

SUMMARY NOTES
WEST COAST HARBOR SAFETY COMMITTEE SUMMIT
OCTOBER 25-26, 2011
MONTEREY, CALIFORNIA

SUMMIT PARTICIPANTS:

Harbor Safety Committee Panel:

Chair Andrew Harvey - Port Hueneme
Chair John Strong – Los Angeles/Long Beach (LA/LB)
Chair Lynn Korwatch- San Francisco Bay Region
Interim Chair John Berge – San Francisco Bay Region
Chair Suzie Howser - Humboldt Bay
Former Chair David Hull – Humboldt Bay
Former Chair Debra Marks - San Diego
Chair John Veentjer - Puget Sound
Chair Hans Meere - Lower Columbia Region
Eric Burnette, Vice-Chair - Lower Columbia Region Harbor Safety Committee
Chair Robin Bond - Hawaii Ocean Safety Team (HOST)

Office of Spill Prevention and Response (OSPR) Staff:

Scott Schaefer, Administrator (Acting); Ted Mar, Marine Safety Branch Chief; Mike Coyne; Al Storm; Jack Prescott;
CAPT Jeff Cowen; Sally Dudensing; Chris Graff; and Reuben Macaspac



From left to right: Mike Coyne, OSPR (at podium); Dave Hull and Suzie Howser, Humboldt Bay; Hans Meere, Lower Columbia Region; Lynn Korwatch and John Berge, San Francisco Bay Region.

Other:

Dick McKenna, Marine Exchange Southern California; Nir Barnea, NOAA; CAPT Mathew Bliven, U.S. Coast Guard; CDR Kiley Ross, U.S. Coast Guard; and Jean Cameron, Executive Coordinator, Pacific States/British Columbia Oil Spill Task Force



From left to right: Robin Bond, Hawaii; Andrew Harvey, Port Hueneme; Debra Marks, San Diego; John Strong, Los Angeles/Long Beach; John Veentjer, Puget Sound.

ALSO ATTENDING:

Brad Rimell, HOST; Gerry Wheaton, NOAA; Matt Sanders, USCG Sector LA/LB; Kristine Neeley, USCG Pacific Area; Matthew Salas, USCG District 11; Marie Sevin, USCG Sector San Diego; Tim Petrusha, Port of Humboldt Bay; Pete Bonebakker, ConocoPhillips/Polar Tanker; and Paul Milkey and Peggy Taricco, the California Air Resource Board

THE OCTOBER 25 MEETING

The California Harbor Safety Committee Chairs convened their annual meeting with OSPR from 1 p.m. to 5 p.m. on October 25; other West Coast Harbor Safety Committee Chairs were invited to join them, as was Ms. Cameron for the Pacific States/British Columbia Oil Spill Task Force. Mike Coyne, Oil Spill Prevention Specialist of OSPR, facilitated the meeting.

Introductory Comments/Appointments/Recognitions

- Mr. Mike Coyne welcomed the panel and audience and announced that the OSPR Marine Safety Branch (MSB) and the Pacific States/British Columbia Oil Spill Task Force (State/BC Task Force) were co-hosting the West Coast Harbor Safety Committee Summit.
- Mr. Coyne then introduced CAPT Scott Schaefer, Administrator (Acting) of OSPR, who also welcomed everyone and thanked the OSPR Marine Safety Branch (MSB) for hosting the Summit. After he presented an agenda review for the day, Capt. Schaefer asked the panel participants, staff members from the OSPR MSB and the members of the audience to introduce themselves.
- CAPT Schaefer then administered the California State Oath of Office to Suzie Howser, who was then appointed as Chair of the Humboldt Harbor Safety Committee (HSC). CAPT Schaefer also appointed CAPT Lynn Korwatch as Chair of the San Francisco Harbor Safety Committee.
- Mr. David Hull, out-going Chair of the Humboldt HSC, was presented with a certificate of recognition by CAPT Schaefer. Mr. Hull thanked the Marine Safety Branch staff for the certificate and the opportunity to serve on the Humboldt Harbor Safety Committee.
- CAPT Schaefer then commented on the enactment of AB 1112 and reviewed how the Act might provide solutions for some marine safety concerns, such as bunkering spills.

Open Topic Round Table Discussion for California Harbor Safety Committee Chairs

Mr. Coyne then opened the floor for the Chairs to introduce questions. The following topics were discussed:

CONSISTENCY OF HARBOR SAFETY COMMITTEE BEST MANAGEMENT PRACTICES (BMPS)/STANDARDS OF CARE

- CAPT Strong noted that BMPs are usually developed in response to actual incidents. He also noted that BMPs are developed based on discussions with the maritime community and result in ways to resolve problems through proper management at the lowest level, without regulations. He believes that consistency of BMPs among West Coast ports will result in better compliance as well as safer practices.
- The other Harbor Safety Committee Chairs agreed that the maritime industry appreciates consistency from port to port, yet acknowledged that each port is unique, so there will be variables among the Harbor Safety Committees' Standards of Care and BMPs.
- Working together can improve consistency as well as make each Harbor Safety Committee more efficient, since they can learn from one another.

PREVENTING BUNKERING SPILLS

- CAPT Schaeffer explained that OSPR had evaluated mandatory pre-booming for bunkering operations, but did not feel that it would be effective in many instances. They have also considered requiring standby skimmers and placing bunkering specialists on vessels, but neither seemed feasible. As a result, OSPR is now developing bunkering monitoring BMPs in cooperation with the LA/LB and San Francisco Harbor Safety Committees. OSPR is also monitoring more bunkering operations as well as conducting spill response drills with bunkering companies.
- The West Coast Harbor Safety Committees were in favor of the Pacific States/British Columbia Oil Spill Task Force's (Task Force) initiative to develop a video focused on regional bunkering BMPs; the Task Force will ensure that the Harbor Safety Committees have an opportunity for input to that process.

