



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

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

Wednesday, 4 February 2026

The Two Hundred-Sixth 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 10:00 a.m. **Executive Secretary Louttit** determined a quorum of voting members was present (12 present for swearing in; then 2 new sworn in for 14 total; 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
(Leo Marine Services)

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 (LAP)

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

Mr. Erik Bombard
(Catalina Express)

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 Coynes (JPS)

FOR THE OFF-SHORE TERMINALS' MOORING MASTERS

Capt. Thomas Osborne
(Chevron)

FOR RECREATIONAL BOATING OPERATORS

Capt. John Betz (CBYC)

FOR MARINE OIL TERMINAL OPERATORS

Capt. Thomas Mackrell
(Marathon)

FOR THE NON-PROFIT ENVIRONMENTAL PROTECTION ORGANIZATIONS FOR LA/LB

Mr. Garry Brown

FOR THE SHIP'S AGENT ORGANIZATION

Mr. Cory Nelson
(Interport)

FOR THE NOAA/NOS

Mr. Jeff Ferguson (NOAA)

EXECUTIVE SECRETARY

Capt. J. Kipling Louttit
(MX SoCal)

ALTERNATES, MEMBERS OF THE PUBLIC, and OTHER PARTIES (SEE ATTACHED LIST)

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 all members in the room and on-line identify themselves.

ACTION ITEMS:

- (1) **Mr. Herrera** stated multiple members and alternates would be sworn in today, and had all appointees stand to be sworn in. These included **Mr. Garry Brown**, member representing the Non-Profit Environmental Protection Organizations for LA/LB Harbor, **Ms. Kari Dill** alternate member representing Tug and Barge Operators, **Capt. Mike Sitts** alternate member representing Pleasure Boat Operators, **Capt. Matthew Vaughn** alternate member representing Passenger Ferry Operators, **Mr. Erik Bombard** member representing Passenger Ferry Operators, and **Capt. Cameron Crampton** alternate member representing Tanker Vessel Operators. **Mr. Herrera** administered the oath to these six appointees and reminded them to sign paperwork and return paperwork after the meeting.
- (2) **Chairperson Betz** stated that 4 chapters of the Harbor Safety Plan (HSP) were up for vote today and requested **Capt. Louttit** brief the changes. **Capt. Louttit** briefed the proposed changes to the HSP were to align the HSP with changes to Code of Federal Regulations that became effective in October 2025, with associated chart changes by NOAA in December 2025. The changes were originally briefed to and approved by the Committee in 2022. **Chairperson Betz** commended **Capt. Baranic** for his thorough review of the HSP to locate and change all affected sections, and commented that this review was part of our annual HSP update process, and further updates could be found. The 4 changed chapters up for vote today are Chapter XI (Vessel Traffic Service), Chapter VI (Anchorage), Chapter I (Geographic Boundaries – Chartlets), and Vessel Operating Procedures (Best Maritime Practices). **Chairperson Betz** made a motion to approve the 4 chapters as presented, seconded by **Capt. Osborne**, there were no questions/discussion, and the motion was approved by unanimous voice vote.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated the minutes of the 205th meeting on 3 December 2025 were distributed in advance and made a motion to approve the minutes as written. There were no additions, corrections, or deletions. The motion was seconded by **Capt. Osborne**, and was 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 3 incidents since the last HSC meeting in December, all 3 in January 2026. 2025 closed with 20 incidents, 3 fewer than 2024. There were 3 incidents in January 2026, and 0

incidents as of this date last year, but I do not find the uptick worrisome. The 1st incident of the period and this year was a container ship 1 mile East of Los Angeles Buoy #1 inbound with pilot aboard which experienced air start issues with its main engine. The vessel diverted to and safely anchored in anchorage G-4. The 2nd incident of the period and year was a tug towing a tank barge 4.4 miles Southwest of Los Angeles Buoy #1 inbound with no pilot aboard whose tow wire broke. 2 more tugs responded. 1 of these tugs took the barge in tow and safely anchored in G-6. The situation was complicated by 2,000 feet of tow wire dragging on the bottom of the ocean, and limited length of anchor chain of the tug. The 3rd incident of the period and 2026 was last Thursday night when 6 vessels that were checked in with the VTS reported experiencing an outage of their GPS (Global Positioning System). One more vessel outside the VTS area and 40 miles away also reported losing GPS. Communications with the 7 vessels revealed some lost all GPS, others lost only 1 of 2 GPS units, and the outages differed in duration from minutes to almost an hour. The VTS contacted all vessels at anchor, none of which noticed an outage. The VTS reported the issue to the LA Pilot Service and Jacobsen Pilot service, who both indicated they could continue to move vessels. The VTS notified the CG Sector LA/LB Command Center. A conference call was held with the Coast Guard and the VTS learned the issue may be related to some sort of testing. We have no further information and there were various follow-ups.

