



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

MINUTES OF THE ONE HUNDRED AND EIGHTH MEETING OF THE LA/LB HARBOR SAFETY COMMITTEE WEDNESDAY, 5 April, 2006

The One Hundred and Eighth Meeting of the Los Angeles/Long Beach Harbor Safety Committee was convened in the main auditorium of the Port of Los Angeles Administration Building. **Chairman Strong** called the Meeting to order at 10:07 a.m. The **Executive Secretary** determined that there was a quorum present, as listed below --

<u>FOR THE PORT OF LONG BEACH</u> (Absent)	<u>FOR THE PORT OF LOS ANGELES</u> Capt. Jim Morgan (POLAPS)	<u>FOR THE LONG BEACH PILOT ORGANIZATION</u> Capt. John Strong (JPS)
<u>FOR THE TANKER OPERATORS</u> Capt. Baz El Sayed (Chevron Shipping)	<u>FOR THE LOS ANGELES PILOT ORGANIZATION</u> Capt. Bent Christiansen (POLAPS)	<u>FOR THE MOORING MASTERS</u> Capt. Simon Cail (Chevron Shipping)
<u>FOR TUG & BARGE OPERATORS</u> Mr. Jeff Browning (Sause Bros)	<u>FOR THE DRY CARGO CARRIERS</u> Capt. Sam Jebaranathan (APL)	<u>FOR RECREATIONAL BOATERS</u> (Absent)
<u>FOR ORGANIZED LABOR</u> Mr. John Cox (SIU)	<u>FOR THE CALIF. COASTAL COMM.</u> Ms. Robin Blanchfield	<u>FOR THE MARINE OIL TERMINALS</u> Mr. Tom Pigott (Shell)
<u>FOR THE U.S. COAST GUARD SECTOR LA/LB</u> Capt. Paul Wiedenhoft (USCG)	<u>FOR ENVIRONMENTAL GROUPS (SANTA MONICA BAY)</u> Mr. Tom Ford (Santa Monica BayKeeper)	<u>FOR ENVIRONMENTAL GROUPS (LA/LB HARBOR REGION)</u> Mr. Ray Hiemstra (Orange County CoastKeeper)
<u>FOR THE CDF&G/OSPR</u> Mr. Al Storm, OSPR HdQtrs.	<u>FOR PASSENGER FERRY OPERATORS</u> Mr. Ray Lyman (Catalina Express)	<u>FOR THE USACOE</u> (Absent)
<u>FOR THE CALIF. STATE LANDS COMM.</u> Mr. Gary Gregory	<u>FOR NOAA/NOS</u> (Absent)	<u>FOR THE U.S. NAVY</u> (Absent)
	<u>FOR COMMERCIAL FISHING OPERATORS</u> Capt. Orlando Amoroso	
	<u>EXECUTIVE SECRETARY</u> 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 Los Angeles for making their facilities available for this gathering and for providing the continental breakfast enjoyed by all.

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.

ACTION ITEM:

OSPR Representative Al Storm, led off the meeting by providing letters of appointment to the following State representatives: **Mr. Gary Gregory** and his alternate **Mr. John Brown** (State Lands Commission) and **Ms. Robin Blanchfield** and her alternate **Ms. Ellen Faurot-Daniels** (California Coastal Commission). He explained this as a new procedure to reflect the fact that State officials are already sworn, and that an appointment letter is the more accurate approach in appointing them to the Committee. He then proceeded with the "swearing in" of the following alternates for a three-year term: **Capt. Baz El Sayed** (Chevron Shipping), alternate representing Tanker Operators and **Mr. Ray Hiemstra** (Orange County Coastkeeper), alternate representing Environmental Groups. Both were given a hearty round of applause after the ceremony to welcome them to the LA/LB HSC.

ITEM I -- APPROVAL OF MINUTES:

Chairman Strong called for approval of the minutes of the 107th Meeting, the February meeting. **Mr. Ray Lyman moved, seconded by Ms. Robin Blanchfield, to accept and approve the Minutes of the 107th Meeting. Motion carried unanimously by a show of hands from voting members present.**

ITEM II -- OLD BUSINESS:

(A) Update On Marine Exchange and Vessel Traffic Center:

(1) **Capt. Dick McKenna**, Deputy Executive Director, MX-SOCAL & VTS-LA/LB, reported on the incidents recorded since the last meeting of the LA/LB HSC. A total of three incidents were reported, raising the total for the year to seven. Of significance, four of the seven were caused by non-reporting vessels, two causing collisions and two impeding traffic. Efforts are underway to improve this situation through seminars and outreach.

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

Presented by **Capt. Paul Wiedenhoft USCG** (Deputy Sector Commander, USCG Sector LA/LB)

(1) The three additional ad hoc "SF" anchorages have been formalized and will be incorporated in the Federal Register and the Harbor Safety Plan.