HARBOR SAFETY COMMITTEE MEMBERSHIP AND STAKEHOLDER INVOLVEMENT

- The Harbor Safety Committee Chairs had common concerns regarding recruiting and keeping members, noting that maritime industry members travel often and are not always available for meetings. Each Harbor Safety Committee does recruit topic specific stakeholders as needed for subcommittees.
- CAPT Debra Marks of the San Diego Harbor Safety Committee noted that a Harbor Safety Committee may not get the best product (BMP) if all appropriate stakeholders do not contribute. One way to include more members is through conference calls.
- CAPT John Strong commented that, while their maritime stakeholders may be local, they are representing international players.
- It was noted that recruiting and keeping environmental representation on Harbor Safety Committees can be a challenge.
- John Veentjer reported that some tribal representatives are members of the Puget Sound Harbor Safety Committee.
- The U.S. Navy does not participate on all West Coast Harbor Safety Committees; they are well represented on the San Diego Committee, but not in Puget Sound or Hawaii. CAPT Schaefer explained that the Lampert/Keen/Seastrand Act names the Harbor Safety Committee membership, but the state cannot mandate federal participation from the Navy or the Corps of Engineers.
- The U.S. Coast Guard (USCG) supports, attends and advises all the Harbor Safety Committees, but are restricted from participating as voting members.
- All agreed that it is challenging to recruit new members; the OSPR Liaisons assist with this process in California.

OTHER TOPICS

- The issue of liability had come up at the national Harbor Safety Committee conference, so OSPR staff asked the Harbor Safety Committee chairs if they were concerned about any liability associated with their BMPs. While they acknowledged that the Harbor Safety Committees are not immune, they also noted that Standards of Care are recommendations, not regulations, and ultimate responsibility lays the vessel's master.
- Hans Meere explained that the outer coast ports in both Oregon and Washington are not currently covered by either the Puget Sound or Lower Columbia Region (LCR) Harbor Safety Committees; the LCR Harbor Safety Committee has asked the USCG Sector Columbia River to address this.

Los Angeles/Long Beach Harbor Safety Committee's Project to Revise the Tanker/Tug Matrix

- Mike Coyne of OSPR and John Strong, Chair of the LA/LB HSC reported on the LA/LB HSC's project to revise the current tanker/tug matrix and their novel approach of utilizing the California Maritime Academy's ship simulator to accomplish the objective.
- New escorts regulations are needed for LA/LB because port enhancement projects now enable 420,000-ton displacement tankers to enter both ports, although current tug escort regulations limit tankers to 340,000 tons.
- Moreover, the modeling used to develop the current regulations was based on a 20% under-keel clearance, whereas current best practices allow for 10% under-keel clearance. The LA/LB Harbor Safety Committee recommended using a new model to validate a revised Force Selection matrix with 10% under-keel clearance. They incorporated more than 15 years of collective tanker/tug escort knowledge and experience to identify worst case scenarios, performance standards and simulation assumptions.
- They then utilized the California Maritime Academy (CMA)'s ship simulator; CMA's software has Det Norske Veritas's approval and certification.
- "Team Towing" is an alternate compliance model for current regulations and was proposed as the standard for regulatory change, so the simulator models focused on this method.
- A new matrix was developed. Tractor tugs in a "team formation" will become the standard and a 10% under-keel clearance will be allowed for tankers. This allows larger tankers to enter the ports, but should result in fewer trips, thus reducing air pollution.
- Also on the subject of tugs, it was noted that California regulations require escorts for tankers. Port Hueneme and Humboldt also have escort BMPs for nontank vessels. Capt Andrew Harvey explained that the Point Hueneme Harbor Safety Committee had recently added two recommendations on tug assistance. Another problem was with an engine failing to stop when given the order; it was realized that ships have multiple control centers, so their Harbor Safety Committee recommendation (that crews should run tests to be sure everything is working before entering the port) was included as part of the pre-arrival checklist SOC.

Report on 2010/2011 Recommendations and Matters Needing Resolution

- OSPR's Liaisons to the California Harbor Safety Committees then summarized their recommendations as well as issues of concern as outlined in their current Harbor Safety Plans.
- Al Storm explained that the Committees' Harbor Safety Plans incorporated recommendations to the OSPR Administrator. Some recommendations are ongoing due to lack of implementation funding and some are to other agencies.
- Al Storm then reported on behalf of Humboldt Bay, noting that some recommendations were to local facility owners or to the Harbor Safety Committee itself. Some of the recommendations to OSPR required funding that OSPR does not have, such as for the installation and maintenance of Physical Oceanographic Real-Time System (PORTS).
- CAPT Jeff Cowan, OSPR liaison to the San Francisco Harbor Safety Committee, noted that they are requesting funding to expand their PORTS system to 12 sensors. The San Francisco Marine Exchange is currently maintaining the system. CAPT Lynn Korwatch is also seeking funding from the California Department of Transportation (Caltrans), as well as access to certain Caltrans equipment in the Bay Area that could

supplement the PORTS information. John Berge commented that San Francisco had initially received funding from the oil industry for the sensors. Jeff also explained that the ferries serving the Bay have established routes.

- Reuben Macaspac, liaison for the Port Hueneme Harbor Safety Committee, reported that their Committee is also looking for installation and maintenance funding for a PORTS system. The committee is recommending the re-activation of the Acoustical Doppler Current Measuring Device, which is currently non-operational at the harbor entrance, to monitor the shearing effect of the currents.
- Mike Coyne, liaison for the LA/LB Harbor Safety Committee, reported two recommendations: one is for OSPR to fund a PORTS system statewide.
- Jack Prescott, the San Diego Harbor Safety Committee liaison, reported that San Diego would also like PORTS funding. All Aids to Navigation (ATONs) are completed except two; the ATONs in the main channel are relit. He noted that there is no VTS in San Diego. The Harbor Safety Committee is also recommending that recreational boaters be required to have state licenses. Jack further noted a concern of the Harbor Safety Committee regarding the need for new members, including a labor representative.
- Regarding the issue of recreational boaters who do not know or comply with the Rules of the Road – therefore presenting risks to large vessels and to themselves - all the Harbor Safety Committee Chairs said this was a concern. Hans Meere noted that county sheriffs' marine patrols have given tickets on the Columbia River, which has helped somewhat.

