



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND TWENTY SIXTH MEETING OF THE LALB HARBOR SAFETY COMMITTEE WEDNESDAY, 7 OCTOBER, 2009

The One Hundred and Twenty Sixth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles. **Chairman Strong** called the Meeting to order at 1001 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF LONG BEACH
Mr. Ed Green

FOR THE PORT OF LOS ANGELES
Capt. Jim Morgan

FOR THE LONG BEACH PILOT
ORGANIZATION
Capt. John Strong (JPS)

FOR THE TANKER OPERATORS
Capt. Laura Kovary
(BP)

FOR THE LOS ANGELES PILOT
ORGANIZATION
Capt. Capt. John Betz

FOR THE MOORING MASTERS
Capt. Baz Al Sayed
(Chevron)

FOR TUG & BARGE OPERATORS
Capt. Doug Houghton
(Millennium)

FOR THE DRY CARGO CARRIERS
Capt. Sam Jebaranathan
(APL)

FOR RECREATIONAL BOATERS
Ms. Camille Daniels

FOR ORGANIZED LABOR
Benny Colangeli
(IBA)

FOR THE CALIF. COASTAL COMM.
(Absent)

FOR THE MARINE OIL TERMINALS
Capt. Esam Amso
(Valero)

FOR THE U.S. COAST GUARD
SECTOR LALB
Capt. Roger Laferriere
(USCG)

FOR ENVIRONMENTAL GROUPS
(SANTA MONICA BAY)
(Absent)

FOR ENVIRONMENTAL GROUPS
(LALB HARBOR REGION)
Mr. Garry Brown

FOR THE CDF&G/OSPR
Mr. Mike Coyne
(OSPR HQ)

FOR PASSENGER FERRY
OPERATORS
(Absent)

FOR THE USACOE
(Absent)

FOR THE CALIF.
STATE LANDS COMM.
Mr. Gary Gregory

FOR NOAA/NOS
Mr. Gerry Wheaton

FOR THE U.S. NAVY
(Absent)

FOR COMMERCIAL FISHING OPERATORS
(Absent)

EXECUTIVE SECRETARY
Capt. Dick McKenna (MX-SOCAL)

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

c/o Marine Exchange of Southern California
P. O. Box 1949 • San Pedro • California 90733-1949
Telephone (310) 519-3134 • Fax (310) 241-0300
E-mail: HSC@mxsocial.org

Chairman Strong opened the meeting by welcoming everyone in attendance, thanking all for their interest and participation in the Los Angeles/Long Beach Harbor Safety Committee. He expressed the Committee's appreciation and thanks to the Port of Los Angeles for making their facilities available for this gathering.

The Chairman then advised the audience that they would be offered the opportunity to speak before this panel, after Item IV under "New Business" was announced. He also encouraged all present to be sure to "sign-up" on the attendance sheet located on the table just outside the meeting room. **The Chairman** explained that certain members of the LA/LB HSC panel were "non-voting" and therefore would not be participating in any "show of hands" vote called to determine a decision on any particular agenda or action item. He began the meeting requesting self introductions from the Committee and their Alternates.

He then invited **Mr. Mike Coyne**, OSPR, to swear in new Committee Members. Representing Shipping Agents were **Mr. Ion Badea** and his Alternate **Mr. Ron Kelly**. Representing Terminal Operators was **Captain Esam Amso**. With the swearing in completed, the meeting continued.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 124th and 125th Meetings. ***Captain John Betz moved, seconded by Mr. Ed Green, to accept and approve the Minutes of the 124th and 125th Meetings. Motion carried unanimously by a show of hands from voting members present.***

ITEM II -- OLD BUSINESS:

(A) Update on Vessel Traffic Activities:

Chairman Strong called for an update on VTS activities from **Executive Secretary McKenna**. There were nineteen incidents since the last report at the June meeting, seven of which were propulsion related, and one steering problem. There were three SAR incidents, two Federal rules violations, three close quarter incidents and one collision. The close quarters incidents and the collision all involved either recreational or commercial fishing vessels and are under review by the USCG. Another incident of note was a tanker, intentionally adrift on the south side of Catalina, which was alerted by VTS for getting too close to the island.

An Executive Summary of a Channel Islands Marine Sanctuary study on ship strikes on whales was made available to interested stakeholders.

A draft questionnaire for ship operators to comment on their experience with distillate fuel was also provided.

