

**West Coast
Harbor Safety Committee Summit
October 28, 2014**

SUMMIT PARTICIPANTS:

Harbor Safety Committee Panel:

Hilary Wilkinson - Executive Coordination Team, Pacific States/British Columbia Oil Spill Task Force

Chair Suzie Howser - Humboldt Bay

Vice Chair John Berge – San Francisco

Chair John Veentjer – Puget Sound

Chair Jack Prescott for Richard Goben – San Diego

Vice Chair E. Norman George – Los Angeles/Long Beach

Chair John Doucette – Grays Harbor

Chair Chuck Caulkins – Port Hueneme

Office of Spill Prevention and Response (OSPR) Staff:

Tom Cullen, Administrator; Ted Mar, Marine Safety Branch Chief, Mike Coyne, Jack Prescott, CAPT Jeff Cowan, Reuben Macaspac, David Mighetto, Roy Mathur, John Victoria, and Lisa Wehe.

Others:

Alan Steinbrugge, Marine Exchange Southern California; Steve Danscuk, USCG Pacific Area; Shawn Bennett, Bay Delta Region; Joan Saelee Bay Delta Region; Linda Scourtis BCDC; Jonathan Bishop, California Coastal Commission; Bill Drelling , USCG; Mike Boyes, USCG; Griffin Patrizk, Tesoro; Duncan McFarlane, Shell; Tim Petrusha, Port of Humboldt Bay; Robert Gregory, Foss; Kipp Louttit, Marine Exchange of Southern California; Brian Hooker, Barbary Coast Consulting.



Welcome and Opening

Remarks:

Mr. Mike Coyne welcomed the panel, secretariats from the HSC and audience. Unfortunately, two chairs were not able to make it. They include Hawaii and Lower Columbia. This is the third convening of the HSC Summit. The first occurred in 2011 and the second in 2012.

Mr. Mike Coyne introduced Tom Cullen, the Administrator for OSPR, for opening comments.

Tom Cullen – Opening Comments

- **OSPR is a statewide program as of June 20, 2014. There are approximately 24 different work groups working simultaneously to get regulations out by the end of 2014.**
- **Tom provided a review of the OSPR Insider, a newsletter that summarizes current OSPR activities and challenges.**
- **Tom noted that it is important to him to reassure the Maritime community that OSPR recognizes that it is a maritime agency. As such, OSPR has developed all the best safe practices and is implementing them in to the statewide program. One of those best practices is the establishment of collaborative groups such as the HSC committee.**
- **Tom noted that he is personally named, along with the Attorney General, in a lawsuit that may go all the way to the Supreme Court. OSPR understands where the rail industry is coming from and hopes to make the industry and the courts understand where OSPR is coming from. OSPR is not interested in regulating rail, including operations, speed, what materials are transported, or how reporting occurs. OSPR is**

concerned with the chemical makeup and nature of the products being transported. OSPR has to have a plan and be prepared for an incident should it occur.

- Tom noted that he attended the California Maritime Security Committee meeting during the week of Oct 20, as well as the Area Maritime Security Committee meeting for San Francisco Bay. He was sworn in as a member of the latter (and is already a member of the former).

Upcoming Events:

November 4, 2014 - Spill Prevention and Response Day, California State University Long Beach, CA

Feb 23, 2014 - Biannual Spill Technology Club at the Officers' Club in Alameda

Hillary Wilkinson – Pacific States/British Columbia Oil Spill Task Force (Task Force)

Highlights of the Task Force's work over the past year include:

- The Annual Report for 2014 is now available
- Completed the five year Strategic Plan. Expanded Task Force focus to include a recovery goal.
- Held annual meeting recently held in Portland, Oregon. The focus of the meeting was crude by rail. There was great representation by the railroads. One of the highlights of the meeting was a talk by State representative Frank Hornstein from Minnesota on the issue of safe transport of crude by rail. Minnesota recently passed legislation around the safe transport of crude by rail and pipelines - they appear to be the first state in the US to do it. Frank discussed very openly on how he was able to accomplish passing the legislation. The Minnesota Legislation is on the Tasks Force website.
- Submitted two letters of significance to member jurisdictions, both of which are available on the Task Force website: www.oilspilltaskforce.org.
 1. A letter addressed to the Pipeline Hazardous Materials Safety Administration (PHMSA), which is part of Dept. of Transportation. PHMSA regulates railroads and safety issues surrounding transporting hazard materials. The letter was in support of new PHMSA operational requirements for certain trains and improvements in tank car standards.
 2. A letter to WA Senator Maria Cantwell requesting that the Oil Spill Liability Trust Fund be opened up so that it can be used for removal of all derelict and sunken vessels in marine and inland waters before they cause harm.
- The Task Force created Crude by Rail map showing the movement of oil by rail, pipeline and barge across the west coast. It is available online at www.oilspilltaskforce.org.

