



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED and NINETY-EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE

Wednesday, 5 June 2024

The One Hundred and Ninety-Eighth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in person at the Port of Los Angeles Administration Building with hybrid/virtual option. **Chairperson Betz** called the meeting to order at 10:01 a.m. **Executive Secretary Louttit** determined there was a quorum of 12 members present (need 9):

**FOR THE PORT OF
LONG BEACH**

Mr. Darin Wright

**FOR THE PORT OF
LOS ANGELES**

Capt. Jay Dwyer (LAP)

**FOR THE LONG BEACH
PILOT ORGANIZATION**

Capt. Mark Coynes (JPS)

**FOR THE TANKER
OPERATORS**

Capt. Rob McCaughey
(Jankovich)

**FOR THE LOS ANGELES
PILOT ORGANIZATION**

Capt. Jeff White
(LAP)

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

Capt. Thomas Osborne
(Chevron)

**FOR TUG & BARGE
OPERATORS**

Mr. Brian Vartan (West Oil)

**FOR DRY CARGO VESSEL
OPERATORS**

Absent (at sea)

**FOR RECREATIONAL
BOATING OPERATORS**

Capt. John Betz (CBYC)

FOR ORGANIZED LABOR

Mr Eric Bland (Inland Boatman's
Union of the Pacific)

**FOR THE CALIFORNIA
COASTAL COMMISSION**

Mr. Jonathan Bishop

**FOR MARINE OIL TERMINAL
OPERATORS**

Capt. Thomas MacKrell (Marathon)

**FOR COMMERCIAL
FISHING**

Absent

**FOR THE NON-PROFIT
ENVIRONMENTAL
PROTECTION
ORGANIZATIONS FOR
SANTA MONICA BAY**

Vacant

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

Absent

**FOR THE CALIFORNIA
STATE LANDS COMMISSION**

Mr. Ferric Cabuhay

**FOR PASSENGER FERRY
OPERATORS**

Erik Bombard
(Catalina Express)

**FOR THE SHIP'S AGENT
ORGANIZATION**

Absent

FOR THE CDF&W/OSPR

Mr. Claudio Herrera

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

Capt. Stacey Crecy, USCG

FOR THE NOAA/NOS

Mr. Jeffrey Ferguson

FOR THE U.S. NAVY

Absent

FOR THE USACOE

Absent

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, and noted 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 thanked the Port of Los Angeles for making their Administration Building available for the meeting. **Executive Secretary Louttit** reviewed hybrid/virtual option meeting protocols. **Chairperson Betz** had all members and alternates introduce themselves. **Ms. Joyce Kaplan** of the Marine Exchange staff, who was operating the video teleconferencing technology, identified members who were virtual.

ACTION ITEM:

- (1) **Mr. Herrera** stated that **Mr. Cris Sogliuzzo** was appointed as the primary member representing the Organized Labor. **Mr. Herrera** administered the oath to **Mr. Sogliuzzo** and reminded him to sign paperwork after the meeting. Congratulations and welcome were extended **Mr. Sogliuzzo**. **Chairperson Betz** clarified that **Mr. Sogliuzzo** would be relieving **Mr. Eric Morgan** as the primary member of the Committee representing Organized Labor, and thanked **Mr. Morgan** for his many years of dedicated service to the committee.

ITEM I: APPROVAL OF MINUTES OF LAST MEETING:

- (1) **Chairperson Betz** stated the minutes of the 197th meeting on 3 April 2024 were distributed in advance and made a motion to approve these minutes. Three typos were identified. The motion to approve the minutes as amended with three typos corrected carried by unanimous voice vote of the voting members present.

