Southern California
Monterey County Line to Mexican Border
Major Ports & Anchorages

- Port of Los Angeles and Long Beach
- Port of Hueneme
- Catalina Cruise Ship Anchorages
- Chevron Offshore Terminal in El Segundo
- Ports of Los Angeles and Long Beach
- Santa Barbara Cruise Ship Anchorages
- Port of San Diego

Monterey County Line
Orange County Line
1. Maritime Information Center
   • 96 hour Advance Notice of Arrival
     • ~4,400 vessels/year for LA/LB
     • Also Port Hueneme, El Segundo & San Diego
   • Historic & Real Time Information
   • Data Sharing & Analysis
   • Special Programs (e.g.: Speed Reduction)

2. Operations Center (Vessel Traffic Service)
   • Unique Public Private Partnership
     • U.S. Coast Guard & State of California
   • Mission: Safe, secure, efficient, reliable, and environmentally sound marine transportation system (~25,000 movements/year)
   • Secondary Missions: Environmental Protection, Marine Mammal Protection, Port Security, Law Enforcement & Search & Rescue
   • Crisis Management

3. Support Center and Partnerships
Maritime Information Services

1. 4 Main Reports: Arrival, Departure, Shift, Vessels in Port

2. Main Info: Name, Berth, ETA, ETD, Agent, Operator, Last port of call, Next port of call, flag, type, length, activity

- Reports sent at 0700 & 1200
- Updated on MX web site 7x24x365

Mr. Dan Larson
Ms. Debbie Chavez
MX’s “Vessels In Port Report” is the primary document to determine the vessels that need to disperse (~ 50-60 vessels)