Tom's Comments related to Task Force update

- Tom added that Representative Hornstein had shared that the pipeline industry was able to prevent the language in the legislation from allowing a single notification to a state agency if there was a breach or a leak. Tom noted that they have not had that problem in CA.

Hilary shared highlights of priority activities for the Task Force for 2015:

1. Conduct a funding analysis of member jurisdictions to identify challenges and shortfalls related to transport changes resulting from oil by rail.
2. Continue to collect data for oil spill data dictionary across the west coast
3. Continue to support the Pacific Oil Spill Prevention Education Team (POSPET) j
4. Track non-regulated spills across Task Force jurisdictions, including reviewing existing laws to see where gaps in coverage exist.
5. Summarize the state of the science on dispersants
6. Hosting the Clean Pacific Conference from June 16-18, 2015, in Vancouver BC. There will be a planning committee meeting next week.

Other

Introductions around the room

M. Coyne Agenda Review

15 min to discuss accomplishments and areas of concerns (Chairs)

Overview of activities

Tug and barges and movement of Bakken oil for ATV

Presentation from Kipp Port of Long Beach

1515 Open round table

1600 summary of the day

1610 closing remarks

Suzie Howser - Humboldt HSC

- All of our fuel comes in by barge every 7-10 days.
- This year there was a change in pilotage – we must now notify barge pilots if there are any changes in vessel direction.
- There are ongoing challenges related to the Army Corps of Engineers (Corps) funding for dredging.
- There are also issues related to buoys. A buoy went offline and NOAA did not repair it.
- Recently formed a workgroup in regards to best maritime practices for stand up paddle craft.

- PORTS system - looking for federal funding, including the possibility of NOAA taking over.

John Berge for Korwatch – San Francisco HSC

Summary for the last year -

- In August, the HSC received an award for being the HSC committee of the year in 2012.
- Increase in incidents related to loss of propulsion
- Developed BMPs to address rescue tug access (dead towing).
- Air gap sensor installation – hasn't occurred yet.
- Box sensors developed safety protocols surveys and simulations.
- Developed low visibility guidelines.
- 34th America's Cup occurred in San Francisco Bay.
- Continue to track and focus on loss of propulsion incidents, which have increased over the years.
- As of Jan. 1, 2015, the U.S. requires the use of low sulfur diesel (0.1%) up to 200 miles.
- Concern of gradual removal of aids to navigation, as well as buoys, in San Francisco HSC, in collaboration with the Coast Guard, adopted a requirement that you cannot transit outbound of the Bay Bridge if there is less than .5 mile visibility.
- Developed BMP to respond to vessels in distress on the coast with existing tug resources situated in SF. This is a hot button issue up and down the coast. Tug and barge industry led the charge on this and developed best management practices.
- Working with NOAA, National Fisheries Service, Sanctuary's Coast Guard, and industry to reduce ship strikes to whales off of the coast of San Francisco due to recent change in traffic. Separation scheme adopted two years ago.
- Adopted changes to the HSC plan in June, 2014. Looking to meet in January 2015 to review entire plan. Discussion of more frequent, timely updates and the possibility of making it a living document are underway. Would like to hear input from other HSCs on how they update their plan.
- We accomplished everything identified in last year's HSC Summit notes with the exception of air sensor installation.

Looking ahead – we are exploring issues of navigation and the possibility of installing fog sensors in the bay. It is not a definitive tool. Like everybody else, we need to look at funding to the PORTS system.

John Vontjeer - Puget Sound

Accomplishments

- Completed HSC plan and posted to website. Are updating it as needed.

