change 1 was published November 12; the NVIC includes updated guidance on reporting cyber incidents as required under 33 CFR Part 101, Subpart F. Key Updates Include:

- 1) Incorporation of reportable cyber incident reporting requirements;
- 2) Alignment of cyber incident and reportable cyber incident reporting criteria;
- 3) Harmonization of cyber incident reporting under 33 CFR Part 6; and
- 4) The FBI now accepts NRC (National Response Center) reports as meeting federal notification requirements.

Questions on these documents and any cybersecurity regulatory concerns can be directed to the Inspections Division and Facilities Branch at CG Sector LA/LB.

f) **Interim Final Rule (IFR):** The interim final rule requiring updating fire safety measures for vessels with overnight accommodations goes into effect in January. Questions on the IFR and the associated requirements can be directed to the Inspections Division.

g) **CG Station Channel Islands Harbor:** Asbestos was discovered at the station. While it is being remediated, coverage for the station is being provided by an 87' Patrol Boat.

h) **Chairperson Betz** queried whether there were any questions; there were none. **Capt. Betz** offered the Committee's help developing any best practices or standards of care that might be appropriate in wake of any of these incidents in advance of any regulatory changes, since

regulatory changes take time and changes to the maritime industry and technology are changing so fast.

3) Update on OSPR activities:

- a) **Mr. Victoria** reported:
  - i) The new Shoreline Protection Plan is now available online on the CA Department of Fish and Wildlife website. This updated plan includes important revisions aimed at enhancing the protection of sensitive coastal habitats and improving response strategies. The new regulations go into effect 1 January 2026. To access the full document and supporting materials, please visit [www.wildlife.ca.gov](http://www.wildlife.ca.gov)
  - ii) Work on the new ATB (articulated tug and barge) regulations continues.
  - iii) Work on the “Harmonization Project” to consolidate two similar regulations pertaining to the requirements for vessels, mobile transfer units, and marine and inland facilities to initiate and participate in drills and exercises in preparation for potential oil spills in state waters. See the OSPR web site or **Mr. Victoria** for more information.
  - iv) OSPR is working on simplifying the notifications required for bunkering operations.
  - v) OSPR is working on developing a single portal to make it easier for the 5 HSCs in California to share and collaborate with each other.

4) California State Lands Commission (CSLC) activities:

- a) The member and alternate were absent, but **Mr. Fred Ghareeb** reported that during the 1 January – 31 October 2025, 2,240 transfers were completed, of which 777 were monitored, 35%. Crude oil transferred was 207,910,375 barrels, plus 112,015,887 barrels of other products, for a grand total of 319,926,262 barrels transferred. This year, there was 1 oil spill of 5 ounces (0.04 gallons) from a terminal in March, 0 from a vessel, and 0 from a facility. Regarding marine invasive species inspections, there were 4,823 qualified voyages of which 1,014 voyages were inspected, 21%.
- b) **Chairperson Betz** queried whether there were any questions; there were none.

5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Fields** reported this would be his last meeting as he was retiring. **Mr. Fields** thanked the committee for its hard work through the years, and how its professionalism helped handle harbor matters. **Mr. Fields** was proud to be on the Committee. His relief is **Mr. Brian Kim**. Projects regarding Dredging of the LA River Estuary and LB Main Channel Entrance continue.

- a) **Chairperson Betz** queried whether there were any questions; there were none. **Chairperson Betz** led a round of applause thanking **Mr. Fields** for his service on the Committee.

6) National Oceanic and Atmospheric (NOAA) activities: **Mr. Jeff Ferguson** briefed:

a) **Electronic Navigational Chart (ENC) Update:**

- i) The government shutdown due to a lapse in appropriations delayed the chart updates depicting the new anchorage areas. NOAA currently has the newly gridded LA/LB ENC cells in final review, with the new anchorage polygons that were updated by the USCG/Federal Register and the new anchor points and radii. NOAA expects to have the new updated cells posted for public distribution on or about December 12, 2025. Any further delays will be communicated through the Marine Exchange.
- ii) NOAA continues the process of re-gridding ENC coverage. The updated anchorages will be released as part of the new ENC re-gridded cells. Progress of the re-gridding process can be reviewed at: <https://distribution.charts.noaa.gov/ENC/rescheme/>
- iii) Many navigation systems will automatically download the new gridded cells without any issues, and the user may not even notice. If you download your ENC cells manually, be aware that the naming convention of the ENC cells will change with the re-gridding and you will need more individual ENC files (cells) to cover the same area. If you have any questions, please contact the CA Navigation Manager, Jeffrey Ferguson at [jeffrey.ferguson@noaa.gov](mailto:jeffrey.ferguson@noaa.gov)

b) **King Tides:** The next few days will see the largest tide ranges of the year, informally referred to as “King Tides.” High tides over 7 feet above Mean Lower Low Water (MLLW) may cause some localized coastal flooding in low areas. Low tides may approach 2 feet below MLLW. Vessels may have less water under the keel than expected and 2 feet less than the chart depicts if users do not correct for tides.

c) **Chairperson Betz** queried whether there were any questions; there were none.

