

Marine Exchange of Southern California & Vessel Traffic Service of Los Angeles & Long Beach



Prevention 1st Symposium

Dispersal of
Vessels from
Southern
California
in the event of a
Tsunami

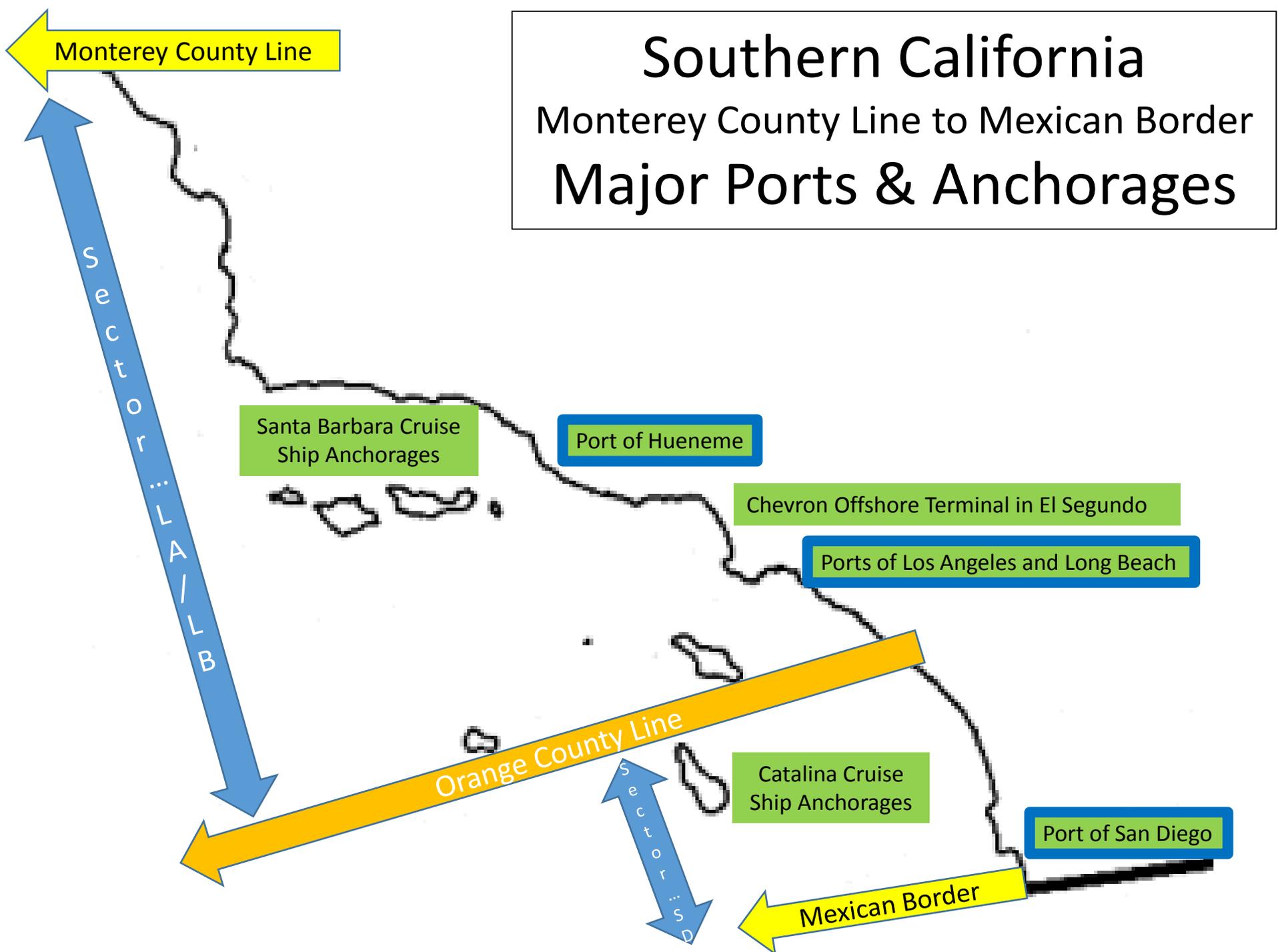
8 Oct 2014

Captain Kip Louttit
Executive Director

Southern California

Monterey County Line to Mexican Border

Major Ports & Anchorages



Maritime Info, Operations & Support Center

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)