- b) **Traffic Report: Capt. Louttit** referred to the handout that was sent with the read-aheads. New information since the last HSC meeting in December is color coded light blue. 4,861 vessels of all types arrived in 2025, 62 fewer than in 2024 but 221 more than the level we've been calling "normal" based on 380 arrivals/month that arrived in 2018-2019 before COVID. 2,000 container ships arrived during 2025, 114 more in 2024, but 69 fewer than "normal." Regarding Arrival and Departure routes, Arrivals from and Departures to the North, West, and South remained roughly steady in the Mid 40s, Mid-Teens, and Mid-30s percentages respectively, and all were within 3% of 2024 levels. Arrivals from Chevron were 2% in 2025, same as 2024, with a range of 8-14 tankers per month. However, departures to Chevron, which are the tankers who first anchor off Los Angeles, Long Beach, or Huntington Beach, and then shift to El Segundo, had an uptick from 2% in 2024 to 3% in 2025. In terms of numbers, this was 6-15 tankers per month for 10-months, but jumped to 23 tankers in November and 23 more in December, 6%.
- c) **Recap of the 20 incidents in 2025:** There were 20 incidents in 2025, 3 fewer than in 2024. 11 of the 20 incidents in 2025 were issues with propulsion, which were broken down as follows: 10 propulsion issues that resolved themselves, were repaired by the ship or tug's crew, or were limited but not loss of propulsion; 1 ship had steering failure but was able to steer with emergency steering; and 0 propulsion and steering issues required outside tugs to resolve, but in most cases, assist tugs responded. There were 2 Search and Rescue cases: the Long Beach Lifeguards evacuated a crewmember with a medical emergency from a ship, and the Los Angeles Fire Department responded to and evacuated a swimmer from Catalina to Palos Verdes who was bitten by a shark. There were 7 "Other" incidents: 1 ship's pilot ladder was rigged improperly and dragging in the water, 1 ship's AIS (Automatic Identification System) was inoperative, 1 ship had to divert around a fishing vessel improperly using the traffic lanes, 95 containers fell into the harbor from a moored ship, the tow wire between a tug and its tow broke, unexploded ordnance was found during landside construction, and there was a major fire aboard moored ship which required moving the ship from its berth to an outside anchorage and return.

d) 3 Final Comments:

- i) **New Foxtrot and Golf Anchorages:** The new anchorages went into effect on 12 December 2025. After the first very few days, 75% of arriving ships had the new charts, and within a month, 99% of arriving vessels had the new charts, a credit to the new ENC (Electronic Navigation Chart) system and NOAA. We continue to ask vessels going to anchor if they have the new charts with new anchorage positions. 3 comments: (1) Some arriving vessels the first few days reported they didn't update their charts before arrival because they didn't have the bandwidth to do so while at sea, (2) other vessels reported that since the changes didn't affect their passage, they didn't want the navigational down-time associated with updating the charts, and (3) some electronic charting systems didn't automatically delete the old charts when new charts were installed. Users who were affected (including us) worked with their electronic charting system provider to resolve the issues.
- ii) **High wind:** We implemented high wind anchorage protocols twice since the last HSC meeting in December. There were no issues and both times there was a mix of vessels choosing to go to sea and those remaining at anchor. The high wind protocols that were in the Harbor Safety Plan are now in the New Anchorages CFRs that went into effect 9 October 2025. 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 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 to keep a sharp lookout for whales.

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

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

- a) **Pier G & Containership Fire Incidents:** As with the last Coast Guard update on the subject, the joint Coast Guard investigation into the Long Beach Pier G container incident and ONE HENRY HUDSON vessel fire in the Port of Los Angeles are still underway. The Coast Guard is working diligently with investigating agency partners and will pass findings and recommendations when available.

Regarding the most recent incident, **Capt. Crecy** extended a heartfelt thank-you to partners involved with the ONE HENRY HUDSON. While initial response and the following weeks of recovery work were complex and potentially dangerous to responders and the MTS (marine transportation system), our valued partners once again showed why we're the top port complex in the country. Thank you and BZ (well done)!