<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Flag</th>
<th>Prop</th>
<th>Type</th>
<th>Berth</th>
<th>Arrived From</th>
<th>Operator</th>
<th>Departing For</th>
<th>For</th>
</tr>
</thead>
<tbody>
<tr>
<td>185-1 (T: SARAH C)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>C57</td>
<td>07/12</td>
<td>Santa Rosa, MEX</td>
<td>Curtin Maritime Corp.</td>
<td>TBA</td>
</tr>
<tr>
<td>AMEBEOS</td>
<td>BHS</td>
<td>M</td>
<td>TCR</td>
<td>Anc-B7</td>
<td>09/21</td>
<td>Esmeraldas, ECU</td>
<td>Samos Steamship Co.</td>
<td>El Segundo, USA</td>
</tr>
<tr>
<td>APL BARCELONA</td>
<td>SGP</td>
<td>M</td>
<td>UCC</td>
<td>302</td>
<td>09/22</td>
<td>Yantian, CHN</td>
<td>ASM</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>APL NORWAY</td>
<td>LBR</td>
<td>M</td>
<td>UCC</td>
<td>304</td>
<td>09/20</td>
<td>Lazaro Cardenas, MEX</td>
<td>ASM</td>
<td>Yokohama, JPN</td>
</tr>
<tr>
<td>BBC CORAL</td>
<td>ATG</td>
<td>M</td>
<td>GGC</td>
<td>F200</td>
<td>09/21</td>
<td>Pyongtaek, KOR</td>
<td>BBC</td>
<td>Panamá</td>
</tr>
<tr>
<td>CAP CORRIENTES</td>
<td>LBR</td>
<td>M</td>
<td>UCC</td>
<td>A92</td>
<td>09/20</td>
<td>Papeete, PYF-Oakland, USA</td>
<td>Hamburg Sud</td>
<td>Auckland, NZL</td>
</tr>
<tr>
<td>CAPE INSCRIPTION</td>
<td>USA</td>
<td>S</td>
<td>URR</td>
<td>T15w</td>
<td>07/31</td>
<td>Sea (Trials)</td>
<td>Crowley Marine Svcs.</td>
<td>TBA</td>
</tr>
<tr>
<td>CAPE ISABEL</td>
<td>USA</td>
<td>M</td>
<td>URR</td>
<td>T15</td>
<td>09/30</td>
<td>Sea (Trials)</td>
<td>Crowley Marine Svcs.</td>
<td>TBA</td>
</tr>
<tr>
<td>CARNIVAL INSPIRATION</td>
<td>BHS</td>
<td>DE</td>
<td>MPR</td>
<td>H4</td>
<td>09/22</td>
<td>Ensenada, MEX</td>
<td>Carnival Cruise</td>
<td>Avalon, USA</td>
</tr>
<tr>
<td>CHETCO (T: PONO)</td>
<td>USA</td>
<td>M</td>
<td>OBA</td>
<td>Lammps</td>
<td>09/13</td>
<td>Rainier, USA</td>
<td>Sauce Bros. Towing</td>
<td>Rainier, USA</td>
</tr>
<tr>
<td>CHICAGO MARINE</td>
<td>PAN</td>
<td>M</td>
<td>UCC</td>
<td>G322</td>
<td>09/18</td>
<td>Ningbo, CHN</td>
<td>K Line</td>
<td>Yantian, CHN</td>
</tr>
<tr>
<td>CMA CGM CENTAURUS</td>
<td>GBR</td>
<td>M</td>
<td>UCC</td>
<td>J206</td>
<td>09/19</td>
<td>Yantian, CHN</td>
<td>CMA-CGM</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>CORAL DIAMOND</td>
<td>PAN</td>
<td>M</td>
<td>UCC</td>
<td>F211</td>
<td>09/18</td>
<td>Fukuyama, JPN</td>
<td>Western Bulk Carriers</td>
<td>China</td>
</tr>
<tr>
<td>COSCO GLORY</td>
<td>HKG</td>
<td>M</td>
<td>UCC</td>
<td>402</td>
<td>09/19</td>
<td>Yantian, CHN</td>
<td>Evergreen Shpg (America)</td>
<td>Taipei, TWN</td>
</tr>
<tr>
<td>COSCO NINGBO</td>
<td>GRC</td>
<td>M</td>
<td>UCC</td>
<td>J245</td>
<td>09/20</td>
<td>Pusan, KOR</td>
<td>COSCO</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>CP 38 (T: PONO)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>Lammps</td>
<td>09/17</td>
<td>El Segundo, USA</td>
<td>Sauce Bros. Towing</td>
<td>TBA</td>
</tr>
<tr>
<td>CP 42 (T: PONO)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>Lammps</td>
<td>09/17</td>
<td>El Segundo, USA</td>
<td>Sauce Bros. Towing</td>
<td>TBA</td>
</tr>
<tr>
<td>CP 43 (T: PONO)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>Lammps</td>
<td>09/17</td>