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 3 incidents since the last HSC meeting in April, for a total of 6 in 2024. For comparison, there were 5 incidents as of this date last year. The first incident of the period and fourth of the year was a vehicle ship outbound from berth B83 in Long Beach with pilot aboard whose bow thruster failed. The vessel had 2 tugs alongside. The Master and Pilot were comfortable taking vessel to sea. The VTS briefed Sector LA/LB who concurred. Vessel proceeded to sea and the bow thruster started functioning. The second incident of the period and fifth of the year was a tanker anchored in Anchorage SF-8 whose engines failed to start before starting its transit into Long Beach. The vessel then started its engines, but the pilot noted the vessel had failed its recent Certificate of Compliance inspection before later passing it. The pilot did not feel it prudent to move vessel. The VTS notified Sector LA/LB. The pilot departed the vessel to talk with CDO at Sector LA/LB and the vessel remained at anchor. The third incident of the period and sixth of the year was a bulk ship outbound Long Beach who lost propulsion approaching the breakwater due to a faulty lubricating oil sensor. An assist tug was alongside. The ship's engine restarted 2-3 minutes later. Pilot and Master agreed it was safe for vessel to proceed to anchorage SF-1 under own power. Pilot departed vessel and vessel safely anchored in anchorage SF-1.
 - 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 is color coded

light blue. 1,907 vessels of all types arrived in the first 5 months of 2024, 95 more than the 1,812 that arrived in the same 5-month period in 2023. This returns us to the roughly 380 arrivals/month and 12.5 arrivals a day we saw in 2018-2019 before COVID. However, the mix of arriving vessels has changed a bit, with fewer container ships arriving but more passenger and vehicle ships arriving.

Regarding arrival and departure routes, we have settled into a pattern of about 45% arriving from and departing to the North (Santa Barbara Channel), 15% from/to the West, 40% from/to the South, and 2% from/to the Chevron Offshore Marine Terminal in El Segundo.

c. **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. The Coast Guard issued a Notice of Proposed Rulemaking which solicits comments on the proposal to change the Foxtrot and Golf anchorages to accommodate larger ships. The comment period ends 22 July. The link is on the MX Facebook page and has been sent widely by other means.
- ii. The VTS enacted heavy weather anchorage protocols several times during the period. Per the LA/LB Harbor Safety Plan, heavy weather 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 2nd anchor ready for letting go and their engine in immediate standby. There were no issues.
- iii. Whales: At the request of the National Marine Fisheries Service and the Channel Islands National Marine Sanctuary, the VTS continues to advise inbound and outbound vessels that there are whales in Southern California waters and vessels should take appropriate precautions.
- iv. Two sustainability items:
 - (1) The MX's roof will be replaced during the week of 8 July. This is complicated because there are so many antennas, cameras, and 2 radars on the roof. You should not notice a change of VTS procedures or operations, but that week the MX will be closed for any outside meetings and such. The MX will activate parts of its Business Resumption and Continuity Plan to ensure it stays live and there are no impacts to the Marine Transportation System.
 - (2) By the time of the next HSC meeting in October:
 - a. 2 weeks of annual maintenance to the MX's Norcontrol Vessel Traffic Service computer system should have been completed across all 5 sites, MX, LAP, JPS, POLB JCCC, and USCG.
 - b. The MX should be in the process of replacing 5 of the 8 radars that input to the VTS system, 2 on the MX roof, 1 at the Chevron Offshore Marine Terminal in El Segundo,

and 2 of LA Pilots on top of Warehouse 1. Funding is from the FEMA PSGP. The other 3 radars of the 8 total that serve the VTS were replaced by JPS separately.