- b) **NTSB Final Report – DALI/FSK Bridge Allision:** The National Transportation Safety Board (NTSB) issued its final report on the *Contact of Containership Dali with Francis Scott Key Bridge and Subsequent Bridge Collapse* on 18 November 2025. The Coast Guard welcomes all MTS users to review the report and recommendations, which can be found online. I understand **CAPT Betz** will speak more on this matter later in the meeting and Subcommittee-1 will further discuss this matter this afternoon.

- c) **Autonomous Vessel Operations:** The Coast Guard continues to monitor autonomous operations and intends to keep the HSC apprised of major developments. During the last Navigation Safety Subcommittee-1 meeting, our representative requested input from our stakeholders on recommended best practices to standardize safe operations for new or developing autonomous operations. Please continue to forward this input to the Waterways Management Division so the Coast Guard can keep moving forward with this effort.
- d) **GPS Outages:** On the evening of January 29, VTS LA-LB received multiple reports of GPS outages from vessels in the LA-LB AOR. Sector personnel, with support from our port partners and the Coast Guard Navigation Center, were able to identify a GPS testing event as the likely cause. While there were no incidents or negative impacts due to the outages, the Coast Guard continues to investigate the outages and will take action to prevent recurrence.

Mariners are reminded to use all available means of safe navigation, including alternate and redundant systems as available. Additionally, GPS outages can be reported to the Coast Guard NAVCEN via their website.

- e) **New NAVCEN Website:** On January 29th, the U.S. Coast Guard Navigation Center (NAVCEN) launched a newly redesigned homepage at navcen.uscg.gov. The updated design improves navigation and information discovery, enabling mariners, industry partners, and stakeholders to reach authoritative content with fewer clicks and greater clarity. The homepage places greater emphasis on operationally relevant tools and services that support timely decision-making and maritime domain awareness. Please feel free to test and use the site and direct concerns or issues to our Waterways Management Division or directly to NAVCEN.
- f) **ASAP Credentialing System:** The Coast Guard has also launched a new, easier-to-use online system that allows mariners to submit and track credential applications faster and more securely. The Application Submission and Additional Information Portal, known as ASAP, lets mariners apply for Merchant Mariner Credentials and Medical Certificates, upload documents and monitor application status in one place. The system is now the primary way to submit applications to the Coast Guard's National Maritime Center.
- g) **Cyber Training for Industry:** As of 12 January 2026, the recently added CFR requirement for Cyber Security Training for personnel is now in effect. Our vessel and facility inspectors will now be assessing compliance with these new requirements at upcoming annual inspections at regulated facilities and aboard U.S. Flagged vessels. Questions can be directed at the Inspections Division.
- h) **CGCYBER CPT (Cyber Protection Team) Risk Assessments:** The Coast Guard's Cyber Command is offering Cyber Risk Assessments via their Cyber Protection Team's hunt and assessment missions. These missions are intended to help buy down risk ahead of major upcoming events such as the Superbowl, FIFA World Cup, and 2028 Olympics. Applications are due to CGCYBER by 27 February 2026.
- i) **Interim Final Rule (IFR):** Since the last HSC meeting, the interim final rule requiring updating fire safety measures for vessels with overnight accommodation went into effect in January. Issues with compliance or questions on the IFR and can be directed to the Inspections Division.