<td>El Segundo, USA</td>
<td>Sauce Bros. Towing</td>
<td>TBA</td>
</tr>
<tr>
<td>CP 44 (T: PONO)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>Lammps</td>
<td>11/28</td>
<td>Ensenada, MEX</td>
<td>Sauce Bros. Towing</td>
<td>Ensenada, MEX</td>
</tr>
<tr>
<td>CP 45 (T: DURANGO)</td>
<td>USA</td>
<td>M</td>
<td>OBA</td>
<td>D41</td>
<td>12/13</td>
<td>Ensenada, MEX</td>
<td>Contoline-Pacific</td>
<td>TBA</td>
</tr>
<tr>
<td>CP 46 (T: PONO)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>D41</td>
<td>07/23</td>
<td>Ensenada, MEX</td>
<td>Sauce Bros. Towing</td>
<td>TBA</td>
</tr>
<tr>
<td>DOLCE</td>
<td>PAN</td>
<td>M</td>
<td>BUU</td>
<td>Anc-F8</td>
<td>09/15</td>
<td>Taean, KOR</td>
<td>K Line</td>
<td>Oita, JPN</td>
</tr>
<tr>
<td>EMPIRE STATE</td>
<td>USA</td>
<td>M</td>
<td>TCO</td>
<td>11B</td>
<td>09/22</td>
<td>Selby, USA</td>
<td>APT Crowley</td>
<td>Richmond, USA</td>
</tr>
<tr>
<td>ENERGY GLORY</td>
<td>PAN</td>
<td>M</td>
<td>BUU</td>
<td>G3212</td>
<td>09/19</td>
<td>Wakoayama, JPN</td>
<td>MOL Bulk Carriers</td>
<td>Nagasaki, JPN</td>
</tr>
<tr>
<td>GUNDE MAERSK</td>
<td>DIS</td>
<td>M</td>
<td>UCC</td>
<td>403</td>
<td>09/22</td>
<td>Hong Kong, CHN</td>
<td>Maersk Pacific</td>
<td>Vostochny, RUS</td>
</tr>
<tr>
<td>HALEIWA (T: PONO)</td>
<td>USA</td>
<td>M</td>
<td>OBA</td>
<td>T122</td>
<td>09/13</td>
<td>Rainier, USA</td>
<td>Sauce Bros. Towing</td>
<td>Rainier, USA</td>
</tr>
<tr>
<td>HANJIN CHONGQING</td>
<td>PAN</td>
<td>M</td>
<td>UCC</td>
<td>214</td>
<td>09/20</td>
<td>Yantian, CHN</td>
<td>Harvest Shpg, Co.</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>HYUNDAI NEW YORK</td>
<td>SGP</td>
<td>M</td>
<td>UCC</td>
<td>303</td>
<td>09/20</td>
<td>Shanghai, CHN</td>
<td>Hyundai (UCC)</td>
<td>Ningbo, CHN</td>
</tr>
<tr>
<td>LARVIK</td>
<td>BHS</td>
<td>M</td>
<td>TPD</td>
<td>163</td>
<td>09/19</td>
<td>Antwerp, BEL</td>
<td>EP Shipping USA</td>
<td>TBA</td>
</tr>
<tr>
<td>LIBERTY BAY</td>
<td>USA</td>
<td>M</td>
<td>TCR</td>
<td>Anc-D1</td>
<td>09/20</td>
<td>St. Eustatus, BES</td>
<td>Searver Maritime</td>
<td>Valdez, USA</td>
</tr>
<tr>
<td>MANHATTAN (T: KAMAHEU)</td>
<td>USA</td>
<td>NP</td>
<td>OBA</td>
<td>D41</td>
<td>07/06</td>
<td>Ensenada, MEX</td>
<td>Sauce Bros. Towing</td>
<td>TBA</td>
</tr>
<tr>
<td>MARATHA PRIDE</td>
<td>MHL</td>
<td>M</td>
<td>BUU</td>
<td>179</td>
<td>09/21</td>
<td>Yokohama, JPN</td>
<td>Pacoais</td>
<td>TBA</td>
</tr>
<tr>
<td>MARON (A: CAP TAPAGA)</td>
<td>ATG</td>
<td>M</td>
<td>UCC</td>
<td>Anc-SF2</td>
<td>09/18</td>
<td>Pago Pago, ASM</td>
<td>Hamburg Sud</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>MALAVIWI</td>
<td>USA</td>
<td>M</td>
<td>UCC</td>
<td>C62</td>
<td>09/21</td>
<td>Shanghai, CHN</td>
<td>Matson Nov.</td>
<td>Honolulu, USA</td>
</tr>
<tr>
<td>MOL MATRIX</td>
<td>MHL</td>
<td>M</td>
<td>UCC</td>
<td>139</td>
<td>09/16</td>
<td>Hong Kong, CHN</td>
<td>MOL</td>
<td>Oakland, USA</td>
</tr>
<tr>
<td>MSC CARMEN</td>
<td>PAN</td>
<td>M</td>
<td>UCC</td>
<td>A96</td>
<td>09/22</td>
<td>Vancouver, CAN-Oakland, U</td>
<td>MSC</td>
<td>Manzanillo, MEX</td>
</tr>
</tbody>
</table>
Marine Exchange Enjoys a Unique Public/Private Partnership with the U.S. Coast Guard