- 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. Fleet Week was a huge success. It was great that a U.S. Navy Aircraft Carrier attended. Thanks to all port partners who helped ensure the safety and security of the event. The Coast Guard looks forward to Fleet Week next year.
- b. The Sector Waterways Division is processing applications permits for 4th of July fireworks shows.
- c. The Sector Waterways Division is going through the rulemaking process to create three, new, permanent “limited access areas” in our area of responsibility. These are with respect to the anchorages, vessels carrying oversize cargo, the Coast Guard Base. Once published in the Federal Register, there will be a public comment period and additional outreach will be done.
- d. **Capt. Crecy** thanked the Los Angeles Port Police, Los Angeles Pilots, and Marine Exchange for their excellent response to the incident between a container crane and the “Stax” Emissions Capture Barge. Everyone was safe. A major marine casualty investigation is ongoing, and the NTSB is participating. Due to excellent communications, coordination, and response time, vessel traffic movement in the port was not affected.
- e. There have been two LNG Bunkering Workshops, hosted by 2 different firms, who propose to do LNG Bunkering in the port complex. Multiple personnel from CG Sector LA/LB and Coast Guard Headquarters, and other subject matter experts, participated. **Lcdr. Kevin Kinsella**, Chief of the Sector Waterways Division, is the point of contact.
- f. The first of six reflags that are part of the Maritime Security Program, took place. These vessels are being built in China and being reflagged to the United States. A 3-4-day inspection of each vessel is performed by the Sector Inspections Division prior to reflagging. The next vessel to be reflagged is the *President Grant* this week.
- g. The last Area Maritime Security Committee Meeting was 22 May with two key items of note:
 - i. The Navy briefed that two Mine Countermeasures units will visit the port complex. The first will be 16-18 August and the second during the annual “Port Protector” exercise in October.
 - ii. The California Highway Patrol briefed their operations, procedures, and tactics dealing with protestors at a University of California Los Angeles encampment and on 15 April at the Golden Gate Bridge. The brief provided good ideas and tactics for port partners consider using when handling these sorts of incidents, such as how the CHP handled protestors with special needs such as wheelchairs and crutches, and therefore needed appropriate transportation methods, and CHP needing to do their own video-taping to provide their own documentation of protestors faking injury, pain, and alleged abuse by law enforcement personnel.

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

(3) Update on OSPR activities:

a. **Mr. Herrera** briefed that the Committee's request to create an additional seat on the Committee representing Subsea Facilities is still under review and further information will be provided when it is ready.

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

a. **Ferric Cabuhay** briefed that during the period 1 January-30 April 2024 there were 1,056 Total Vessel Transfers, of which 254 were monitored (24.05%). Crude Oil and Product Totals were 71,548,749 barrels of crude oil, 33,481,784 barrels of other products (D), and 15,442,001 barrels of other products (L), for a grand total of 120,472,534 barrels transferred. Regarding Invasive Species Program Inspections, there were 1,975 qualified voyages, of which 321 were inspected.

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

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

- a. **Production of Raster Charts is Ending:** NOAA is in the process of ending production of the raster chart products, including the traditional paper chart. The final charts will be canceled in December 2024. Coastal chart 18749, San Pedro Bay, Anaheim Bay, is now in LAST EDITION status and will be cancelled on 31 July 2024. Chart 18746, San Pedro Channel, was cancelled as yesterday, 4 June 2024. For users wanting a large format paper representation of the ENC for situational awareness or planning purposes, NOAA has the Custom Chart Tool that can convert the ENC data into a PDF that can be printed. The NOAA Custom Chart Tool is available here: <https://devgis.charttools.noaa.gov/pod/> . Various vendors perform this service, too.
- b. **Summer Olympics 2028:** For long range planners, the Summer Olympics are coming to Los Angeles in 2028. NOAA has begun meeting with the LA28 Olympic planning organization to discuss how NOAA will support the Olympics. The main concern to HSC members will be the sailing events. The exact area where sailing events will take place has not been finalized, however, they will likely occur off Long Beach City Beach and Belmont Shores areas. There may be impacts to the anchorages inside and outside the breakwater. NOAA will keep the HSC informed as discussions continue.
- c. **Chairperson Betz** queried if there were any questions. **Capt. Osborne** queried whether there are appropriate navigation devices for small vessels to use the ENC charts. **Mr. Ferguson** responded that there are numerous commercial devices and Apps available on the market that are appropriate for small vessels; NOAA does not have its own product. **Chairperson Betz** commented that this matter was discussed at the National Harbor Safety Committee Conference in Chicago last March.