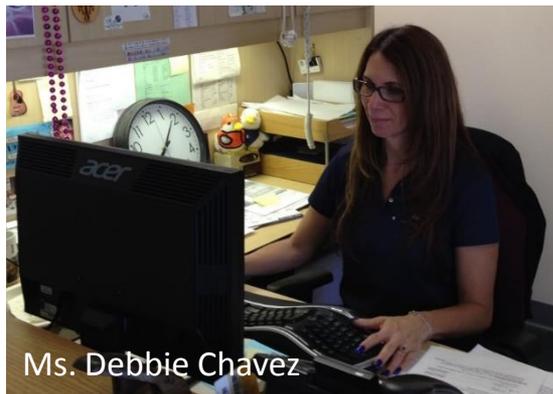
- Unique Public Private Partnership
 - U.S. Coast Guard & State of California
- Mission: Safe, secure, efficient, reliable, and environmentally sound marine transportation system (~25,000 movements/year)
- Secondary Missions: Environmental Protection, Marine Mammal Protection, Port Security, Law Enforcement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



3. Support Center and Partnerships

- House and power critical equipment of LA Port Police Radio, LA Pilot Radio, LB Camera, LB Vertical Ground Movement, DoD Military Affiliate Radio Service (MARS), U.S. Geological Survey Earthquake Sensor, Scripps Wave & Weather buoy, & Scripps Surface Current Radar

Maritime Information Services



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

remote Desktop

Arrival / Shift / Departure List

Pending Vessels (135)

Chk	In	Source	ETA	Name	Berth	From	Flag	Type	CallSign	LOA	Activity	EDA(T)
<input type="checkbox"/>		Agent	20:00	APL QUETZAL	303	Pt. Quetzal, GTM	ATG	UCC	V2HA5	132.48	D/L	04/20/2004
<input checked="" type="checkbox"/>		LAP	23:00	VILLE D'ORION	139	Pusan, KOR	DEU	UCC	DABL	259.00	D/L	04/20/2004
<input checked="" type="checkbox"/>		LAP	23:30	BRILLIANT ACE	157	Fraser River,	PAN	MVE	3E0Z5	180.02	Disc	04/20/2004
<input type="checkbox"/>		Agent	01:00	CSL TRAILBLAZER	D46	San Marcos Island,	BHS	BDR	C6F09	177.98	Disc	04/20/2004
<input type="checkbox"/>		Agent	04:00	APUDD	F209	Batavia, PAN	HKG	TCR	VR207	235.01	Disc	04/20/2004
<input type="checkbox"/>		Agent	04:00	TRADE BRAVERY	T138	Pusan, KOR-Oakland,	ATG	UCC	V2AC9	208.30	D/L	04/21/2004
<input type="checkbox"/>		Agent	05:00	PRESIDENT POLK	302	Vancouver, CAN	USA	UCC	WRYD	275.14	D/L	04/21/2004
<input type="checkbox"/>		Agent	09:00	MSC ATLANTIC	A94	Yanbian, CHN	PAN	UCC	HFMQ	237.00	D/L	04/21/2004
<input type="checkbox"/>		Agent	12:00	GUINAGULT (T. SALISHAN)	T122	Aberdeen, USA	USA	OBA	564261	82.90	Disc	04/21/2004
<input type="checkbox"/>		Agent	12:00	NESTUCCA (T. SALISHAN)	Anc 15	Aberdeen, USA	USA	OBA	569658	92.27	Arr Tow	04/21/2004

Vessels Due To Sail (149)