(B) Update on USCG Sector LA/LB Activities:

Capt. Roger Laferriere, USCG commented:

- (1) He thanked the Community for their security efforts as well as their safety efforts, declaring that "safety and security are two sides of the same coin". He urged all to continue their vigilance in both respects.
- (2) He called the Committee's attention to Maritime Day, to be held October 16th. It will be sponsored by the International Maritime Organization, with the U.S. element being conducted in New York. The theme this year is "Climate Change – A Challenge for IMO Too". POLB's recent Greenfest was in line with that theme
- (3) He looked forward to today's discussion on traffic routing, but emphasized that the preferred route was the IMO authorized traffic separation scheme. He reminded that the Coast Guard would be conducting a Port Access Route Study (PARS) and introduced LT. Morgan Barbieri from Coast Guard

District 11, who would be conducting the study. Further, he called attention to CARB's recent advisory as to how and when to invoke a safety exemption to the required use of distillate fuels.

(4) He related a recent incident of a fishing vessel going aground off Santa Cruz Island and that, even though there was no related pollution, it was a stark reminder to him of potential damage that could accrue to any such unfavorable outcome. The protection of these Islands is high on his list of priorities.

(5) Recently, in mid September, two containers were dropped on a bunker barge that was involved in refueling. The Coast Guard's preliminary investigation indicated that a related HSC Standard of Care was violated. The details of the incident have been passed to the HSC Chair and Vice Chair, emphasizing that, had the Standards been observed, the incident wouldn't have happened.

(C) Update on OSPR Activities:

Mr. Mike Coyne commented:

(1) On July first, there was a reorganization at OSPR in which four of the Staff dedicated to Prevention and Readiness issues will now be dedicated strictly to prevention activities. This will enable OSPR to work more closely on statutory mandate issues than in the past.

(2) Low Sulfur fuel issues are "front and center" on the Administrator's radar. A Harbor Safety Summit is scheduled in Sacramento on November 3 to primarily address this issue. Whereas these meetings are normally between the Administrator and HSC Chairs, this is likely to be open to other appropriate individuals. An agenda is forthcoming next week.

(3) He reminded the Committee that, when they take their oath of office, they become voluntary employees of the State, and as such, they get the same immunity from liability in the conduct of their HSC duties that a regular State Employee would in the conduct of their assigned duties.

(D) Update on California State Lands Commission Activities:

Mr. Gary Gregory indicated that **Mr. John Brown** has departed State Lands. He introduced his interim replacement, **Mr. Robert Chapman**, who has had extensive experience in the local oil industry.

(1) Marine Oil Terminal Maintenance Standards (MOTEMS) will be revised slightly at a Commission meeting to be held in Sacramento October twenty second. All high risk terminal audits are now under review. These will be followed by audits of 17 medium risk terminals in February of next year, and then low risk terminals eighteen months thereafter. Construction and reconstruction of some terminals will be seen in LALB over the next year as a result of these audits. State Lands will soon be talking with local pilots regarding these piers.

(2) Northern California Field Office will be having its quarterly customer service meeting on October 28. A large turnout is expected.

(3) Speaking as the Regional Propeller Club President, he reminded the Committee about the Club breakfast on October 20th in honor of Admiral Papp, who will speak on the Coast Guard's recent reorganization.

(E) Update on U.S. Army Corps of Engineers:

No Report.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton commented that the low sulfur fuel regulation and its ramifications is being watched with great interest at NOAA headquarters.

(G) Update on the Area Maritime Security Committee:

Captain Laferriere mentioned the next Area Maritime Security meeting will be held October 21 at the Long Beach Convention Center.

ITEM III – NEW BUSINESS:

(A) Subcommittee Reports:

S/C # 1 (Navigation Safety) – Capt. John Betz: read to the Committee the following report:

The Navigation Safety Subcommittee has convened two special meetings over the summer in response to traffic concerns raised by the San Pedro Vessel Traffic Service. Specifically increased traffic congestion has been observed in the area south of the Santa Barbara Channel Islands. The meeting minutes are included in today's materials.

At those meetings, the Vessel Traffic Service briefed the subcommittee on their traffic concerns. Extensive discussion on that issue continued through two subcommittee meetings. We had very good representation from all sectors, including CA state agencies, the US Navy, the US Coast Guard, and local stakeholders.

The subcommittee concluded that *increased traffic congestion in the waters south of the Santa Barbara Channel Islands, an area without a formalized routing system, increased the risk of collision in that area and raised navigation safety concerns sufficiently to warrant action by the LALB Harbor Safety Committee.*

As a result, the subcommittee recommended that the LALB Harbor Safety Committee should establish a voluntary western precautionary area, and a voluntary eastbound and westbound traffic lane in the western approaches to Los Angeles/Long Beach Harbors. The language of the subcommittee's recommendation is dated September 22nd. It is included with today's meeting materials and offered to the full committee for their consideration.

All that being said, the traffic separation scheme through the Santa Barbara Channel as shown on the NOAA and Admiralty charts remains the only IMO approved traffic separation scheme that is intended for vessels transiting through the western and northern approaches to and from the Los Angeles / Long Beach harbors. The Navigation Safety subcommittee is not recommending that vessels should choose to transit south of the Channel Islands. The subcommittee is not making any recommendation as to what route a mariner should chose to follow. That decision is for vessel owners and masters to make.