(7) **Chairperson Betz** queried whether there was any other Old Business: There was 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 full HSC meeting and will meet again at 1:30 p.m. this afternoon at the Marine Exchange.
 - i. The Subcommittee has been discussing and giving input to the Coast Guard regarding the proposal to remove several outer harbor aids to navigation in Los Angeles Harbor, including 3 day-boards in the Shallow Water Habitat (B, C, and D), LA Approach Buoy #3, and LB Midchannel Buoy LB. The Subcommittee has also inquired the status of the Racons on the LB Midchannel Buoy and LA Approach Buoy #3.
 - ii. It was reported that there has been an uptick in issues and some near misses regarding bunker barges alongside container ships discharging and loading containers. **Capt. McCaughey** reminded all members of Chapter M1 and M2 in the Harbor Safety Plan (Container Vessel Bunkering Heightened Awareness Program, and Bunker Notice Best Marine Practices Pre-Arrival Checklist), which were updated several years ago. Following these standards of care should reduce or eliminate these issues and opportunities for near misses.
 1. **Chairperson Betz** queried **Capt. McCaughey** whether anything had been dropped from a container ship into the water or onto a bunker barge. **Capt. McCaughey** replied that he was unaware of any such incidents, but rather, it seems container ships aren't always following the Chapter M standard of care with respect to which stacks of containers should and should not be worked when a bunker barge was alongside, and this could lead to an incident.
 - iii. The Subcommittee discussed potential issues related to a reduction in the number of ship assist tugboats available in the port complex due to tugboats taken out of service for repowering to meet CARB regulations. **Capt. Louttit** will address this matter later in the meeting.
 - iv. Routine annual review of the Harbor Safety Plan continues. A “deep dive” of Appendix G regarding assigning and monitoring the anchorages at Catalina Island was made by a Working Group. The revised Appendix G was approved at the April HSC meeting. Chapter VII, History of Accidents, was reviewed and updated, but all changes were clerical so no vote by the Committee is required.
 1. **Chairperson Betz** commented that he would provide updated individual chapters and the consolidated, complete Plan to **Ms. Kaplan** so it can be uploaded to the HSC Section of the Marine Exchange Web Site. **Chairperson Betz** will next update the consolidated Vessel Operating Procedures Quick Reference Guide, which should complete the required annual update.
- b. **Chairperson Betz** queried whether there were any questions; there were none.

- (2) **Ms. Heather Tomley** (POLB – Managing Director of Planning and Environmental Affairs) and **Ms. Lisa Wunder** (POLA – Acting Director of Environmental Management) delivered a brief on the Green Shipping Corridor between the Ports of Los Angeles and Long Beach and Shanghai, and Planning for the Clean Marine Fuel Transition such as to LNG, Methanol, and Ammonia.
- a. **Chairperson Betz** queried whether there were any questions. **Capt. White** asked about loss of propulsion, reliability, and training associated with new fuels. **Ms. Wunder** and **Ms. Tomley** responded that gathering concerns and questions was why they were briefing the committee. **Capt. Dwyer** commented that benchmarking off other ports already using the new fuels could be valuable, as well as looking at data and lessons learned, such as from the 2009 fuel switching introduction, to take advantage of that experience. **Eric Caris**, POLA Director of Cargo Marketing, commented that these sorts of changes take time and coordination with multiple agencies, so the intent of the Port is to start the dialog and “get ahead of the curve” early so the Port can manage the change as well as possible. **Capt. Crecy** commented that LNG bunkering was already being done in the port complex from shore by truck and bunkering by barge and ship are being considered, so it’s recommended that the 2nd and 3rd order effects for the safety and security of the marine transportation system, supply chain, and public should be considered and talked about as soon as possible, as well as learning from other ports. **Mr. Bland** commented that Labor was concerned and questioned why a foreign flag ship is being considered for LNG bunkering in a U.S. port, and questioned how that helped us? **Ms. Wunder** and **Ms. Tomley** again responded that gathering concerns and questions was why they were briefing the committee. **Capt. White** commented that in addition to the safety and security concerns, he wanted to ensure that operational concerns were also considered and appropriate conversations are held well in advance of vessel arrivals.
 - b. **Chairperson Betz** commented and proposed a way forward by stating that the HSC does not regulate but some Committee members and other attendees do, and the Committee can help guide issues to the proper person and/or organization. The Ports are most welcome to attend both HSC and HSC-SC-1 meetings and bring issues for discussion so the Committees can offer expertise/advice. If necessary, a new Working Group could perhaps be formed. **Chairperson Betz** queried the Committee for objections to this proposed way forward and closed by saying that adjustments could be made as necessary in the future. There were no objections. **Ms. Wunder** and **Ms. Tomley** stated that this way forward and forum were perfect to start the discussions.
- (3) **Tug Availability:** **Capt. Louttit** briefed that the VTS had been advised by tug companies that there will be fewer assist tugs available in the port complex for the next year or two while tugs are taken out of service for repowering required to meet California Air Resources Board (CARB) requirements. The VTS wanted to apprise the Committee that because fewer assist tugs will be available on any given day, it will likely result in more days per week or month that arriving vessels needing tug assist will need to be slowed down and loiter/drift in VTS waters while waiting for tugs to become available. The VTS has processes for handling a shortage of tugs with the pilots, but just wanted to point out that the VTS may need to use these processes more often.
- (4) **Chairperson Betz** queried whether there were any other new business; there was none.