(2) The final ruling was published March 26 in the Federal Register relaxing the requirement for anchored vessels less than 20 meters in length, and barges, to sound fog signals. The rule goes into effect April 26. Appropriate changes have been made to the Harbor Safety Plan.

(3) By virtue of the increased cruise ship traffic in Avalon, it was recommended that an Avalon Sub Committee be formed.

(4) **Captain Neffenger** will be relieved on 28 April. **Captain Paul Wiedenhoeff** indicated that he will relieve as Captain of the Port.

(5) The new Regional Exam Center will be dedicated at 1300 on 13 April on the sixth floor of the Federal Building in Long Beach.

(C.) Update on OSPR Activities in Sacramento:

Mr. Al Storm reported on various items of interest:

(1) He first called for a vote on OSPR's "Proposed Changes to Tug Escort Regulations", as proposed by the Escort Tug Action Team (ETAT), and provided in the Committee's mailing. A copy is provided as an attachment to these minutes. **Mr. Jeff Browning moved, seconded by Mr. John Cox, that the proposed wording change to the Tug Escort Regulations be moved forward in the regulatory process. Motion carried unanimously by a show of hands from voting members present.**

(2) The Committee's Labor Organization position will become vacant in June of this year. Applications, including the incumbent, will be accepted through May 12. The intent is to appoint the new labor Representative at the June meeting.

(3) **Mr. Storm** presented to the Board a "Volunteer Service Agreement". He reminded the Board members that they were volunteers in the service of the State of California. The agreement allows the State to use member's names in support of OSPR goals and programs. The quid pro quo is that, should a member be injured in their capacity as a Committee member, they will be considered a State Employee and be entitled to worker's compensation. Moreover, the agreement provides members with legal immunity from decisions made in service to the Committee. Forms were passed out to members for signature and return, either at the end of session or at the next meeting. Spare copies were provided to the Marine Exchange for future use.

(4) A brief recap of the 28 March Statewide HSC meeting in Sacramento was provided by **Mr. Storm** and **Mr. Browning**, the Committee's representative:

(a.) There is a possibility of a Chemical Tanker Task Force being convened to explore tug escort requirements. Individual Committee members may be called upon for their subject matter expertise.

(b.) The Administrator gave in her budget overview an indication that there is a surplus for navigation safety programs, but presently no spending authority. OSPR does not yet know how much spending authority they will receive.

(c.) Air quality issues were discussed, including auxiliary engine change outs and the pending requirements for low sulfur fuels.

(d.) The proposed (six) LNG facilities were discussed in regard to the jurisdiction OSPR may have in terms of escort rules.

(e.) The ETAT will be continuing to work with the State on tug escort rules.

(f.) The proposed change to the HSC statute to make Federal Board members non-voting ex-officio participants is targeted for 2007 time frame.

(g.) Committees were reminded that immunity protection was provided only within the scope of the HSC charter, unless a topic outside the charter was undertaken with the approval of the Administrator.

(h.) OSPR will reinstitute review of Harbor Safety Plans on an annual basis. Where those plans deviate from regulatory requirements, they will be referred to the appropriate sub-committee for review.

(D.) Update on Local OSPR Activities:

(1) None.

(E.) Update on California State Lands Activities:

(1) **Mr. Gary Gregory** reported that Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) went into effect 6 February. The Ports are moving forward aggressively in reviewing the condition of their oil terminal facilities, which is good news.

(2) A customer service meeting is scheduled for April 20th at 0930 at the Port of Long Beach. All are invited.

(3) A Commission meeting is scheduled for April 17th in Sacramento. The Facilities Division will have several items, notably reporting on the transfer of oil cargos between San Francisco and LALB. Information on this topic is available on the State Lands website.

(4) The biennial Prevention First Seminar will be held September 13-14. OSPR is a partner. Interesting speakers and excellent sponsor support is already lined up.

(5.) Ballast water regulations affecting vessels moving between ports and places on the West Coast became effective 22 March. Initial compliance is promising. Additionally, system standards have been established that can have long term salutary effects not only for California but for the nation and internationally as well. Hull fouling and its contribution to invasive species is also under study.

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

(1) None.

(G.) Update on NOAA/NOS:

(1) None.

(H) Area Maritime Security Committee:

Capt. Wiedenhoef reported that the Area Maritime Security Committee will meet on Wednesday April 26th. The meeting has been moved up a month to support a table top evacuation exercise scheduled for 17 May.

Capt. Strong solicited input from those companies who would like to volunteer assets to be listed in support of the AMSC's Contingency Evacuation Plan.