- 3 person VTS Watch
  - 2 Marine Exchange Controllers
    - CG Controller
    - CG Controller gives VTS LA/LB its Captain of the Port Authority
  - 1 CG Controller
- 7x24x365

OS2 Radebaugh

Mr. Dan Larson
3 Ports...
3 plans

Ports of Los Angeles & Long Beach

Port of Hueneme

Port of San Diego
LA/LB
Source Document for LA/LB Plan

• CG Captain of the Port letter 3 October 2011
• Procedures developed with Harbor Safety Committee
• Source Authority: Ports and Waterways Safety Act...

“When directed by the COTP, merchant vessels shall execute emergency dispersal...”

http://www.mxsocal.org/Blogs/29/Coast-Guard-Vessel-Dispersal-Plan.aspx
Sections in the LA/LB plan

1. Introduction
2. Purpose
3. Dispersal Plan implemented when...
4. COTP will...
5. Broadcast of Dispersal Plan
6. All vessels in the affected area will...
7. Vessel Masters are responsible
8. Vessel Dispersal priority
9. If an affected vessel is unable to safely get underway
10. Pilot organizations and tugboat companies will...
11. COTP letter to vessel masters’ template
12. Request to remain in port application
13. **Unannounced** incident flowchart
14. **Announced** incident flowchart

Plan/Enclosure Highlights

• “Pilots and tugboats should be used to get underway whenever possible, but there may be extreme emergency situations where vessel masters believe actions must be taken without these safeguards.

• “In this situation, vessel masters desiring to leave port without a pilot on board must notify the Captain of the Port (COTP), via the Vessel Traffic Service (VTS), prior to getting underway.

• “Nothing in this plan prohibits vessel masters from taking safe and prudent actions to safeguard personnel, the vessel, the environment, the cargo and/or the facility.”

3. Dispersal Plan implemented when...

3a: “An event negatively impacts or threatens to impact vessel(s) moored or at anchorage. Examples of these events include: natural disasters, such as an earthquake, or severe storms or events such as fires, explosions, toxic gas releases, or oil or chemical spills.

3b: “A serious event is forecasted that may negatively impact the ability of a vessel(s) to remain safely moored or at anchorage. Examples include an approaching severe storm, a predicted tsunami, and a possible enemy attack.”

4. The COTP will...

4a: “Determine the affected area based on the impacted area and/or the area’s potential damage. The affected area may be large in the case of an earthquake or approaching storm (perhaps the entire port complex, or may be localized as in the case of an explosion, fire, or oil spill.”

4b: “Determine which vessels will be subject to emergency dispersal...”

4c: “Immediately notify both pilot stations and VTS (this includes the Marine Exchange). The COTP will request the Marine Exchange and pilot dispatchers to notify local escort and assistance tug companies, line handling and water taxi companies with the approximate number of affected vessels and the urgency of the dispersal order.”
4. The COTP will...

4d: “Immediately contact U.S. Customs and Border Protection...”

4e: “Contact Facility Marine Operators, HSC *(Harbor Safety Committee)* members...”

4f: “Coordinate efforts, through the *Marine Transportation Recovery Unit (MTSRU)* Sub-Committee Chair *(LCDR Radiah Jones, USCG)* with the cooperation and teamwork of pilots, pilot dispatchers, tugboats, tugboat dispatchers, vessel masters, vessel agents, wharfingers and others.”

5. Broadcast of Dispersal Order

5a: Be passed by the COTP by:

i) Over the radio (channel 16, VHF-FM)

ii) By telephone/text/e-mail: Homeport AWS 2.0

iii) COTP Letter to:

(a) Vessel Masters

(b) Coast Guard District 11 (Alameda)

(c) VTS/Marine Exchange

   (1) Post letter on its web site

(d) LA and LB/JPS pilots

(e) CBP

6. All Vessels in the Affected Area Will:

6a: “Be directed to disperse.

“If a vessel intends to stay in the affected area, it must receive permission from the COTP by filling out and sending in a Request to Remain in Port Application.*

“The request will be reviewed and the COTP will make a determination whether or not the vessel can stay.”

*Note: Request may be verbal in unannounced (short notice) dispersal

7. Vessel Masters are Responsible

7a: “For taking safe and prudent action to safeguard personnel, the vessel, the environment, and/or the facility.

7b: “To determine if remaining at berth/anchorage will pose a danger to the vessel or crew.

7b: “If it is not readily apparent to the master whether the vessel is in the affected area, the master should contact the VTS.

7c: “To set a live radio watch...” with an English-speaking operator on all of the following VHF-FM channels:

16 (Distress/Safety/Calling)
14 (VTS)
73 (if moored in LA), or 74 (if moored in LB)

7. Vessel Masters are Responsible (cont.)

7d: “To receive permission from both the pilots and VTS if they intend to exit to the East of the LB breakwater to facilitate a more rapid dispersal.”

8. Vessel Dispersal Priority

8a: “Ensure the safe, effective, and environmentally sound dispersal…”

8b: Be determined by the COTP with recommendations from Pilots and VTS

8c: Factors:

   Military Vessels

   Type & location of event

   Location of vessel & proximity to danger

   Cargo, propulsion plant readiness, tug availability, vessel maneuverability, estimated time to get underway, and more...