Planning for the 2013 America's Cup

- CAPT Mathew Bliven, U.S. Coast Guard Pacific Area and Lynn Korwatch, the San Francisco Harbor Safety Committee Chair, gave a presentation on plans for the 2013 America's Cup race to be held in San Francisco, with trials also scheduled for San Diego.
- CAPT Bliven explained that this will be an event of international and historical importance that will involve thousands of spectators and fans. The U.S. Coast Guard has four goals:
 - To ensure a safe and secure waterway;
 - To ensure a smooth flow of maritime commerce;
 - To reduce environmental impacts; and
 - To maintain Coast Guard activities during the race event.
- A number of trials are being held around the world; trials this year will be in Portugal and England, as well as in San Diego in November. The 2012 trials will be in Italy and the U.S. (Newport, RI and San Francisco).
- The final race events will be in the San Francisco Bay September 7-22, 2013. The race course will be north of the City of San Francisco and east of the Golden Gate Bridge in order to facilitate spectator viewing from land and thus minimize the number of recreational boats on the water. The concept is to bring the event to the public, creating a coliseum seating arrangement on shore. A safety zone will be established similar to that used during Fleet Week. Super yachts will be allowed along the perimeter of the race course; many of these will be foreign-flagged.
- Large vessel/commercial traffic will be routed through the deep water lane entering the Bay. Traffic will have to be prioritized and ferry traffic will be diverted around the race course area.
- CAPT Bliven anticipates that either legislation or rulemaking will be needed to provide authority for some necessary procedures. A NEPA review is also likely.

THE OCTOBER 26 MEETING

The West Coast Harbor Safety Committee Summit was held from 8 a.m. to 5 p.m. on October 26. This event was co-sponsored by the California Department of Fish and Game's Office of Spill Prevention and Response (OSPR) and the Pacific States/British Columbia Oil Spill Task Force. Jean Cameron, Executive Coordinator of the Oil Spill Task Force, facilitated the meeting. Please reference the list of Summit Participants on page one.

Opening Remarks

- CAPT Scott Schaefer, OSPR Administrator (Acting), welcomed participants to the West Coast Summit, reviewed OSPR's role in support of the California Harbor Safety Committees and led the panel and audience in introductions.
- Jean Cameron, Executive Coordinator of the Pacific States/British Columbia Oil Spill Task Force, explained the Task Force's interest in supporting the spill prevention role of West Coast Harbor Safety Committees. She explained that the purpose of the Oil Spill Task Force is to support the oil spill prevention, preparedness, and response mandates of its member agencies by providing a forum for information exchange and collaboration that promotes efficiency as well as consistency on the West Coast.
- Jean noted that, in 2005, the U.S. Coast Guard Pacific Area had recommended that West Coast Harbor Safety Committees incorporate the voluntary spill prevention Best Industry Practices (developed in 2003 by the Task Force and USCG Pacific Area in cooperation with the maritime industry) into their Standards of Care.
- She also noted that the Task Force maintains a webpage (<http://www.oilspilltaskforce.org/harborsafety.htm>) for West Coast Harbor Safety Committees that includes links to each Harbor Safety Committee and their Harbor Safety Plans.

The Genesis of the Harbor Safety Committee

- Dick McKenna, Executive Director of the Marine Exchange of Southern California, explained that the ports of Los Angeles and Long Beach (LA/LB) had established a navigation safety committee in the 1970s and 1980s when the container traffic increased. That committee established a vessel traffic advisory service that was funded by vessel fees collected by the Marine Exchange.
- Following the *Exxon Valdez* oil spill and the Volpe Study – which identified spill risks at every port, the LA/LB ports were elevated to a priority status for VTS – Vessel Traffic Service.
- California's Lampert/Keen/Seastrand Act required establishment of Harbor Safety Committees in the key ports statewide. That concept has now spread nationwide.
- CAPT Korwatch noted that there was also a Harbor Safety Committee in place in San Francisco and they had promoted the concept of coordinating with the State.

A Brief History of the California Harbor Safety Committee Chair Summit

- Ted Mar, Chief of OSPR's Marine Safety Branch, then provided a PowerPoint presentation on the annual meetings of the Chairs of California's Harbor Safety Committees.
- He explained that the Summits, which have taken place since 2002, have provided an opportunity for the Chairs to interact directly with OSPR's Administrator and staff, share information and discuss issues of common concern. Over the years, those issues have included committee membership protocols and bylaws, PORTS, Best Maritime Practices, low sulfur fuel issues, offshore routing and vessel traffic patterns.

Overview of West Coast Harbor Safety Committees' 2010/2011 Activities

PORT HUENEME CHAIR ANDREW HARVEY:

- CAPT Harvey reported that any vessel longer than 100 meters is required to use an escort or assist tug in Port Hueneme.
- Crews must test multiple controls stations on their vessels as part of the pre-arrival requirements.
- CAPT Schaeffer explained that - since there are no permanent Oil Spill Response Organizations (OSROs) in Port Hueneme – vessels must give 24-hour advance notice of arrivals to allow for an OSRO to be on-station. Not all

vessels were complying with this requirement, so OSPR, as well as Fish and Game wardens, took enforcement actions; compliance has improved.