Under Way	Info Source	ETA	Name	Berth	For	Flag	Type	CallSign	LOA	EDD(T)
<input type="checkbox"/>	Agent	20:00	GRITON	Anc-B6	Richmond, USA	USA	ITB	KM/JL	210.61	04/20/2004
<input type="checkbox"/>	JP	21:30	TOMSK	Anc-B4	Batavia, PAN	LBR	TCO	ELT17	181.00	04/20/2004
<input type="checkbox"/>	Agent	02:00	TUNDRA TRADER	F206	Valparaiso, CHL	LBR	GRF	ELUJ3	158.83	04/21/2004
<input type="checkbox"/>	M	03:00	BLUE PRINCESS	Anc-F15	Oakland, USA	LBR	8CB	ELED8	188.63	04/21/2004
<input type="checkbox"/>	Agent	03:00	APL CHINA	302	Oakland, USA	USA	UCC	WDB3161	276.30	04/21/2004
<input type="checkbox"/>	Sched	04:00	EWA	C62	Honolulu, USA	USA	UCC	WEZM	240.09	04/21/2004
<input type="checkbox"/>	Agent	05:00	APL ALMANDINE	305	Oakland, USA	SGP	UCC	9VB5	288.31	04/21/2004
<input type="checkbox"/>	Agent	05:00	MAERSK TOKYO	402	Kaohsiung, TWN	GRC	UCC	SVWG	269.78	04/21/2004
<input type="checkbox"/>	Agent	05:00	MERCURY	92	Catalina Island, USA	BHS	MPR	C6506	243.00	04/21/2004
<input type="checkbox"/>	Sched	05:30	LING YUN HE	J245	Shanghai, CHN	CHN	UCC	BDTT	179.70	04/21/2004

Vessels Due To Shift (14)

Under Way	Info Source	ETA	Name	From Berth	To Berth	Flag	Type	CallSign	LOA	EDS(T)
<input type="checkbox"/>	Agent	17:00	ANASAZI	Anc-D1	B77	USA	TCO	KAOK	207.25	04/20/2004
<input type="checkbox"/>	Agent	23:30	BRITISH PIONEER	T121	Anc 15	IQM	TCR	MZBN2	334.00	04/20/2004
<input type="checkbox"/>			MSC NERISSA	Anc-F17	A94	PAN	UCC	H3LP	294.05	04/20/2004
<input type="checkbox"/>	Sched	02:00	DENALI	Anc-B7	T121	USA	TCR	W/SVR	290.38	04/21/2004
<input type="checkbox"/>	Agent	05:30	NEWMARKET	Anc-D8	120	BHS	LPG	C6Q08	117.09	04/21/2004

Automatic refresh will occur in 59 seconds!

Refresh Close Form

MARIS 4/20/2004 21:08

Arrivals

Departures

Shifts

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

MX's "Vessels In Port Report" is the primary document to determine the vessels that need to disperse (~ 50-60 vessels)

