



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 SEVENTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 2 DECEMBER, 2009

The One Hundred and Twenty Seventh Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Long Beach. **Chairman Strong** called the Meeting to order at 1002 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

FOR THE PORT OF LONG BEACH
(Absent)

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 Jebanathan
(APL)

FOR RECREATIONAL BOATERS
Ms. Camille Daniels

FOR ORGANIZED LABOR
Mr. Benny Colangeli
(IBA)

FOR THE CALIF. COASTAL COMM.
Ms. Robin Blanchfield

FOR THE MARINE OIL TERMINALS
Capt. Rob McCaughey
(Tesoro)

FOR THE U.S. COAST GUARD
SECTOR LA/LB
Cdr. Daniel Kane
(USCG)

FOR ENVIRONMENTAL GROUPS
(SANTA MONICA BAY)
(Absent)

FOR ENVIRONMENTAL GROUPS
(LA/LB HARBOR REGION)
(Absent)

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

FOR PASSENGER FERRY
OPERATORS
Mr. Ray Lyman

FOR THE USACOE
Mr. Jim Fields

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)

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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 Long Beach 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 a presentation by both Ports on the plans for Cerritos Channel Badger Avenue rail bridge over the Cerritos Channel. **Mr. Mike Christenson**, representing the Port of Los Angeles, led out. He wanted to share future plans as they pertained to rail traffic in and out of the Port. Both Ports are looking at expanding tracks from the present two tracks on the bridge to four tracks to accommodate ever increasing rail traffic out of the Harbor and across the bridge. Incidental to that, and to expedite rail traffic out of the Harbor, the Ports intend to seek a change to the present rules and allow rail traffic to have priority over vessel traffic in regard to the use of the lift bridge. **Mr. Doug Thiessen** representing the Port of Long Beach continued. He explained that, due to the plans in the works for the development of additional capacity in both Ports, rail traffic is likely to double in the not too distant future, and that any interruption of traffic flow would have the same congestive effect that is experienced on highways under similar circumstances. It is for this reason that the Ports were looking for a change in the protocol. A brief question and answer period followed. **Mr. Benny Colangeli** pointed out that the Cerritos Channel was relied on by most tug companies and service craft operations and that giving priority to the railroads could affect the safe handling of barges and impose increased expenses when considering alternatives. **Mr. Christianson** responded that these were the kind of comments that would be sought in the process and was hopeful that the HSC would convene a group to discuss the various ramifications of the proposal.

At this point **Chairman Strong** invited **Mr. David Souloff** of the U.S. Coast Guard bridge control section to explain the process involved in changing the rules. He explained that there would be a systematic outreach, hopefully through this Harbor Safety committee, by way of Local Notice to Mariners, Federal Register, and in the rare case where it may be necessary, public hearings are also possible. The Coast Guard's primary concern will hinge on maritime safety considerations, not the economic advantages or disadvantages. To the question of whether the previous similar HSC discussion regarding the Commodore Heim Bridge would be applicable, he explained that this would be a different process and as such similar argument would be entertained in the context of maritime safety. He solicited the Committee's participation. **Chairman Strong** then assigned future discussions to Sub-Committee #2, Planning and Outreach, **Capt. Bent Christiansen** chair. He directed that the issues to be discussed would be maritime safety related, and that the Sub-Committee was not to rule in favor of any side, but rather would endeavor to present the pros and cons of the proposal. The bridge operators are to be included in discussions.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 126th Meeting. *Ms. Camille Daniels moved, seconded by Capt. Bent Christiansen, to accept and approve the Minutes of the 126th Meeting. 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 four incidents since the last report at the October meeting, three of which were propulsion related, and one

close quarters. It was indeterminate from the casualties whether they were low sulfur fuel related. The close quarters situation involved a tugboat and a sport fisherman and is being investigated by the Coast Guard.

McKenna gave a run down on November vessel traffic data in regards to the July implementation of the State's low sulfur fuel rules. Of the 368 arrivals for LALB, 66, or 17.9% used the Santa Barbara Channel. Western usage was 152, or 41.3%. Ships arriving from the south were 144, or 39%. El Segundo accounted for the remaining 6 arrivals. There were 346 Departures, 14.7% went via Santa Barbara Channel, 45.6% to the west and 37.8% to the South.

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

CDR. Dan Kane, USCG commented:

- (1) The proposed Port Access Route Study (PARS) associated with the low sulfur fuel situation has cleared review at Coast Guard District Eleven and is now at Headquarters for approval.
- (2) The Holiday Season is here with eleven boat parades planned within the Sector. The Port of Los Angeles will host one in the Main Channel on December 5, and the Port of Long Beach will see one on December 12th in the Rainbow Harbor -Queensway Bay area. The Coast Guard, CG Auxiliary and other supporters are out and about promoting safe boating practices for the Holiday Season.

(C) Update on OSPR Activities:

Mr. Mike Coyne commented:

- (1) The Committee's Ferry Operator Representative's term will expire February 2010. Applications are now being accepted for the position.
- (2) He then read a letter from the OSPR Administrator soliciting the Committee's assistance in evaluating the need for pilotage for cruise ships anchoring at Avalon. The task was assigned to sub-Committee #6, Avalon Sub-Com, **Mr. Ray Lyman** Chair.
- (3) The State's Harbor Safety Committee Summit was conducted in Sacramento on November 3rd. The main reason for the meeting was to address concerns for the low sulfur fuel issue. The State's Air Resources Board (ARB) was in attendance. Representatives had an opportunity to air concerns and to share best practices.

(D) Update on California State Lands Commission Activities:

Mr. Gary Gregory spoke:

- (1) The issue of "fire wires" aboard tugs assisting of tankers is being discussed with concerned operators. State Lands will be looking for some best practices from the Harbor Safety Committee to address this issue.
- (2) An effort is being made to consolidate the various Declarations of Inspections (DOI) required by responsible agencies, melding them into one.
- (3) The Commissions Bi annual Prevention First Conference will be held September 28-29, 2010. Further information will be available as plans are firmed.

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

Mr. Jim Fields spoke:

(1) He discussed two projects to commence in the Spring of 2010. The first pertains to the LA Main Channel Deepening Project. Dredge material disposal sites have been located at the Shallow Water Habitat, the Northwest slip and the Southwest Slip. Material will be coming from the East Basin Channel, the East Basin and the Cerritos Channel and several berth areas. Start date is anticipated late February. The Long Beach project consists of filling in the upper portion of the Pier G slip as part of the Port's Middle Harbor project. Material will come from the central Turning Basin, the Navy Mole sonar calibration area and, as necessary, the Western Anchorage area in the outer harbor. This should also commence in February. Completion date for Los Angeles is expected in May 2011 and in Long Beach, August 2011.

(F) Update on NOAA/NOS:

Cdr. Gerry Wheaton spoke:

(1) The Office of Coast Survey has had a change of command – Captain John Lowell has replaced Captain Steve Barnes, who has retired.

(2) There is an ongoing effort to provide Federal maintenance funds for the Physical Ocean Real Time System, (PORTS) however it did not get by the Department of Commerce level. The effort will continue.

(3) Tide predictions for 2010 are available at the NOAA website.

(G) Update on the Area Maritime Security Committee:

Commander Kane commented:

(1) He expressed his appreciation for all who have participated in the recent MTS Recovery Unit (MTSRU) deliberations. There have been about four meetings thus far. A finalized plan is expected this Spring in time to support the Port Protector Exercise scheduled for May.

(2) The FY 10 Federal security grant notification is expected to be announced February 10. No matching funds will be required. The Port of Los Angeles has taken charge of the AMSC sub committee charged with administering the grant

(3) The next AMSC meeting is scheduled for February 3, 2010. (This will require an afternoon meeting of the Harbor Safety Committee, also scheduled for that day)

ITEM III – NEW BUSINESS:

(A) Subcommittee Reports:

S/C # 1 (Navigation Safety) – **Capt. John Betz** : **Capt. John Betz** reported: The Sub Committee has met twice since the last full Committee meeting. There are no urgent topics and no significant changes to the Harbor safety Plan required. He announced that the final version of the Safe Transit Brochure is ready for approval. This has been an effort of two years, and he extolled the efforts of the Coast Guard, OSPR, **Cdr Gerry Wheaton, Mr. Ron Kelly** and **Ms. Robin Blanchfield** and her Staff for all their work on the project. *A*

motion was made to accept the Safe Transit Brochure by Mr. Ray Lyman. Seconded by Capt. Laura Kovary and carried unanimously. OSPR will print copies. The Sub Committee will meet this afternoon at Millennium Offices in Wilmington.

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

S/C # 3 (Tug Utilization Group; TUG) – **Capt. Doug Houghton** – Met 17 November to review best practices on bunkering during loading operations. In a recent incident, best practices were not being followed. Barge operators are meeting with each terminal to review these practices. Procedures for emergency tug escort outside the breakwater were reviewed. On another topic, the use of emergency tow wires (fire wires) is under review. Since there have been more associated injuries than any demonstrated need, the requirement for using these has been questioned. The current feeling is that they not be required unless specified by the terminal, however a total relaxation is being pursued. A letter will be prepared by the Sub Committee in support of the relaxation.

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.

(B) Annual Review of the LA/LB Harbor Safety Plan for 2009:

Chairman Strong solicited comments for changes in the Harbor Safety Plan. None were forthcoming. He indicated that Jacobsen Pilots were reviewing the under keel clearance chapter and anticipated some recommended changes.

Other New Business:

Mr. Benny Colangeli said that he has heard of unlashing of cargo being conducted outside the breakwater. The Chairman asked for specifics so that the situation might be addressed to the appropriate organization(s).

ITEM IV – PUBLIC COMMENT: None.

ITEM V – MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on the third of February, 2010, at the Port of Los Angeles, commencement of proceedings in the afternoon at a time to be announced.

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 127th Harbor Safety Committee meeting at 1118 a.m.

Respectfully submitted,

Capt. R.B McKenna
Executive Secretary,
LA/LB Harbor Safety Committee

LA/LB HARBOR SAFETY COMMITTEE

December 2, 2009

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December 2, 2009

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