- He also noted that OSPR is reviewing the risks associated with vessels out of Pt. Hueneme that carry oil to offshore platforms as a secondary cargo.
- For more information on the Port Hueneme Harbor Safety Committee, see:
http://www.portofhueneme.org/safety_and_security/harbor_safety_committee.php

LOS ANGELES/LONG BEACH CHAIR JOHN STRONG:

- CAPT Strong reported that the State's low sulfur fuel requirements have altered the vessel traffic patterns in Southern California. Regarding the Loss of Power issue, they are relying heavily on pilots to educate vessel masters and crews; in addition, the pilots have an MOU with the USCG to report power loss incidents in concert with the masters. The vessels' operating companies, however, may discourage reporting in order to avoid any delays associated with investigations.
- He noted that the vessel traffic has been working out very well. Many vessels have been going beyond the area of concern, i.e., the Navy's missile test range. The navy does broadcast their test schedule, so the VTS can advise vessels accordingly.
- CAPT Schaeffer commented that 46% of vessels transiting along the California coast are avoiding the Traffic Separation Scheme in the Santa Barbara Channels. While this has them further offshore, it also makes their traffic patterns less predictable.
- One recent local issue involved problems that tugs were encountering when a train drawbridge in the harbor area would not rise to let them pass. USCG District 11 worked with both parties to facilitate cooperation.
- LA/LB's Tsunami Plan has been updated in coordination with the USCG.
- The Harbor Safety Committee has been working on revisions to the tug escort matrix and regulations; see page three above.
- Regarding bunkering practices, LA/LB is already coordinating with the San Francisco and Puget Sound Harbor Safety Committees.
- CAPT Strong reported that there had been some near collisions between large ships and small boats in the fog. The marine police have had a heavy presence and are distributing Rule 9 pamphlets.
- He also reported that Chevron is offering a course in marine mammal avoidance. He explained that a pod of blue whales have been active off LA/LB. Apparently, they feed in the deep ocean during the day, then lull on the surface and sleep at night. To make matters worse, the blue whales also appear to be attracted to ships.
- CAPT Schaeffer noted that there have been a number of fin whale strikes by ships outside of the Channel Islands.
- For more information on the Los Angeles/Long Beach Harbor Safety Committee, see:
<http://www.mxsocal.org/HARBOR-SAFETY-AND-SECURITY/HARBOR-SAFETY.aspx>

SAN FRANCISCO BAY REGION CHAIR LYNN KORWATCH and JOHN BERGE:

- Lynn noted the recent resignation of Joan Lundstrom as the Harbor Safety Committee Chair and explained that John Berge was serving as the Interim Chair prior to her appointment.
- John Berge commented on the increase in loss of power incidents in the Bay Region and noted that USCG Sector San Francisco Commander CAPT Stowe indicates that the root causes are still unknown.
- The *Dubai Star* bunkering spill of 400 gallons in October of 2009 led to numerous proposals for pre-booming. The Harbor Safety Committee provided a good forum to discuss this issue and is recommending bunkering BMPs in coordination with the LA/LB and Puget Sound Harbor Safety Committees.
- John reported that dredging at terminals is an ongoing issue requiring coordination between the pilots and the Army Corps of Engineers.
- Operators of the numerous ferries serving the Bay now have maneuvering zones and routes on the charts as well as BMPs for operating in limited visibility or rough weather conditions.

- The VTS is evaluating the use of fog sensors to measure visibility so they can advise vessels accordingly. The sensors cost approximately \$60,000 each, plus operating and maintenance costs.
- The Harbor Safety Committee is developing guidelines and a checklist for a pilot and master to use before leaving the dock in low visibility conditions, although it was noted that visibility can vary from one location to another in the Bay.
- Regarding outreach to recreational boaters on Rules of the Road, Harbor Safety Committee member Margo Brown prepared a “Share the Bay” video and pamphlets. These were recently updated and distributed in the Bay Area. Marinas and yacht clubs have been good outreach venues.
- The USCG issued identification stickers for kayaks and canoes; this will help them ascertain ownership.
- The Bay Area VTS recently designated specific anchorage locations in the Anchorage 9 area.
- USCG Sector San Francisco is conducting a PARS update based on concerns with the loss of propulsion issue; changes to the Traffic Separation Scheme at the entrance to the Bay are likely. These changes will also direct vessel traffic away from the Farrallon Islands and National Marine Sanctuary, where whale strikes are most probable.
- The Harbor Safety Committee is developing towing guidelines for the ships mothballed in Suisun.
- For more information on the San Francisco Bay Region Harbor Safety Committee, see: <http://www.sfm.org/support/hsc/>

HUMBOLDT BAY CHAIR SUZIE HOWSER and PAST CHAIR DAVID HULL:

- Ms. Howser reported that prior to the March 11 tsunami arrival, sea conditions at the Humboldt Bay bar were 16 to 18 feet so no boats or ships could leave the harbor; fortunately, no log ships or fuel barges were in the port at the time. There were real problems with the notification process. The Harbor Safety Committee is now working on Best Maritime Practices regarding Tsunamis for the Humboldt Bay Area. CalEMA is currently working on a mapping project intended to provide ships with depth and distance information if a tsunami occurs.
- CAPT Schaeffer reported on the impacts of the tsunami on Crescent City and other bays along the California coast. Ms. Howser noted that Humboldt Bay became a Harbor of Safe Refuge for many boats that couldn't return to other impacted ports along the north coast.
- The Port of Humboldt Bay secured a Port Security Grant in 2008 to acquire the PORTS current meters. They're working with NOAA to install and maintain it; the goal is to have it online in early 2012. Private industry and Humboldt State University are also partners on this project.
- David Hull noted that vessel traffic in the Port was severely reduced as a result of the 2008 recession, but was on the upswing in 2010 and 2011. In addition, the chip facility is being repaired, so more log ships will be coming.
- One concern with this increase in traffic is that there is only one tug serving the port. The Harbor Safety Committee formed a subcommittee to review the tug capabilities needed and develop BMPs. A second tug company is now competing to serve the port.
- Humboldt Bay was part of a MARAD “marine highway” study; the Harbor Safety Committee is monitoring this project.
- Mr. Hull reported that a camera is now installed at the entrance to Humboldt Bay.
- One U.S. Navy vessel recently visited Humboldt Bay.
- The USCG recently ran an exercise in Humboldt Bay simulating a mass rescue; Harbor Safety Committee members participated. The USCG also conducted a Vessel of Opportunity Skimming System training there.
- Mr. Hull explained that Humboldt Bay has an excess of fresh water that was once used by industrial facilities that are now closed. This has led to consideration of exporting water by tank vessel, which could have traffic impacts.
- For more information on the Humboldt Bay Harbor Safety Committee, see: <http://humboldtharborsafety.org/home/>