09/22/2014 07:00

© Copyright

SENSITIVE INFORMATION

For security reasons, please handle and dispose of properly

THE MARINE EXCHANGE

P.O. BOX 1949, SAN PEDRO, CA 90733 - PHONE (310) 832-6411

0700 Active Vessels In Port Monday, 09/22/2014

LOS ANGELES/LONG BEACH HARBOR

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Vessel Name	Flag	Prop	Type	Berth	Arrived From	Operator	Departing For
185-1 (T: SARAH C)	USA	NP	OBA	C57	07/12 Santa Rosa, MEX	Curtin Maritime Corp.	TBA
AMBELOS	BHS	M	TCR	Anc-B7	09/21 Esmeraldas, ECU	Samos Steamship Co.	09/22 El Segundo, USA
APL BARCELONA	SGP	M	UCC	302	09/22 Yantian, CHN	ASM	09/29 Oakland, USA
APL NORWAY	LBR	M	UCC	304	09/20 Lazaro Cardenas, MEX	ASM	09/22 Yokohama, JPN
BBC CORAL	ATG	M	GGC	F206	09/21 Pyongtaek, KOR	BBC	09/23 Panama
CAP CORRIENTES	LBR	M	UCC	A92	09/20 Papeete, PYF-Oakland, USA	Hamburg Sud	Auckland, NZL
CAPE INSCRIPTION	USA	S	URR	T15w	07/31 Sea (Trials)	Crowley Marine Svcs.	TBA
CAPE ISABEL	USA	M	URR	T15	09/30 Sea (Trials)	Crowley Marine Svcs.	
CARNIVAL INSPIRATION	BHS	DE	MPR	H4	09/22 Ensenada, MEX	Carnival Cruise	09/22 Avalon, USA
CHETCO (T: PONO)	USA	M	OBA	LAMmgs	09/13 Rainier, USA	Sause Bros. Towing	10/03 Rainier, USA
CHICAGO BRIDGE	PAN	M	UCC	G232	09/18 Ningbo, CHN	K Line	09/22 Yantian, CHN
CMA CGM CENTAURUS	GBR	M	UCC	J266	09/19 Yantian, CHN	CMA-CGM	09/22 Oakland, USA
CORAL DIAMOND	PAN	M	BBU	F211	09/18 Fukuyama, JPN	Western Bulk Carriers	China
COSCO GLORY	HKG	M	UCC	402	09/19 Yantian, CHN	Evergreen Shpg. (America)	09/23 Taipei, TWN
COSCO NINGBO	GRC	M	UCC	J245	09/20 Pusan, KOR	COSCO	09/23 Oakland, USA
CP 38 (T: PONO)	USA	NP	OBA	LAMmgs	09/17 El Segundo, USA	Sause Bros. Towing	TBA
CP 42 (T: PONO)	USA	NP	OBA	LAMmgs	10/04 El Segundo, USA	Sause Bros. Towing	TBA
CP 43 (T: PONO)	USA	NP	OBA	LAMmgs	10/04 El Segundo, USA	Sause Bros. Towing	Ensenada, MEX
CP 44 (T: PONO)	USA	M	OBA	LAMmgs	11/28 Ensenada, MEX	Sause Bros. Towing	Ensenada, MEX
CP 45 (T: DURANGO)	USA	M	OBA	D41	12/13 Ensenada, MEX	Connolly-Pacific	TBA
CP 46 (T: PONO)	USA	NP	OBA	D41	07/23 Ensenada, MEX	Sause Bros. Towing	TBA
DOLCE	PAN	M	BBU	Anc-F8	09/15 Tae'an, KOR	K Line	09/25 Oita, JPN
EMPIRE STATE	USA	M	TCO	118	09/22 Selby, USA	APT Crowley	09/23 Richmond, USA
ENERGY GLORY	PAN	M	BBU	G212	09/19 Wakayama, JPN	MOL Bulk Carriers	09/22 Nagasaki, JPN
GUNDE MAERSK	DIS	M	UCC	403	09/22 Hong Kong, CHN	Maersk Pacific	09/25 Vostochniy, RUS
HALEIWA (T: PONO)	USA	M	OBA	T122	09/13 Rainier, USA	Sause Bros. Towing	10/03 Rainier, USA
HANJIN CHONGQING	PAN	M	UCC	214	09/20 Yantian, CHN	Hanjin Shpg. Co.	09/22 Oakland, USA
HYUNDAI NEW YORK	SGP	M	UCC	303	09/19 Shanghai, CHN	Hyundai (UCC)	09/25 Ningbo, CHN
LARVIK	BHS	M	TPD	163	09/19 Antwerp, BEL	BP Shipping USA	09/23 TBA
LIBERTY BAY	USA	M	TCR	Anc-D1	09/20 St. Eustatius, BES	Seariver Maritime	09/24 Valdez, USA
MANHATTAN (T: KAMAEHU)	USA	NP	OBA	D41	07/06 Ensenada, MEX	Sause Bros. Towing	TBA
MARATHA PRIDE	MHL	M	BBU	179	09/21 Yokohama, JPN	Pacbasin	09/24 TBA
MARON (A: CAP TAPAGA)	ATG	M	UCC	Anc-SF2	09/18 Pago Pago, ASM	Hamburg Sud	09/22 Oakland, USA
MAUNAWILI	USA	M	UCC	C62	09/21 Shanghai, CHN	Matson Nav.	09/24 Honolulu, USA
MOL MATRIX	MHL	M	UCC	139	09/16 Hong Kong, CHN	MOL	09/22 Oakland, USA
MSC CARMEN	PAN	M	UCC	A96	09/22 Vancouver, CAN-Oakland, U	MSC	09/22 Manzanillo, MEX

Marine Exchange Enjoys a Unique Public/Private Partnership with the U.S. Coast Guard