(I) Other Old Business:

Capt. Strong led a discussion on the establishment of a sixth Sub-committee for Avalon Harbor. **Mr. Ray Lyman** of Catalina Express was assigned as Sub-committee Chair. A general communication will be made through the Secretariat to announce the formation and solicit membership. **Capt. Frank Whipple**, not a Committee member, volunteered to assist in the Sub-committee's establishment. The purpose of the Sub-committee will be to address the developing boating congestion with the increase of cruise ship arrivals.

ITEM III -- NEW BUSINESS:

(A) Annual Review of the LA/LB Harbor Safety Plan, for 2006:

(1) **Capt. Strong** presented the following chapters of the Harbor Safety Plan for Committee vote as follows:

- (a) Chapter X (Pleasure Boat Operators) – **Motion by Capt. Amoroso, Seconded by Mr. Lyman to accept Chapter X; approved unanimously.** The topic of a possible separate commercial fishing vessel chapter to be taken up by S/C#1.
- (b) Chapter XI (Vessel Traffic Service) – **Motion by Mr. Cox, seconded by Mr. Browning to accept Chapter X; approved unanimously..**
- (c) Chapter XII (Tug Escort For tank Vessels) – Clarification required as to whether regulations should be included in the chapter. Referred to S/C#1 for discussion.
- (d) Chapter XIII (Pilotage) – **Motion by Mr. Browning, seconded by Mr. Cox to accept Chapter XIII; approved unanimously.**
- (e) Chapter XIV (Under Keel Clearance) – **Motion by Capt. Christiansen, seconded by Mr. Cox to accept Chapter XIV; approved unanimously.**
- Chapter XVI (Plan Enforcement) – **Motion by Mr. Gregory, seconded by Ms. Blanchfield to accept Chapter XVI; approved unanimously.**

Remaining chapters and appendices to be submitted for approval at the June 7 meeting.

(B) Sub Committee Reports: As a reminder, at a recent meeting of the LA/LB HSC, several new Sub-committees were formed, as follows --

- S/C # 1 – Navigation Safety; **Capt. John Betz, Chair**
- S/C # 2 – Planning & Outreach; **Capt. Bent Christiansen, Chair**
- S/C #3 – Tug Utilization Group (T.U.G.); **Jeff Browning, Chair**
- S/C # 4 – Recreational Boats & Commercial Fishing Vessels; **Co-Chairs: Tom Dessel & Capt. Orlando Amoroso**
- S/C # 5 – Port & Vessel Security (including LNG Risk Assessment); **Capt. John Strong, Chair**

S/C # 1 (Navigation Safety) – Capt. Bent Christiansen, Acting Chair: Met Feb 1st and March 1st. This panel has addressed several safety & navigation issues, including: (1) Harbor Safety Plan review; (2) Tug matching matrix; (3) AIS placement on dredges (4) Sector light for Los Angeles; (5) The updated LALB Harbor chart; (7) Vessel pre-arrival engine checks. ***This panel will meet again today at 1330 at Liberty Hill Plaza.***

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

S/C # 3 (Tug Utilization Group; TUG) – Jeff Browning, Chair – This panel met on February 2nd. The committee reviewed the status of bollard pull testing and will discuss the data base at today's meeting. Commodore Heim Bridge clearances were also discussed. The tug matrix and tug retesting waivers will be discussed at today's meeting. ***This panel will meet today Liberty Hill Plaza, immediately following S/C #1.*** **Capt. Strong** commended **Al Storm** and **Joy Lavin Jones** for their fast work on the tug bollard pull revisions.

S/C # 4 (Recreational Boats & Commercial Fishing Vessels) -- Co-Chairs: Tom Dessel and Capt. Orlando Amoroso - **Capt. Amoroso** indicated that he has been working with the Department of Defense to develop a concept of operations using the fishing fleet as an element of local security, thereby improving situational awareness. He intends to include recreational boaters, but has been unable to

discuss this with their representative yet. He intends to bring the concept to the attention of the Area Maritime Security Committee at their April meeting.

S/C # 5 (Port & Vessel Security; including LNG Vessels Risk Assessment) – Capt. John Strong, Chair -- No Report; no meetings were held.

(C) Other New Business --

(1) 2006 National Harbor Safety Committee Conference: Kudos to **Robin Blanchfield** for preparing the package nominating us for the HSC of the year award. It is unfortunate that we were not chosen, but it was not for lack of effort on Robin's part.

(2) Port of Los Angeles Harbor Planning: **Capt. Morgan** announced that the Port is exploring the possibility of dredging a deepwater channel across the flats inside the Breakwater to connect both Harbor entrances. The intent would be to add flexibility to operations of larger ships should one harbor entrance be closed for any reason. He emphasized that this is only a concept, growing out of the ever increasing size of the ships rendering the Cerritos Channel less usable for cross harbor operations. The Port of Los Angeles intends to work with the Port of Long Beach and the Army Corps of Engineers and will keep the HSC up to date as the issue progresses.