SAN DIEGO FORMER CHAIR CAPT DEBRA MARKS:

- CAPT Marks reported that the San Diego Harbor Safety Committee is working with the local Coast Guard right now to plan for the America's Cup trials to be held there in November. They have no complaints or problems, and she acknowledged that large yachts boost the local economy by generating sales taxes, tourism and jobs.
- She reported that San Diego experienced minimal impacts from the Japanese tsunami; only a few docks were broken, although the surge rolled in and out for three days.
- The San Diego Harbor Safety Committee has almost completed a heavy weather BMP; the final is due in January.
- San Diego's reduced visibility concerns include smoke as well as fog.
- Like other Harbor Safety Committees, San Diego is conducting educational outreach to recreational boaters. CAPT Marks noted that small boat accidents don't always show up in boating accident statistics, since many owners self-insure.
- She explained that the Forward Range Mark has been used by locals for decades, but it is not lit at night, which leads to some confusion regarding references to "red #2." It was recently damaged by a vessel allision, so the Coast Guard has repaired it, lit it, and moved it.
- CAPT Marks noted that she is a member of the U.S. Coast Guard's Navigation Safety Advisory Council (NAVSAC), which would be meeting in San Diego the following week. She reported that NAVSAC will discuss Rules of the Road for vessels under sail; safety zones around offshore energy facilities; unmanned vessels including self-powered fish cages; designating narrow channels; and physical versus electronic Aids to Navigation.
- For more information on the San Diego Harbor Safety Committee, see: <http://www.portofsandiego.org/maritime/safety-and-emergencies/1648-san-diego-harbor-safety-committee-get-involved.html>

PUGET SOUND CHAIR JOHN VEENTJER:

- CAPT Veentjer explained that he had just been appointed as Chair of the Harbor Safety Committee three weeks earlier. The Puget Sound Marine Exchange, of which he is the Executive Director, serves as the secretariat for the Harbor Safety Committee.
- He noted that a number of slots on the Harbor Safety Committee had been empty for a long period, including the environmental representative position, which is now filled. There is also a representative from the Army Core of Engineers now. The U.S. Navy has been invited, since there have been some near-miss incidents with submarines. The Puget Sound Harbor Safety Committee also intends to invite a representative from Canada, since vessels bound for Canada pass through U.S. waters in Puget Sound.
- The Puget Sound Harbor Safety Committee has a Harbor Safety Plan based on the California Harbor Safety Committee model; the Plan is reviewed and updated on an ongoing basis. It's available on their website and ships' agents can request that copies be sent to vessels coming to Puget Sound.
- He reported that there have been a few loss of power incidents in Puget Sound and the Harbor Safety Committee has adopted a Loss of Power Standard of Care.
- CAPT Veentjer noted that their Harbor Safety Committee has relied on California's example on many Best Maritime Practices, but they also focus on problems unique to Puget Sound such as shoreline wave damage issues.
- The Puget Sound Harbor Safety Committee has no funding source other than members' dues, which range from \$4500 - \$6,000/year.
- CAPT Veentjer explained that BP had conducted a vessel traffic risk assessment as part of the permitting process for a new pier at their Cherry Point refinery. When George Washington University was hired to do the risk assessment, their study team met with the Harbor Safety Committee. The Army Corps of Engineers has asked for an improved report; the project is not yet complete. The Harbor Safety Committee may be interested in using the risk assessment model for other applications in Puget Sound.
- For more information on the Puget Sound Harbor Safety Committee, see: <http://www.pshsc.org/>

LOWER COLUMBIA REGION CHAIR HANS MEERE & VICE CHAIR ERIC BURNETTE:

- Mr. Meere shared a PowerPoint presentation which the Lower Columbia Region Harbor Safety Committee uses for public outreach. He noted that public outreach is a challenge for members with fulltime jobs.
- He explained that – following the explosion of Mt. St. Helens in 1980 and the subsequent deposits of ash and mud in the lower river basin which presented a navigation hazard – a committee was formed to work with the U.S. Coast Guard to get the river reopened to vessel traffic. That group became a Ports and Waterways Safety Committee and continued to meet informally with the Coast Guard, until they asked them to form a Harbor Safety Committee in 2005. The group also coordinates with the area Maritime Security Committee.
- There are 18 members of the LCR Harbor Safety Committee; they elect a Managing Board. Board members serve for 2 years and the Vice-Chair rotates into the Chair position each year. The USCG Sector Columbia River serves as the secretariat. There is no single funding source; all meeting and website costs are covered by the members.
- Members on the LCR Harbor Safety Committee represent pilots, vessel, port and terminal operators, the Marine Exchange, the Pacific NW Waterways Association, recreational boaters (the Oregon State Marine Board), various Oregon and Washington agencies, the Army Corp of Engineers and maritime service companies.
- Harbor Safety Committee subcommittees are in place to address the following topics: anchorages, bridges, the Harbor Safety Plan, extreme river incidents, pilotage, tow boats and lightering. The LCR Harbor Safety Committee has also dealt with heavy weather, loss of power and tsunami issues.
- One local issue of note involves designation of anchorage areas and the use of “stern buoys” at these designated locations. Using stern buoys avoids the need for tugs to hold vessels in place. The Coast Guard’s anchorage designation process must include a Federal Register notice and chance for public comment; there has been some opposition from nearby landowners. In addition, funding must be raised to acquire the stern buoys.
- Another local issue involved the City of Portland’s proposal to construct a bridge over the Willamette River for Light Rail, bikes and pedestrians. It had to be ADA compliant, with the result that the initial height proposal was too low to accommodate vessel traffic; the Harbor Safety Committee worked with the City to resolve this issue.
- Vice-Chair Eric Burnette explained that the Columbia River pilots must negotiate a restriction on vessel draft from Astoria upriver to the ports of Portland and Vancouver. The river was recently dredged to 43’ at a cost of \$200 million, but a wet winter last year resulted in a longer than normal flood stage on the river through July and increased sedimentation. Now dredging is needed to 43’ again, but the Army Corps of Engineers has a smaller dredging budget. The current draft restriction is at 41’ until water levels rise again. Due to the sandy bottom – which represents minimal risk - the USCG allows ships to operate on the river with a 2’ under-keel clearance. The same concerns are likely to occur next summer.
- For more information on the Lower Columbia Region Harbor Safety Committee, see: <http://www.lcrhsc.org/>