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

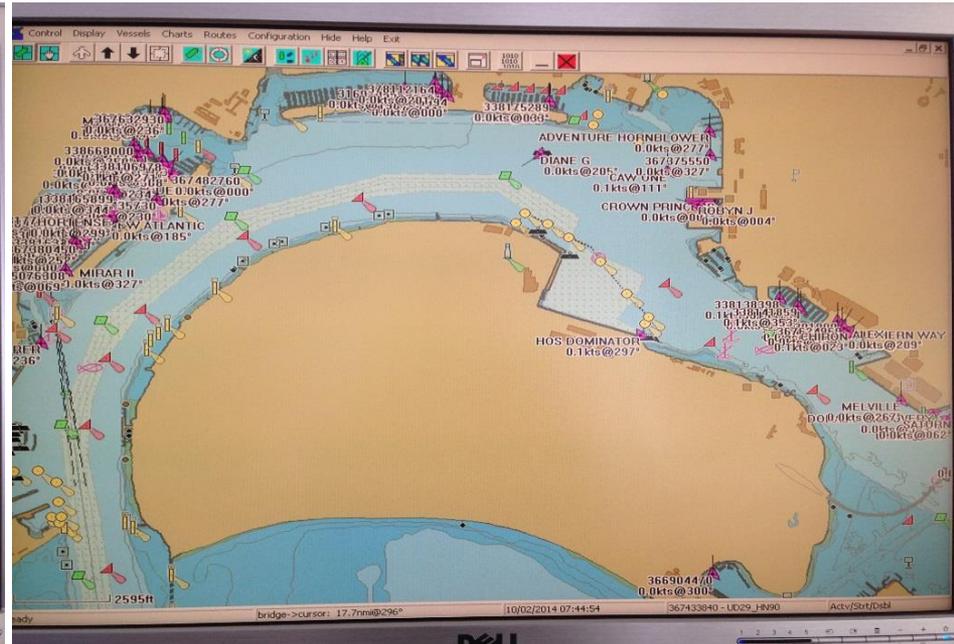
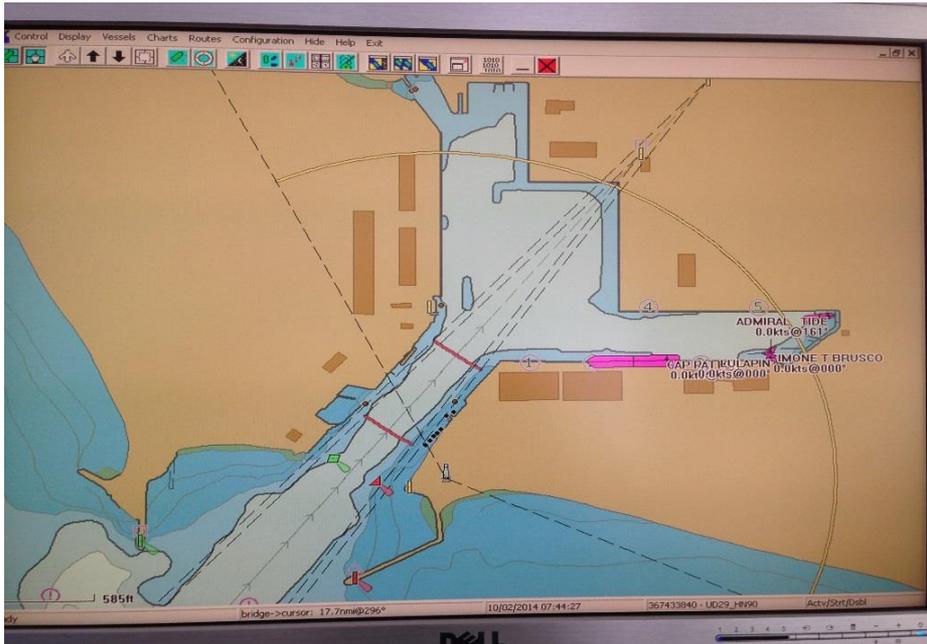
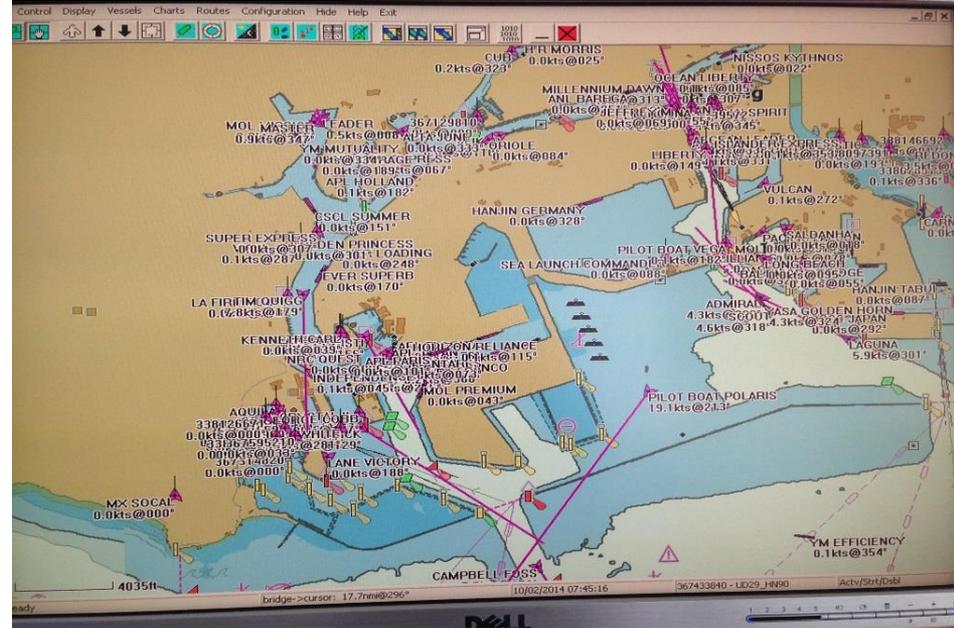