(3) A Discussion ensued regarding proposed offshore LNG terminals. **Gary Gregory** indicated that State Lands Commission, by virtue of regulating any pipeline coming ashore and its current role as lead State agency in environmental documentation of projects already underway, would be involved significantly in these new projects. **Lt. Peter Gooding** stated that Coast Guard Headquarters in coordination with MARAD, would be in charge of approving the actual terminal. **Al Storm** said that OSPR was responsible for approach mooring and departure, and that it was possible that the Committee would be tasked with looking into these issues. **Robin Blanchfield** pointed out that there is a state wide task force of State and Federal agencies charged with reviewing the issues. California Coastal Commission with its permitting authority is working with the various ports on the environmental documentation. It was likely that the Committee would become involved when a related project reached the EIR stage, or as part of a Coast Guard WAMS study. **Gary Gregory** offered that a developing approach is for companies to be proactive in seeking out locations amenable to local operations (e.g., clear of traffic areas) and that the Committee may expect participation earlier than the EIR.

(4) **Capt. Jebanathan** reported that there is a move in Oakland to make the PMA ID card the acceptable method of identification for Labor. This is a developing issue here as well, and he asked that it be passed to the Area Maritime Security Committee by this Committee's representative.

(5) He then brought up a recurrent safety issue: safety of barges while alongside ships engaged in container operations. Oakland appears to be experiencing problems encountered here several years ago with objects falling onto the barges.

ITEM IV -- QUESTIONS/COMMENTS FROM THE PUBLIC:

- (1) **Mr. Robert Burton** of Blue Water Partners reminded those present of Area Maritime Security Training being conducted at the Marine Exchange on 7 and 21 April. Further information is available on the Marine Exchange website calendar.
- (2) **Mr. Michael Dutton** of Three N Company, a national notification network service, explained his services, which consist of mass notification in times of emergency and are very helpful in improving information exchange across agencies, particularly during times of crisis.
- (3) **Mr. Ron Costin** of Foss Maritime reported that there has been a regression in the safety posture of bunker barges alongside when container ships are involved in cargo operations. Accordingly, his company policy has been set that until further notice, no bunkering will take place during container loading or unloading. He intends to bring this issue before Sub

Committee #1 today to elicit support in rectifying the problem. **Ms. Laura Kovary** pointed out that the problem arises primarily in above deck operations as opposed to working the hatch. **Mr. John Cox** suggested re-transmitting the safety pamphlets developed several years ago. These issues will be discussed further in sub-committee.

- (4) **Capt. Jim Morgan** announced that the National Council of American Master Mariners in conjunction with International Ship Masters Federation will hold a Conference May 7-8 in San Pedro. This is the first Joint meeting of the two groups. Please contact him or **Capt Bent Christiansen** for further details.

ITEM V -- MEETING SCHEDULE:

The next regular meeting for the LA/LB HSC will be held on the 7th of June, 2006, at the Port of Lon Beach, meeting to begin promptly at 10 a.m. Announcements and materials will be e-mailed out to all interested parties in late March....

ITEM VI -- ADJOURNMENT:

With no further business to discuss, **Chairman Strong** adjourned the 108th Harbor Safety Committee meeting at 11:34 a.m.

Respectfully submitted,

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

NEXT MEETING - TIME AND LOCATION CHANGE --

TIME:

June 7, 2006

8:00 a.m. Continental Breakfast

8:30 a.m. Meeting Begins

LOCATION:

Banning's Landing Community Center

100 E. Water Street (at the foot of Avalon Blvd.)

Wilmington, California 90744.

**Harbor Safety Committee
USCG Briefing
April 5, 2006**

1. Introduction

2. Anchorage Regulations – The regulation to extend the foxtrot anchorage area were finalized and published in the Federal Register. The harbor safety plan will be modified to address this change in anchorage area. This extension adds three new anchorage circles to the foxtrot anchorage area to accommodate the larger vessels that have been calling on the port.

In addition, a Final Rule to establish three designated special anchorage areas in Long Beach Harbor where vessels less than 20 meters in length and barges would not be required to sounds signals required by Rule 35 of the Inland Navigation Rules was published in the Federal Register on March 26, 2006 and will go into effect on April 26, 2006. A reference to these two rulemakings have been made in the Coast Guard's edits to the Anchorage section of the Harbor Safety Plan

3. Catalina – with the addition of the three new anchorages at Catalina for Cruise Ships, the Coast Guard would like the HSC to start a Avalon Sub-committee to look at safety issues at Avalon. This was discussed at the February Navigation Sub-Committee.

4. Conclusion

**LOS ANGELES/LONG BEACH
HARBOR SAFETY COMMITTEE**

April 5, 2006

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