ITEM IV – PUBLIC COMMENTS

- (1) **Chairperson Betz** queried whether there were any members of the public present in the room or attending virtually who wanted to ask a question or make public comment. **Mr. Peter Schrappen**, Vice President, Pacific Coast Region of American Waterways Operators, commented that PMSA’s recent Economic Impact Study shows the economic vitality of Southern California.

ITEM V - ADJOURNMENT:

- (1) The next meeting of the HSC will be held in person with hybrid/virtual option Wednesday 2 October 2024 at 10:00 a.m. at the Port of Long Beach Harbor Maintenance Building. If any matters arise that would need HSC attention during the summer, contact **Chairperson Betz** or **Captain Louttit** and a special meeting can be arranged. **Chairperson Betz** thanked **Ms. Kaplan** for her expertise handling the computer, microphone, and VTC technology so well.
- (2) There being no further business, **Capt. Coynes** made a motion to adjourn, seconded by **Capt. White**, and the meeting adjourned at 11:06 a.m.

Respectfully submitted,

//signed//
Captain J. Kipling (Kip) Louttit
Executive Secretary
11 September 2024

LA/LB HARBOR SAFETY COMMITTEE MEETING #198, 5 JUNE 2024

NAME	AGENCY	E-MAIL/PHONE (Not needed for members.)
JEFF WHITE	LA PILOTS	
John MAYER	LA Pilots	
ERIC BLAWD	LABOR	
Claudio Herrin	CDFW-OSPD	
Jon VIERLIN	CDFW/OSPD	
BRIAN VARTAN	CENTRALINE	
Dennis Chastain	CDFW-OSPD	
JOHN BETZ	REC BOATS	
Jay Dwyer	Port of LA	
ERIC CARIS	PORT OF LA	
ROB McCAGGAY	JANKOVICH	
MARK COYNES	JPS	
KEVIN MCCLOSKEY	LA Port P.D.	
London Scott	ANNAR Tug	
Sal Di Costanzo	ILWU Local 13	sal.di.costanzo@ilwu13.org
Cris Sogliuzzo	IBU/ILWU	MARINEDIVISIONCSOGLI14720@ibucor.com
KEVIN MINGELLA	USCG	KEVIN.C.MINGELLA@USCG.mil
Michelle Owens		
Heather Tomley	POLTB	

LA/LB HARBOR SAFETY COMMITTEE MEETING #198, 5 JUNE 2024

NAME	AGENCY	E-MAIL/PHONE <i>(Not needed for members.)</i>
Casey Hehr	POLB	casey.hehr@polb.com
Darin Wright	POLB	darin.wright@polb.com
LISA WUNDER	POLA	lwunder@portla.org
Stacey Crecy	USCG	Stacey.L.Crecy@uscg.mil
Kyp Coe H/T	Mx	K _____
Joyce Kaplan	MxSOCAL	

HSC #198 Virtual Attendees 5 JUNE 2024

Dan Nutt
Danielle Muller
Eric Morgan
Erik Bombard
Felicia Galindo
Ferric Cabuhay
Jeffrey Ferguson
Joyce Kaplan
Kariane Dill
Kevin Hartley
Mario Gonzalez
Peter Schrappen
Ramine Ross
Ross Timmerman
Thomas MacKrell
Thomas Osborne