- Standards of Care are available on our web site and are no longer available in print. Working to keep our website current.
- We saw increased participation this past year.
- A vessel traffic risk assessment update recently completed. The initial study was done in 2005 by George Washington University. The updated study is the result of a lawsuit against British Petroleum for putting up a new terminal at an existing facility without completing an EIS. The updated vessel traffic risk assessment was a 16 month process funded by the Puget Sound Partnership (PSP), who in turn received the funding from an EPA grant. The report is available on the George Washington University website. Key findings include:
 - Vessel traffic is down overall, in part to increased size of bulkers and container ships
 - Tank vessels are stable but declining
 - ATBs are increasing
 - Passenger ships are increasing
- Expansion of capacity in BC and WA proposals are underway, including
 - SSA wants to build a bulk facility at Cherry point facility to handle coal and other products.
 - Delta Port, Neptune, etc. in Challenges
- The HSC is a volunteer organization and it is difficult to explain to the community who we are.
- There is no established funding, although the volunteers pay dues. The Marine Exchange provides basic administrative tasks. We would like to be able to pay the Marine Exchange for its administrative support.

Jack Prescott – San Diego HSC

- Seaplanes continue to be an issue. Significant increase in 2014, from 400 to 2000. Tasked to Liaison with the FAA on seaplane issues. San Diego is similar to San Francisco Bay area in terms of being a fly over for migratory birds. This creates environmental concerns.
- High speed passenger vessels (e.g. the “Patriot”) in San Diego are a big issue. There were two injuries last year related to these vessels. The HSC will be meeting with the operators to discuss safety concerns etc.
- Traffic controls are an issue. There have been close encounters that could be avoided with a 15 minute wait. According to best safe practices, the Navy has priority.
- Sea buoy in San Diego was struck by an unknown vessel about six months ago. The robust buoy disappeared, then was located. They will relocate a vessel first of the year. There is an ongoing issue with funding.
- Gloria Bay buoys removed and replaced with day markers that the port is responsible for. There are problems with the colors, however, but the contractor is working to address it.
- The cruise ship industry is picking up again now that the Mexican drug wars are on the back burner

- San Diego HSC is hoping to get the America's cup back.
- Member issues - members not able to attend meetings frequently. Added another member representing the commercial fishing industry. She runs Sea Breeze Charts and is actively involved in the maritime community in San Diego.
- Pilot issues – resting requirements is an ongoing challenge
- Bait barge being moved is an ongoing challenge
- Hoop fishermen – lobster season is in full swing they don't understand the channel markers and stray into the navigation channels. Wardens are out actively reminding the hoop fishermen.
- We are hoping to have the next HSC in San Diego or LA.

Capt. George standing in for John Strong – LA/LB HSC

- It was a relatively quiet year.
- There is more traffic in Santa Barbara Channel. Issue of air pollution and differences of opinion regarding the responsibility of vessel traffic.
- The Harbor treasury division projects are almost finished. The main area channels in LA/LB are at project depths for the deeper ships. Vessel traffic is down, but larger container ship traffic is up because channel depths are sufficient to bring them in.
- The number of incidents declined this year. The Marine Exchange's monitoring efforts have shown that repulsion incidents top the list.
- The LA/LB Volunteer Speed Reduction Program was put in to effect in the Santa Barbara Channel. This is an effort to slow vessels down from 20 knots to 12 knots. There are about five or six companies signed up to voluntarily reduce speed in the channel. It will also help reduce whale strikes, which increased this year in Southern CA.
- Two of the four harbors bridges are being replaced. The main bridge in Long Beach channel was demolished after new one was built. The new bridge provides 220' vertical clearance for larger ships.
- We are having difficulty maintaining members and are currently trying to bring in representation outside the small boat business.
- HSC Plan is becoming a living document. Chapters are assigned to the appropriate people who maintain them as necessary. It is also available on the web.
- Two incidents in the harbor occurred.
 - First, a container fell off a tanker ship onto a Foss barge. No one was injured, but there was damage to the barge, so forced to look at and revise Bunkering standards of care.
 - Kudos to the Marine Exchange for all their hard work.

John Doucette, Port of Grays Harbor, Washington

- Established in 1911 on Washington's western coast

- They handle a diverse array of cargo, including: automobiles, dry bulk, wood chips, logs, bulk liquid- bio-diesel, and methanol
 - Have received \$200 million in private investment since 2008.
 - Corps has looked into the feasibility of channel deepening, from 36 to 39 feet.
 - Have upgraded tugs – larger, more horsepower and with more firefighting capabilities.
 - Platoon project is underway. It is a multi-million dollar project with a one-year time frame
- Crude by rail – there are three proposed facilities in Grays Harbor which would result in an increase in vessel calls. The new facilities would bring in 12 -14 new trains per week.