HAWAII OCEAN SAFETY TEAM CHAIR ROBIN BOND:

- Mr. Bond explained that the Hawaii Ocean Safety Team (HOST) was founded in 1998 pursuant to a USCG mandate. Its mission is “To promote and enhance the safe and pollution-free use of Hawaii’s waters.” It does so by providing an open forum for government, industry and the public to identify problems and propose solutions to maritime safety concerns before they become major issues.
- HOST covers six islands, six commercial harbors, numerous recreational harbors and all the waters in-between. It’s a large area, but the issues are similar from island to island.
- HOST’s advisory board is comprised of 14 Board members representing all maritime industries and groups, including representatives of the Hawaiian pilots, domestic and foreign shipping, tugs, yachting, fishing, ocean recreation, labor, shore facilities, recreational boating, the public and neighbor islands. The Board meets monthly to plan membership meeting topics, identify safety/security concerns and form subcommittees to

address these concerns, create Safe Operating Practices (SOPs) and plan the direction of HOST. There are more than 350 members and other interested persons and companies on the email list.

- The Board hosts bi-monthly membership meetings to discuss relevant topics, approve SOPs and act as a forum for people to present safety issues. These meetings are also a means to disseminate educational and other information.
- Mr. Bond listed the following examples of HOST's achievements:
 - 13 SOPs on a number of important issues (Refer to website);
 - A training video on cruise ship tendering operations in Lahaina and Kona;
 - Educational outreach regarding the use of PFDs, mandatory use of VHF radios or EPIRBs, Security Zones, an Offshore Safety at Sea seminar, and Diving Safety;
 - HOST provides a network for the USCG and others to disseminate maritime related information;
 - HOST provided communications during and after the recent tsunamis; and
 - HOST provides Improved communications between the State and the boating community, especially after office hours.
- Mr. Bond listed the following challenges facing HOST:
 - Getting Government (State) more involved;
 - Communicating with recreational boaters;
 - Reducing the number of near-misses between commercial and recreational boats;
 - Better communication with other Harbor Safety Committees;
 - Disposal of expired marine flares;
 - Assisting the State in their efforts to license power boat users; and
 - Preparation for the arrival of Japanese tsunami debris
- Mr. Bond noted that, when the Japanese tsunami hit in March, the harbors were chaotic, with smaller recreational vessels trying to get past tugs and larger vessels to exit the harbors. No decent updates on the tsunami status were provided by either the USCG or the State. About 60 boats were lost. HOST has provided a forum to discuss lessons learned from this incident and to propose improvements for the future.
- Mr. Bond reported that the Asian Pacific Economic Council will be held in Hawaii in November. With so many world leaders there, security will be tight and some harbors may be closed. The USCG explained their plans at a HOST meeting.
- HOST is a nonprofit, volunteer organization that receives some funding from the local pilots as well as local commercial interests to cover their administrative costs.
- For more information on the Hawaii Ocean Safety Team (HOST), see:
<http://www.hosthawaii.org>

Report on the National Harbor Safety Committee Conference

- John Strong, Chair of the Los Angeles/Long Beach Harbor Safety Committee, had attended the 2011 National Harbor Safety Committee Conference and reported that representatives from the Area Maritime Security Committees also participated. This is convenient for those who serve on both committees locally.
- CAPT Marks noted that San Diego has a Maritime Unified Command that includes representatives from the Coast Guard, Customs, the U.S. Navy, local police, etc. Their primary focus is on border security. With border security tightening there, more illegal drug and immigration traffic by water is going up to the Los Angeles area.
- There was a strong focus on the logistics of managing port disasters and supply chain issues. CAPT Strong noted that Harbor Safety Committees should plan to be involved with the recovery process.
- No funding is available from federal agencies for projects such as PORTS.
- This national conference is likely to be held in Pittsburg in late August of 2012; Portland, Oregon is being considered as the 2013 location.

An Open Topic Round Table Discussion for West Coast Harbor Safety Committee Chairs