However, should a mariner choose to depart from the IMO approved traffic separation schemes and transit south of the Channel Islands, the subcommittee believes they should utilize these voluntary traffic lanes to the extent possible. It must be understood that:

- If adopted, these voluntary traffic lanes would not be an IMO approved traffic separation scheme, therefore COREGS Rule 10 would not apply to vessels while using the lanes.
- The US Navy conducts weapons testing in the areas south of the Santa Barbara Channel Islands. All mariners transiting south of the Channel Islands should make every effort to communicate with the US Navy in a timely manner and comply fully with any instructions they receive from the US Navy, and
- Mariners electing to transit south of the Channel Islands should expect delays and diversion during those times when the US Navy is conducting weapons tests.

Lastly, the Navigation Safety Subcommittee will endeavor to continue its cooperation to the extent possible with all federal and state agencies as they work to address any issues arising out of California's new fuel switching regulations that fall outside the Harbor Safety Committee's sphere of influence, including, but not limited to their continued use of the Navigation Safety Subcommittee as a forum for further discussion.

Capt. Betz then announced that the next meeting for the Sub – Committee would be today at the Marine Exchange at 1330.

S/C # 2 (Planning & Outreach) – Capt. Christiansen, Chair – Nothing to report.

S/C # 3 (Tug Utilization Group; TUG) – Capt. Doug Houghton – Has not met since the last HSC meeting. A notice is forthcoming to review best practices regarding cargo handling during bunkering..

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) -- Ms. Camille Daniels, Chair – Nothing to report.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair – Nothing to report.

Chairman Strong reverted to the Sub – Committee #1 report. He stated that, since the new CARB fuel rules of 1 July, There have been numerous questions from the shipping industry related to approved traffic routing outside the Channel Islands. The position of the HSC is that, while we cannot encourage transiting outside the Islands, it is in the interest of Vessel Traffic Safety to have an unofficial routing system as developed and recommended by Sub-Committee#1. *Captain Betz moved to accept the voluntary traffic lanes as proposed by Sub –Committee #1 and described below. Seconded by Captain Morgan and carried unanimously:*

Quote:

**RECOMMENDATION OF THE NAVIGATION SAFETY SUBCOMMITTEE
TO THE LOS ANGELES LONG BEACH HARBOR SAFETY COMMITTEE**

SEPTEMBER 22, 2009

The Los Angeles Long Beach Harbor Safety Committee, Navigation Safety Subcommittee recommends that the LALB Harbor Safety Committee endorse the voluntary traffic lanes described below as a short term solution to separate the increased traffic in the Western Approach to the Los Angeles and Long Beach Harbors, AND actively publicize this recommendation to the best of its ability within the maritime community.

The voluntary traffic lanes are proposed as follows:

In the approaches to Los Angeles/Long Beach: Western Approach.

A western precautionary area consists of the water area enclosed by the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
<u>33 35.50'N</u>	<u>118 23.50'W</u>
<u>33 35.50'N</u>	<u>118 36.35'W</u>
<u>33 41.74'N</u>	<u>118 36.35'W</u>
<u>33 35.50'N</u>	<u>118 23.50'W</u>

A separation zone is bounded by a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
<u>33 36.50'N</u>	<u>118 36.35'W</u>
<u>33 38.60'N</u>	<u>119 05.50''W</u>
<u>33 40.60'N</u>	<u>119 05.50'W</u>
<u>33 38.50'N</u>	<u>118 36.35'W</u>

A traffic lane westbound coastwise traffic is established between the separation area and a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
<u>33 39.50'N</u>	<u>118 36.35'W</u>
<u>33 41.60'N</u>	<u>119 05.50'W</u>

A traffic lane for eastbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
<u>33 35.50'W</u>	<u>118 36.35'W</u>
<u>33 37.60'N</u>	<u>119 05.50'W</u>

All that being said, the traffic separation scheme through the Santa Barbara Channel as shown on the NOAA and Admiralty charts remains the only IMO approved traffic separation scheme that is intended for vessels transiting through the western and northern approaches to and from the Los Angeles / Long Beach harbors. The Navigation Safety subcommittee is not recommending that vessels should choose to transit south of the Channel Islands. The subcommittee is not making any recommendation as to what route a mariner should chose to follow. That decision is for vessel owners and masters to make.

Unquote.

Captain Strong charged S/C#1 to determine the best means of disseminating this information. He also asked **Ms. Daniels** to consider ways to alert recreational and fishing vessels of this new and evolving traffic pattern.

In accordance with their requests, the following organizations were invited to read letters into the record as follows: