

INTRODUCTION

A. PORTS OF LOS ANGELES AND LONG BEACH: Occupying over 15,000 acres of land and water area in San Pedro Bay, the Ports of Los Angeles and Long Beach feature 57 miles of waterfront, making it one of the world's largest artificial harbor complexes.

Together, Los Angeles and Long Beach Harbors handle more containers than any port in the United States. Diversified facilities are available at both Ports to handle any kind of cargo. In addition to 20 state-of-the-art container terminals, there are the traditional dry bulk, petroleum, neobulk and cruise-passenger terminals that serve a multitude of maritime needs.

Los Angeles and Long Beach Harbors continue to attract international steamship lines carrying large cargo volumes. In 2008, 5,339 vessels called at the Ports of Los Angeles and Long Beach containing valuable commodities.

B. THE LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE AND PLAN:

The California Oil Spill Prevention and Response Act of 1990 mandated the Los Angeles/Long Beach Harbor Safety Committee. The California Department of Fish and Game's Office of Oil Spill Prevention and Response officially appointed the Committee on August 10, 1991.

The ACT required the Committee to review and evaluate the following:

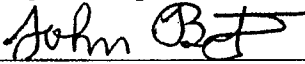
1. Sounding checks.
2. Anchorage designations.
3. Traffic and routings from port construction and dredging projects.
4. Procedures for routing vessels during emergencies that impact navigation.
5. Communications systems.
6. Channel design plans.
7. Placement and effectiveness of navigational aids.
8. Bridge management requirements.
9. Small vessel congestion in shipping channels.
10. Recommendation as to whether establishing or expanding VTS systems within the harbors is desirable, and recommendations for funding projects.

11. Recommendation determining when tankers must be accompanied by an escort tug(s).
12. Competitive aspects of recommendations.
13. Suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced.

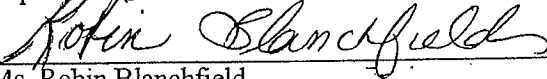
The Harbor Safety Plan was authorized on June 30, 2009 by the following representatives:




Capt. Esam Amso
Representing Marine Oil Terminal Operators



Capt. John Betz (*Vice Chair*)
Representing the Los Angeles Pilot Organization



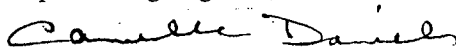
Ms. Robin Blanchfield
Representing the California Coastal Commission




Mr. Larry Brown, Representing Environmental Organizations for LA/LB Harbor



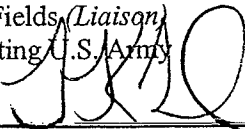
Capt. Benny Colangeli
Representing Organized Labor



Ms. Camille Daniels
Representing Pleasure Boaters




Mr. Jim Fields (*Liaison*)
Representing U.S. Army



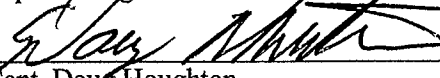
Mr. Tom Ford, Representing Environmental Non-Profit Organizations for Santa Monica Bay



Mr. Ed Green
Representing the Port of Long Beach



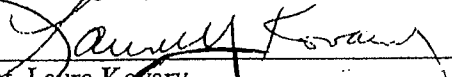
Mr. Gary Gregory
Representing State Lands Commission



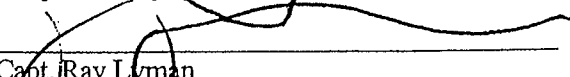
Capt. Doug Houghton
Representing Tug/Barge Operators



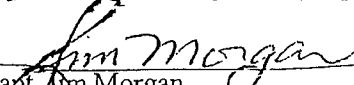
Capt. Sam Jebaranathan
Representing Dry Cargo Vessel Operations



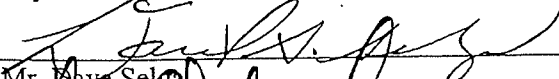
Capt. Laura Kovary
Representing Tanker Vessel Operators



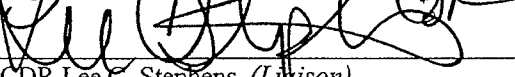
Capt. Ray Lyman
Representing Passenger Ferry Operators



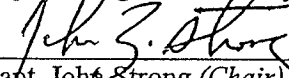
Capt. Jim Morgan
Representing the Port of Los Angeles



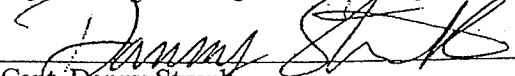
Mr. Dave Selga
Representing Mooring Masters



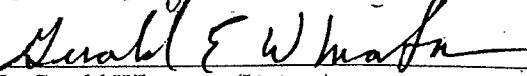
CDR Lee C. Stephens, (*Liaison*)
Representing the U.S. Navy



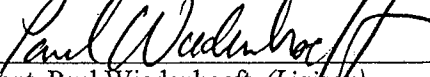
Capt. John Strong (*Chair*)
Representing the Long Beach Pilot Organization



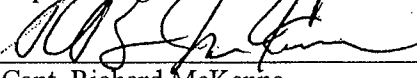
Capt. Danny Strunk
Representing Commercial Fishing



Mr. Gerald Wheaton, (*Liaison*)
Representing Nat'l. Oceanic & Atmospheric Admin.



Capt. Paul Wiedenhoef, (*Liaison*)
Representing the U.S. Coast Guard



Capt. Richard McKenna
Executive Secretary for the Committee
Marine Exchange of Southern California