- j) **2028 Olympic/Paralympic Games:** The Coast Guard and partner federal agencies recently established the Maritime Safety/Security Subcommittee to the Olympic/Paralympic Games NSSE (National Special Security Event). Participation and/or input for Games preparation will be requested and greatly appreciated from many of you on the HSC. The Subcommittee is in its infancy, but more information is to follow soon. **Cdr. Lewis** and **Lcdr. Kinsella** are members.
- k) **Chairperson Betz** 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) **Justin Wood** reported the Commission reviewed the Harbor Safety Plan and would make recommendations for clerical changes. The matter will be referred to Sub-Committee-1 this afternoon. **SC-1 Chairperson McCaughey** and **HSC Chairperson Betz** welcomed these updates to keep the plan from getting stale. The Commission submitted a paper report that from 1 January – 31 December 2025, 2,705 transfers were completed, of which 910 were monitored, 34%. Crude oil transferred was 240,209,703 barrels, plus 141,377,560 barrels of other products, for a grand total of 381,587,263 transferred. There was 1 oil spill of 5 ounces (0.04 gallons) from a terminal, 0 from a vessel, and 0 from a facility. Regarding marine invasive species inspections, there were 5,780 qualified voyages of which 1,162 voyages were inspected, 20%.
 - b) **Chairperson Betz** queried whether there were any questions; there were none.
- 5) U.S. Army Corps of Engineers (USACOE) activities: **Mr. Kim** joined late and reported (out of order) on the status of planning and actions regarding dredging of the Los Angeles river estuary and Long Beach Main Channel.
- 6) National Oceanic and Atmospheric (NOAA) activities: **Mr. Jeff Ferguson** reported:
 - a) **Electronic Navigational Chart (ENC) Update:**
 - i) **Electronic Navigational Chart (ENC) Updates:** On December 12, 2025, NOAA released the new edition of the reschemed ENCs that cover the Ports of Los Angeles and Long Beach. The new editions included updated anchorage areas and anchor berths that were published in the Federal Register in September 2025.
 - ii) The **ENC rescheme project** continues. You can see the current status by visiting the “Status of New NOAA Electronic Navigational Charts (ENCs)” at <https://distribution.charts.noaa.gov/ENC/rescheme/>
A color-coded status chartlet in Mr. Ferguson’s report was e-mailed to the Committee.
 - iii) **S102 high resolution bathymetry:** NOAA recently updated the S102 high resolution bathymetry that covers the Ports of Los Angeles and Long Beach. In addition, NOAA is updating the format to S102 edition 3.0, to align the data with current international standards. S-102 edition 3.0.0 supports additional bathymetric data attributes, such as survey date, source, and quality, allowing for a more complete representation of the

bathymetric data; improves data integrity and validation processes, reducing errors and increasing product reliability; and aligns more closely with other S-100 series standards, enabling better interoperability across marine navigation systems. For more information on the transition to edition 3.0, refer to the NOAA technical bulletin available at <https://content.govdelivery.com/accounts/USNOAANOS/bulletins/4076434>. Many navigation systems, including SEAiq, already handle the S102, edition 3.0 format. If you have any questions on this or any other NOAA navigation issues, feel free to contact the CA Navigation Manager at jeffrey.ferguson@noaa.gov.

- b) **Chairperson Betz** queried whether there were any questions; there were none, and thanked Mr. Ferguson for his help navigating us through these changes.
- 7) 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 National Harbor Safety Conference is not just for HSC members, but rather, is designed to be of broad interest and is almost sold out. 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. The link to the Conference is <https://marexps.com/national-hsc-2026/>
- c) Regarding the **Francis Scott Key Bridge Collapse**: On 18 November 2025, the NTSB (National Transportation Safety Board) published a synopsis with 19 recommendations. One of those recommendations was made to the HSC National Steering Team. The NTSB directed the NST to do the following:
- i) “Share with harbor safety committees nationwide the circumstances of the contact of the containership *DALI* with the Francis Scott Key Bridge and subsequent bridge collapse, highlighting the importance of having a procedure, including immediately available emergency contact information, for pilots to initiate contact with shoreside support in an emergency requiring shoreside action to ensure timely and efficient action by first responders and port stakeholders.”
- ii) There were two relevant documents included in our distributed meeting materials. One was the notification that came from the chair of the NHSC Steering Team. The other was the document intended to “share the circumstances” of the allision that precipitated the bridge collapse. The notification from the Chair of the National Steering Team contains a more specific instruction to the individual HSCs around the nation. It contains a specific 4-point instruction that directs us to engage in discussion, consider the broader vulnerabilities and risks (not just to bridges) and review our emergency communication procedures in light of this unfortunate incident.
- iii) We will refer this notification to Sub-Committee-1 for discussion and deliberation starting this afternoon.