- Jean Cameron, Executive Coordinator of the Pacific States/British Columbia Oil Spill Task Force, led the Harbor Safety Committee Panel in an open discussion of issues raised during the Committee's updates.
- The session began with comments from the audience, as follows:
 - CAPT Pete Bonebakker, ConocoPhillips/Polar Tanker, reported that a bill in Congress would require that the Harbor Maintenance Fund be used; Senator Barbara Boxer of California is one sponsor. Dick McKenna noted the importance of seeing that West Coast ports get a fair share.
 - Brad Rimell of Sause Brothers Towing and a member of HOST, noted that, regarding reopening ports after disasters, getting container cranes working again is critical. Another disaster issue, he noted, is where can small boats go after leaving their home ports to avoid tsunami damage, if their home port is badly damaged?
- One topic that generated much discussion was ocean spatial planning, which came up at the National Conference in the context of planning for offshore energy projects sitings. Each Harbor Safety Committee representative was adamant that they should be involved in the process in their local areas, including the adjacent areas through which vessel traffic passes to/from their ports. Gerry Wheaton of NOAA, who attended this meeting, advised them that NOAA was the lead for Ocean Spatial Planning; he spoke with Dr. Charlie Wahle during the lunch break and Dr. Wahle agreed to make this happen. Gerry Wheaton will be the lead for this interface between NOAA and the Harbor Safety Committees on the West Coast. For more information, see: <http://www.cmsp.noaa.gov/>.
- Ms. Cameron reviewed a list of topics that came up during the morning presentations, noting that they represented opportunities for collaboration. These were discussed and the following "leads" were identified:
 - **Loss of Power issues** – all the California Harbor Safety Committees and OSPR are tracking this - see the discussion below.
 - **Disaster/Tsunami planning** – Humboldt Bay is developing a plan that other Harbor Safety Committees could use as a template.
 - **Escort Tug Matrix** – the LA/LB Harbor Safety Committee and OSPR are the lead on this; reference the 10/25 presentation on page 3 above.
 - **Recreational Boater outreach** – everyone shared information on successful approaches. San Francisco and San Diego both have extensive programs that can serve as models. Grants to support the outreach are possible through groups like the Boat U.S. Foundation.
 - **Large Event Planning** (e.g., the America's Cup trails and race) - San Francisco and San Diego both have model programs.
 - **Low Visibility Standards of Care** – San Francisco and San Diego are working on this topic.
 - **Whale Strike issues** – San Francisco and LA/LB are working on this topic.
 - **Dredging issues** – the Lower Columbia River, while not unique in dealing with this, is probably most active.
 - **Maintaining and recruiting members** – this is a common challenge, but membership models vary; all recruit stakeholders for topic-specific subcommittees.
 - **Heavy Weather BMPs** – San Diego is developing these.
 - **PORTS** – Gerry Wheaton noted that PORTS is a subset of the Integrated Ocean Observing System (IOOS) managed by NOAA, which must get OMB approval for funding of existing systems. The group noted that difficulty of relying on federal funding and discussed other approaches, such as maritime industry funding, which is the model for the Lower Columbia River.
 - **Bunkering Standards of Care** – LA/LB, Puget Sound and San Francisco are coordinating; OSPR and the Pacific States/British Columbia Oil Spill Task Force will produce a regional video with input from the Harbor Safety Committees. See further discussion below.
 - **Japanese Tsunami Debris** – HOST has taken initiatives on this, as has NOAA (see presentation notes below).
 - **Ocean Spatial Planning** – Gerry Wheaton and Dr. Wahle of NOAA will coordinate with the Harbor Safety Committees.

- The Harbor Safety Committee Panel agreed that they would like to meet annually; OSPR will work with the Oil Spill Task Force to plan the 2012 meeting in conjunction with the Prevention First Conference in Long Beach. If the National Harbor Safety Committee Conference is held in Portland in 2013, this group could hold their annual meeting in conjunction with that event.
- To facilitate coordination and collaboration between meetings, Ms. Cameron offered to set up a listserv for the West Coast Harbor Safety Committees (now done) and maintain their webpage at: <http://www.oilspilltaskforce.org/harborsafety.htm>.

Low Sulfur Distillate Fuel Oil, the California Experience, 2012 ECA Implications for the West Coast and Probable Changes in Vessel Routing

- CAPT Schaefer opened this session by stating that OSPR supports the clean air regulations promulgated by the California Air Resources Board (CARB), which save lives, yet noted that OSPR also has a mandate to prevent oil spills and therefore wants to reduce the number of Loss of Power incidents in California waters.
- CAPT Jeff Cowan of OSPR's Maritime Safety Unit gave a PowerPoint presentation on "Shipboard experiences with Low Sulfur Distillate Fuel Oil." His key points were:
 - CARB's rules, effective 7/1/2009, required vessels to use marine gas oil (MGO) at or below 1.5% sulfur and marine diesel oil (MDO) at or below 0.5% sulfur when operating within 25 miles of the California coast.
 - There has been an increase in the number of Loss of Power incidents since 2009; the number of incidents YTD in 2011 is 74, compared to 54 last year and compared to an annual average 2004-2008 in the 20s.
 - Twenty-six of the 74 incidents this year have been attributed to fuel-switching.
 - Based on the statistics, CAPT Cowan predicts that 20% - 37% of "first time" arrivals to California will experience Loss of Power incidents.
 - The problem appears to be associated both 1) with a loss of viscosity with the low-sulfur fuels that leads to long-term engine deterioration; and 2) with the complex switching procedures required.
 - He also suggested that oversight of this process adds to the workload of the ships' engineers and increases their fatigue levels.
 - Guidelines are provided by CAPT Jeff Cowan to incoming vessels that recommend 1) testing the switching procedures within 45 days prior to arrival in California; and 2) cautionary steps to take while underway after fuel switching.
 - Another unintended consequence of CARB's rules has been that vessels are transiting west and south of the Channel Islands rather than via the Santa Barbara Channel when entering/leaving LA/LB. This has increased the volume of vessel traffic transiting through the U.S. Navy's missile test range west of the Channel Islands.
 - This Loss of Power issue could affect the entire continent after IMO's designation of 200 miles offshore of the U.S. and Canadian shorelines as an Emission Control Area (ECA) becomes effective in August 2012. Copies of U.S. EPA's regulatory announcement on this ECA were provided to the Panel (<http://www.epa.gov/otaq/regs/nonroad/marine/ci/420f10015.pdf>).
- USCG CDR Kiley Ross then gave a presentation covering the marine safety bulletins that the USCG has provided to mariners regarding this problem. He also reported that the USCG District 11 is conducting a Port Access Route Study (PARS) on traffic changes along the California coastlines.
- CDR Ross noted that the Emissions Control Zone (ECA) fuel standards differ from CARB's and they do allow the use of scrubber technology. The USCG will work with EPA to enforce the ECA, he explained.

