

## 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 2009, 4686 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 1, 2011 by the following representatives:**


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


  
 Ms. Robin Blanchfield  
 Representing the California Coastal Commission


  
 Mr. Gary Brown, Representing Environmental Organizations for L.A./LB Harbor

  
 Capt. Benny Colangelo  
 Representing Organized Labor


  
 Mr. Mike Coyne  
 Representing OSPR

  
 Ms. Camille Daniels  
 Representing Pleasure Boaters

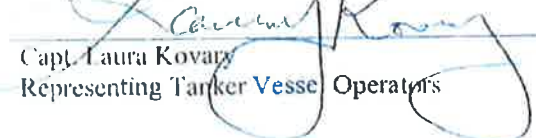
  
 Mr. Jim Fields (*Liaison*)  
 Representing U.S. Army Corps of Engineers

  
 Mr. Ed Green  
 Representing the Port of Long Beach

  
 Capt. Doug Houghton  
 Representing Tug/Barge Operators

  
 Capt. Sam Jebanathan  
 Representing Dry Cargo Vessel Operations

  
 Mr. Ronald B. Kelly  
 Representing Ship's Agents

  
 Capt. Laura Kovary  
 Representing Tanker Vessel Operators


  
 Capt. Roger Laferriere, (*Liaison*)  
 Representing the U.S. Coast Guard


  
 Capt. Ray Lyman  
 Representing Passenger Ferry Operators

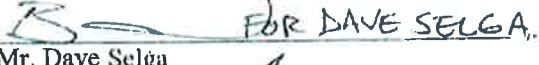
  
 Capt. Rob. B. McCaughey  
 Representing Marine Oil Terminal Operators

  
 Mr. Kevin Mercier  
 Representing State Lands Commission


  
 Mr. Brian Meux, Representing Environmental Non-Profit Organizations for Santa Monica Bay


  
 Capt. Jim Morgan  
 Representing the Port of Los Angeles


  
 Mr. Albert T. Rosales, (*Liaison*)  
 Representing the U.S. Navy

  
 Mr. Dave Selga  
 Representing Mooring Masters

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