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 at 1330 today at the Marine Exchange.
 - i) Old SC-1 business:
 - (1) **Underwater pipelines and cables:** The committee completed review of the critical underwater pipelines and cables as they relate to the Emission Capturing barges spudding down. A total of 7 pipelines/cables were identified and submitted to **Jeff Ferguson** at NOAA to be added to the ENC charts.
 - (2) **The ATB workgroup** continues to work towards new proposed language in the ATB/ Tanker regulations for both LA/LB and San Francisco. Members of the group met with OSPR’s legal team to discuss the proposed language in the new regulation. The group is currently drafting the new language which will be brought before Sub-Committee 1 and the full Harbor Safety Committee for approval prior heading to OSPR for final approval into law.
 - (3) **Autonomous Vessels:** The Sub-Committee has been discussing the increasing number of autonomous vessels in recent months. The USCG has been conducting outreach to the local maritime community regarding autonomous vessel movements on our navigable waterways, furthermore the USCG district office is standing up a working group to study the issue. The goal is to be proactive and possibly create bare minimum standards or best practices for autonomous vessels to maintain safe navigation within the LA/LB complex. The committee will keep this topic on our monthly agenda for the forgoing future and will monitor USCG Southwest District’s work group regarding any recommendations.
 - (4) **Burnout Locations:** The committee recently discussed burnout locations, which came up after a 20-foot container turned over west of Navy way carrying lithium batteries that caught fire. The incident shut down a big part of both ports for 36 hours. The POLB is now looking for possible locations where a burning lithium container can be moved away from key infrastructure and the public, including two long-term burnout locations for up to 30 days. The primary proposed long-term location being near the LB Breakwater in anchorage B-10 and the secondary location is near the breakwater between anchorages D-6 and D-7 where they would place the burning container on a deck barge moored by two buoys.
 - (5) **Safe Boating on Multi-Use Waterways:** **Jim Peschel**, Vane Brothers, presented a video to the Sub-Committee that was produced by the AWO and National Safe Boating Council showing best practices for safe interactions between various types of vessels, including recreational and commercial vessels. The link to the video will be added to the Marine Exchange website and is available on YouTube. It will also be shared with other Harbor Safety Committees.

ii) New Business today: The Sub-Committee will:

- (1) Discuss NTSB recommendations arising from the Francis Scott Key Bridge disaster, primarily discussing communication protocols when a vessel emergency could pose immediate risk to critical shoreside infrastructure.
- (2) Continue review of the Harbor Safety Plan, looking for minor as well as major changes like the anchorage chapter that will need to be done.
- (3) **Chairperson Betz** queried whether there were any questions.

(a) **Mr. Cory Nelson** asked how the lithium batteries mentioned above might be moved on the road/land, and potential role of the Department of Transportation. **Mr. Darin Wright** stated that current thinking is with a “bomb cart” and issues regarding weight capacity and such are being worked and looked at. **Chairpersons Betz** and **McCaughey** added that the Sub-Committee will continue to look at the matter.

(b) **Chairperson Betz:**

- (i) Complimented **Mr. Wright** for his great work and taking the lead on undersea pipelines that resulted in the Sub-Committee 1 letter to NOAA.
- (ii) Stated that regarding Autonomous Vessels and the lack of standards and policies regarding their operations, as we learned from other initiatives such as changing the anchorages, which took 3.5 years, rulemaking can be long and hard. Therefore, the HSC may be able to develop “best maritime practices” more quickly to help the situation.
- (iii) Thanked **Mr. Peschel** for bringing the *Safe Boating on Multi-Use Waterways* video to the attention of the Committee. This compliments work OSPR is doing to create a better way for the HSCs in California to share ideas and best practices, and shows the value of HSCs for collecting and disseminating this sort of information.
- (iv) Briefed:
 1. The Badger Bridge will be secured in the down position for 3 months starting in June for cable replacement.
 2. The Coast Guard received a request from CalTrans to do work on the Vincent Thomas Bridge starting in March 2026 for redecking. Vertical clearance will be reduced by 2.5 feet during the work due to an under-bridge structure. The Air Draft Sensor will remain operational.

ITEM IV – PUBLIC COMMENTS

- 1) **Chairperson Betz** queried whether there were any members of the public present in the room or attending virtually who wanted to ask a question or make public comment. There were none.

ITEM V - ADJOURNMENT:

- 1) **Chairperson Betz** briefed that the next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 1 April 2026 at 10:00 AM at the Port of Long Beach Administration Building, with Sub-Committee 1 following in the afternoon.
- 2) There being no further business, **Capt. Osborne** made a motion, seconded by **Capt. Betz**, and the meeting adjourned at 10:57 a.m.

Very respectfully submitted,

//signed// J.K. Louttit
Captain J. Kipling (Kip) Louttit
Executive Secretary
17 March 2026

LA/LB HARBOR SAFETY COMMITTEE MEETING #206, 4 FEBRUARY 2026

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

↓ SKIP these columns ↓

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Michele's Circleback
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Sasha Coombs, USCG SWD
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Wright, Darin