Bunkering Best Maritime Practices (BMPs); Harmonization of Local Bunkering BMPs into uniform regional BMPs

- CAPT Schaefer explained that OSPR would be leading a Pacific States/British Columbia Oil Spill Task Force project to update a video originally produced by the Washington Department of Ecology titled "Bunkering Operations; Safe Oil Transfer Procedures." The Task Force will both update it and make it applicable for the

entire West Coast. Ms. Cameron told the Harbor Safety Committees that the Task Force member agencies would coordinate with their local Harbor Safety Committees regarding content of the updated video.

- Ted Mar, Chief of OSPR's Maritime Safety Unit, then gave a PowerPoint presentation on "California Best Maritime Practices for Bunkering." He began by explaining that the San Francisco and LA/LB Harbor Safety Committees are coordinating to develop these non-regulatory BMPs and had input from vessel operators and bunkering companies.
- There are five stages to any bunkering operation: pre-arrival; arrival and hookup; bunkering; disconnect; and departure. Mr. Mar then reviewed the BMPs for each stage that were developed by these Harbor Safety Committees.
- He also identified environmental conditions that could affect the operation. For instance, if winds are stronger than 34 knots, the operation should not begin or if already underway, the transfer should be stopped using appropriate procedures. The same is true if the seas are five feet at anchor. It is wise to have a tug on standby to remove the bunkering barge if bad weather is approaching.
- Mr. Mar also recommended that, if a bunkering company lacks confidence in the receiving vessels' crew but still feels obligated to transfer, they should pre-boom if conditions allow and have spill response equipment deployed.

Japan's 2011 Tsunami Debris and Potential for Navigational Hazards

- Mr. Nir Barnea, NOAA's West Coast Coordinator for their Marine Debris program, moderated a PowerPoint presentation on the movement of the debris from the Japanese tsunami. He noted that he had monitored marine debris from Hurricane Katrina as well as from the 2009 tsunami in Samoa. More information about NOAA's marine debris program is available at <http://marinedebris.noaa.gov>.
- He explained exactly where the earthquake had occurred off Japan and displayed NOAA's ocean energy distribution forecast map for movement of the tsunami debris.
- Over 125,000 buildings and 225,000 vehicles were lost. The initial debris was estimated to be 25 million tons of material, which included derelict boats, houses, construction materials and household goods, cargo containers, fishing nets, etc. In the first few days, the debris mats off the Japanese coast were so large that they were visible on satellite images.
- Mr. Barnea felt that most of the heavy debris probably sank close to shore unless it could float. Debris spotted by the Japanese Air Force two months later included boats, cargo containers and boom.
- More of that material will sink over time, Mr. Barnea explained, and the movement will depend on its weight as well as ocean currents and winds. It is dispersing over time and is no longer visible in satellite images.
- NOAA's trajectory models for the tsunami debris predict that it could affect Alaska and the Pacific NW as early as 2012 and the rest of the West Coast in 2013. The debris field may move past the Hawaiian Archipelago once as it heads east and then a second time as ocean currents carry it south and west from North America.
- The International Pacific Research Center (IPRC) at the University of Hawaii model shows West Coast impacts occurring primarily in 2014 and 2015.
- The USCG spotted a Japanese fishing boat on August 1; on September 21, a Russian research vessel picked up a smaller Japanese fishing boat about halfway between Japan and the Midway Islands.
- NOAA's Office of Response and Restoration sent a memo to the U.S. Coast Guard on April 14 titled "General assessment of debris threat from the Japan tsunami"; the main points were:
 - The debris is widely scattered and will continue to scatter
 - No longer visible by satellite imagery
 - The models' trajectories have a large uncertainty, timelines are a gross estimate.
 - Large pieces of debris may be a navigation hazard
 - Additional field data could be useful to provide more accurate assessment
 - NOAA asks vessels to report significant marine debris sightings, including latitude/longitude headings and photos if possible to: MDsightings@gmail.com.

- MARAD sent an advisory to mariners on September 23 (advisory #2011-06, available at www.marad.dot.gov) stating "...ships transiting the subject area should ...remain vigilant and monitor all source of available information affecting safe and secure navigation..." and "...significant debris sightings should be reported."
- Robin Bond and Brad Rimell of HOST provided the Harbor Safety Committee Panel with handouts on the subject, reiterating their concern that the debris represents possible hazards to navigation. There is also concern in Hawaii regarding shoreline impacts, especially to the Papahānaumokuākea Marine National Monument. IPRC now predicts that the Midway Islands should experience the first debris from the Japan tsunami this winter and that what misses Midway will continue towards the main Hawaiian Islands and the North American West Coast.
- Chris Woolaway of HOST has been working with Dr. Nikolai Maximenko at IPRC to develop an electronic reporting form that ships can use to report debris sightings.
- Their handouts noted that a Marine Debris Workgroup was in place and also noted a number of unanswered questions, thus underscoring the fact that much is still unknown. Two websites to track are:
 - http://www.soest.hawaii.edu/iprc/news/press_releases/2011/pallada_tsunami_debris.pdf; and
 - The IPRC Model data, which is updated daily at: http://iprc.soest.hawaii.edu/users/hafner/PUBLIC/TSUNAMI_DEBRIS/tsunami_tracers_no_vector_large.html.

Meeting Summary and Action Items

- Noting that Sally Dudensing of OSPR had taken notes of the Summit proceedings both days, Jean Cameron explained that she would use those notes to draft summary notes of the Summit. She will send those draft notes to OSPR staff and the Panel participants for review prior to posting them on the Harbor Safety Committee webpage.
- She will also set up a listserv as requested and will add the 2011 Harbor Safety Committee Summit to the Pacific States/British Columbia Oil Spill Task Force's Strategic Plan to ensure that it is scheduled again next year.
- Jean thanked everyone for their participation and encouraged them to use the webpage and listserv to continue their collaboration between these annual meetings.

Closing Remarks

- CAPT Scott Schaefer, OSPR Administrator (Acting) thanked all participants for making time to attend. He felt that the gathering had been very useful and reiterated his appreciation for the work of the Harbor Safety Committees in California, Hawaii, Oregon and Washington.