1) Harbor Safety Committee (HSC) National Steering Team (NST) activities: **Capt. Betz** briefed:

a) **Capt Louttit** and **Capt Betz** are on the NST.

b) The National Harbor Safety Conference is 24-25 March in Seattle, it has a good national agenda, and sponsors are requested at various levels. The NST is not just for HSC members, but rather, is designed to be of broad interest. The agenda and registration information are on the Marine Exchange of Puget Sound web site. Agenda topics include maritime workforce development, Francis Scott Key Bridge collapse, Federal Agency perspectives, fragility of the Marine Transportation System, Harbor Safety Committee best practices and ideas, and more.

- i) Link to National Harbor Safety Conference Web Site: <https://marexps.com/national-hsc-2026/>
- c) Regarding the Francis Scott Key Bridge Collapse, on 18 November the NTSB (National Transportation Safety Board) published a synopsis with 19 recommendations, of which one is expected to task the NST with action with respect to HSCs.

**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 will meet at 1330 today at the Marine Exchange.

i) **Old SC-1 business:**

(1) **Uncharted pipelines in LA and LB Harbors:** This work is wrapping up. The plan is for the Sub-Committee to send a letter to NOAA requesting to put known pipelines on the chart.

(2) **Articulated Tugs and Barges:** As **Mr. Victoria** briefed earlier, SC-1 will continue its work on this matter, regarding the OSPR Administrator's letter dated May 7, 2015, regarding treatment of ATBs as tankers under the CA Tank Vessel Escort Program regulation. SC-1 formed a Working Group which has been active. **Capt. White** took video of tugs escorting ATBs, which was shown to SC-1 and helped illuminate the issue and stresses. The next meeting is 9 December at the Marine Exchange in partnership with the HSC of San Francisco Bay Region.

(3) **Changes to Foxtrot and Golf Anchorages:** The Marine Exchange will brief the changes pending later in the meeting, which were also briefed by Mr. Ferguson earlier in the meeting.

ii) **New SC-1 business:**

(1) Discuss changes to the HSP that are necessary due to these changes in the CFR.

(2) The Coast Guard suggested the Sub-Committee form a Working Group to focus on autonomous vehicles as Capt DeWitz discussed earlier. The Sub-Committee will discuss the matter as it is an emerging issue and one autonomous vehicle in our area is 180 feet long.

(3) **Annual HSP Update:** SC-1 will kick off the annual update process. The prior schedule, process, and chapter assignments is the starting point.

b) **Chairperson Betz** queried whether there were any questions; there were none.

2) **Brief on Changes to Federal Anchorages:** **Capt Baranic** briefed that the changes the MX recommended to the anchorages at the April 2022 HSC meeting went into effect in the Code of Federal Regulations (CFR) on 9 October 2025. Changes to the Charts pend as briefed by Mr. Ferguson. There are approximately 100 mostly clerical actions that now need to be taken to align documents such as the Coast Pilot and Harbor Safety Plan with the new CFRs and anchorages. The proposed changes to the HSP will be briefed this afternoon to SC-1.

a) **Chairperson Betz** complimented all who were involved in these anchorage changes.

**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:**

- 2) **Chairperson Betz** briefed that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 4 February 2026 at 12:00 PM (Noon) at the Port of Los Angeles Banning's Landing Community Center, with SC-1 to follow later in the afternoon. Late start of the HSC due to the Central California Area Maritime Security Committee from 9:30-11:30 AM the same morning.
- 3) There being no further business, **Capt. White** made a motion, seconded by **Capt. Betz**, and the meeting adjourned at 10:49 a.m.
- 4) Respectfully submitted,

*//signed// J.K. Louttit*  
Captain J. Kipling (Kip) Louttit  
Executive Secretary  
26 January 2026

# LA/LB HARBOR SAFETY COMMITTEE MEETING #205, 3 DECEMBER 2025

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

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## Virtual Attendees HSC LA-LB #205, 3 DEC 2025

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Leonard Thompson  
Danielle Muller, SCCOOS  
Osborne, Thomas  
Wright, Darin  
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