9: If a Vessel Cannot Get Underway:

9a: Consider doubling up lines, securing machinery, directing crew to evacuate vessel and seek safe shelter ashore

9b: In cases of approaching oil, take steps to minimize hull contamination.

10: Pilot Organizations and Tugboat Companies

- Pilots make arrangements to board as quickly as possible and navigate vessels out of port
- Sufficient tug assistance is highly encouraged, but in some cases may not be fully or readily

Flowcharts

- Outline the process
- 2 versions:
  - Announced incident
  - Unannounced incident
- Virtually identical.
  - Announced incident requires *written* request to remain import
  - Unannounced incident allows *verbal* request to remain import

Port of Hueneme Plan

- Use normal vessel movement procedures due to low volume of vessels.
- Coordinate with U.S. Navy since it’s a shared port.
- U.S. Navy controls their vessels for dispersal.

Source: CG Sector LA/LB
San Diego Plan

- Use normal vessel movement procedures due to low volume of vessels.
- Coordinate with U.S. Navy since it’s a shared port.
- Navy controls their vessels.
- Use tsunami check-sheets as a guide
- May issue COTP order to suspend port operations (e.g.: oil transfer operations) or move specific vessels.
- Pass word to all including recreational vessels and smaller commercial vessels.
- Send appropriate marine broadcasts
- Consider closing the port or shipping channel.
- Consider establishing safety zones post-damage.

Source: CG Sector San Diego
Actual Dispersal

- Fire at pier 177 in Los Angeles at Pasha Facility
- Started 22 Sep
- CG, LA Pilots, Tugs, Linehandlers & VTS conducted emergency dispersal of 3 vessels adjacent to the firefighting operations & smoke
- Sorted 3 vessels safely and smoothly to anchorage
3 Ports...
3 plans
Thanks for your time!

Ports of Los Angeles & Long Beach

Port of Hueneme
Port of San Diego
MX mission: 7 x 24 x 365 provide traffic management, communications, and maritime information services to promote a safe, secure, efficient, reliable and environmentally sound marine transportation system.

MX: There when you need us most... Incidents, breakdowns, crisis, emergencies (fires, medical, rescue), fog and bad weather, natural or man made disasters

24 Hour Vessel Traffic Center
Watch Floor: 310-832-6411
www.mxsocal.org
Twitter: @mxsocal

Points of Contact:

CAPT Kip Louttit, Executive Director
Work: 310-519-3127 Cell: 310-897-1714 klouttit@mxsocal.org

Reid Crispino, General Manager
Work: 310-732-0676 Cell: 310-869-0631 reid@mxsocal.org
Modern Equipment + Great MX & CG People = a Strong Marine Exchange

...helping ensure a safe, secure, efficient, reliable, and environmentally sound marine transportation system

Ms. Debbie Chavez (MIS Manager)

Mr. Randy Young & OS1 Kirby

Mr. Mike Connor
Backup
Unannounced Incident Flowchart For LA/LB

- Allows verbal request to remain import

Marine Exchange Information

- Standard reports several times a day:
  - Arrivals
  - Departures
  - Shifts
  - Vessels in port
  - Have many specialized reports and can do custom reports upon request

- Vessel Information:
  - Last port, next port, ETA, length, flag, owner, agent, points of contact
  - What vessel is in what berth
  - Communications with the vessels

- Monitoring Anchorages:
  - We know what vessel is in what anchorage
  - We assign the anchorages

24 Hour Vessel Traffic Center: Watch Floor: 310-832-6411 VHF-FM Channel 14
www.mxsocal.org
VTS Equipment

- Kongsberg Norcontrol C-Scope VTS system
- 4 integrated radar sites
- 8 integrated AIS sites
  - AIS Transmit capability from MX & Santa Barbara sites
    (Like sending a text via AIS; authority to transmit pends)
- VHF-FM radios
  - 3 in building
  - 1 Palos Verdes hi-site
- Radio Direction Finder
- High-powered cameras and binoculars
- 90-120 day archive of graphic plot, radar & all voice communications

2 person VTS watch; 3-4 people in the building 7x24x365
End