Question or concerns

- Fiscal impacts Economy impact study 5700 jobs

Charles Caulkins Port Hueneme

- PH is in the top 11% of U.W. ports. It is the only deep water harbor between San Francisco and Los Angeles. It's a niche port for: fresh fruit, bulk fertilizer, and automobiles. Automobiles are the biggest revenue generating cargo, but fruit is the significant import for the port from a tonnage perspective.
- Vessel calls are slightly up for overall commercial deep trap vessels.
- Fishing is down – Characteristic to the catch nothing more.
- Offshore support to the offshore oil platforms is always a significant player.
- Fourteen percent of the energy comes from the 30 offshore oil rigs in the San Bernardino Channel and 40% of CA squid comes through Port Heuneme. When the squid are running, it is busy, but there are always traffic concerns when squid vessels are delayed as a result of Navy vessels.
- Port Heuneme is unique in that it is a Navy port. The Navy has control and all access has to be granted by them before other vessels can enter port Heuneme.
- Capt. Harvey retired as the chair but is still on the board as a representative for small boaters.

Issues

- Local boating community vessels getting close to larger vessels in the Channel Islands Harbor, Ventura Harbor and Big Marina's Harbor, where access is restricted. Boater safety brochures were created and distributed through some of the yacht clubs and the local community to help them understand that they are similar to a paddle craft and not to get too close to vessels.
- We continue to improve on expanding outreach to the community.

- Wednesday night racing series - participants have been using the sea buoy as a turning mark. Port pilot is going to local yacht clubs offering up his time to educate them and trying to get the maps changed.
- Biggest concern in Port Hueneme right now is the lack of weather situation awareness. The Pilots' Association is willing to fund stop gap measures such as wind protection equipment until a permanent solution is identified. The committee is supportive and is pressuring the Port Authority to identify a long term solution. A resolution is expected soon.
- MSRC is the second OSRO offering shore side protection services for the Port of Hueneme.
- Created a boater safety brochure and are expanding outreach.
- Whale strikes - the IMO Traffic Separation Scheme was changed as of June 1, 2013. It reduced the width separation zone and is expected to reduce whale strikes while still maintaining safe navigation.
- Port Hueneme has just this year at the time of the deadline has put their shore side power on line.
- The Brusco Boat is a new vessel that replaced the Winning Spirit. There are two of them in port they are vital for the car carriers.

Capt. E. Norman George Presentation

Are they Barges or Tankers?

Articulated Tug Barges (ATBs) are not in any of the regulations at this time. State and Federal agencies are now beginning to think they need to modify regulations to address the new type of vessel that doesn't fit in any other of the categories. The ATB is a hybrid it is not a tugging barge nor are they a tanker. The ATB was built and designed to be a hybrid to try and incorporate the best features and practices of each and get somewhere in the middle. They were built to meet customer requirements based on the size of vessel and type of vessel.

J.Kipp Louttit

Marine Exchange of SO CA

Presentation: Port of Under-keel clearance assurance program

Discussion on Best Safe Practices / tugs

Range questions or capabilities –

Suzie – Tsunami – more Detail on report - CAL OES and NOAA

Speed times distance 50 to 30 feet

Summary for the Day

Hilary thanked participants, and thanked OSPR for convening this meeting. She also noted Mike's amazing facilitation job, and Norm, Kip John and Charles for excellent presentations

She noted that contact info for HSC chairs should be included on the Task Force website.

She summarized challenges and themes for the day:

- Issue of loss propulsion and sulfur fuels.
- Funding of navigation aid and tying it back to the Task Force.
- Lack of money for dredging
- Lack of people and time for HSC participation
- Change in vessel traffic - not just the volume of traffic but the types of ships & vessels and the types of materials that are being transported. It is fascinating to hear how each of the different ports are managing different materials and how they deal with it and what issues arise because of it and how it is all changing because of crude by rail. Chuck mentioned the Boater Safety brochure that is the kind of thing that I think would be helpful to host on the task force website. To have products the different harbor safety committees are producing that are of use to your particular committees. Encourage if you have a brochure that comes out etc. it would be beneficial to put on the website to share.

Tom - closing comments

Thank you all again for participating in this meeting. Hilary fantastic synopsis of the day. Another thanks goes out to Lisa for taking the minutes. I would ideally like to hold HSC meeting with something like Prevention and Response.

Meeting Adjourned