OS2 Radebaugh

Mr. Dan Larson

3 Ports... 3 plans

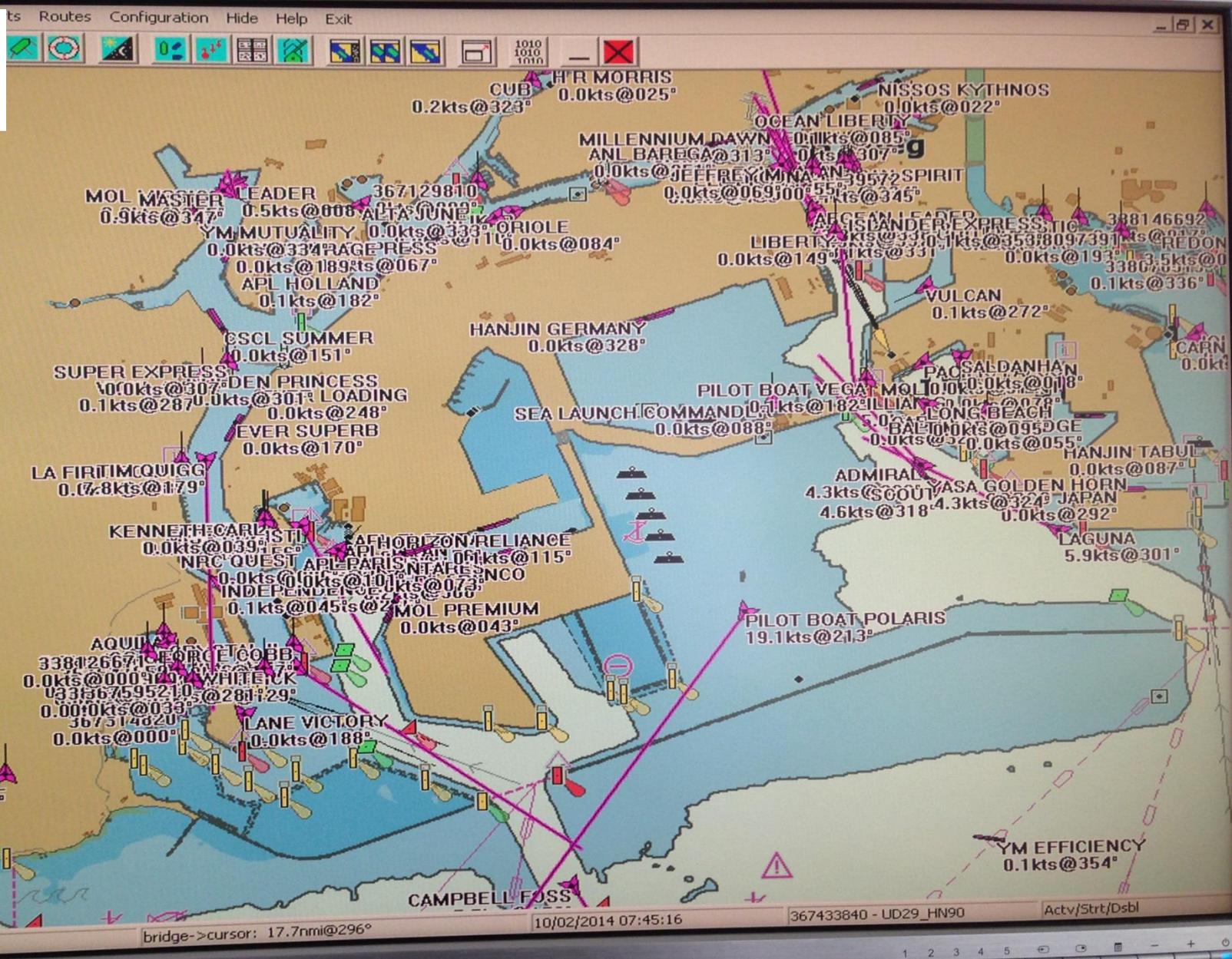
Ports of Los Angeles
& Long Beach



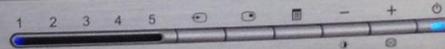
Port of Hueneme

Port of San Diego

LA/LB



DELL



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.mxsocial.org/Blogs/29/Coast-Guard-Vessel-Dispersal-Plan.aspx>

U.S. Department of Homeland Security United States Coast Guard		Commander United States Coast Guard Sector Los Angeles - Long Beach	1261 S. Seaside Ave., Bldg 70 San Pedro, CA 90731 Phone: 310-521-3860 Fax: 310-521-3860
			16601 3 OCT 2011
Los Angeles - Long Beach Harbor Safety Committee Marine Exchange of Southern California P.O. Box 1949 San Pedro, CA 90733-1949			
Dear Los Angeles - Long Beach Harbor Safety Committee:			
This letter is to promulgate procedures to vessel masters for the safe and efficient dispersal of merchant vessels from the Ports of Los Angeles and Long Beach in emergency situations. These procedures were a joint effort between all key members of the Harbor Safety Committee.			
The Coast Guard Captain of the Port Los Angeles - Long Beach (COTP LA - LB) has the authority under The Ports and Waterways Safety Act (33 USC 1221 et seq.) to supervise and control the movement of any vessel within the Ports of Los Angeles and Long Beach. When directed by the COTP, merchant vessels shall execute emergency dispersal in accordance with the enclosure.			
The enclosed instructions are the COTP's procedures for coordinated merchant vessel movement actions within the Ports of Los Angeles and Long Beach in the event of a major oil spill, explosion, fire, natural disaster, impending enemy attack, or other potential port emergency which necessitates the dispersal of merchant vessels. The COTP will only direct merchant vessels to depart in cases where vessels, due to their location, are at higher risk of loss of life, property damage or could interfere with emergency response activities.			
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 tugs and/or a pilot on board must notify the COTP, via Vessel Traffic Services, prior to getting underway. Nothing in these procedures prohibit vessel masters from taking safe and prudent actions to safeguard personnel, the vessel, the environment, the cargo and/or the facility.			
Subsequently, COTP LA - LB Public Notice 03-97 of August 26 th 1997 is hereby cancelled.			
If you have additional questions or comments, please contact the Sector Waterways Management Division at (310) 521-3860 or the Sector Command Center at (310) 521-3801.			
Sincerely,			
			
B. R. LAPERRIERE Captain, U. S. Coast Guard Captain of the Port, Los Angeles - Long Beach			
Enclosure: Merchant Vessel Dispersal Plan for Los Angeles - Long Beach Harbors			

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)** Subcommittee 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

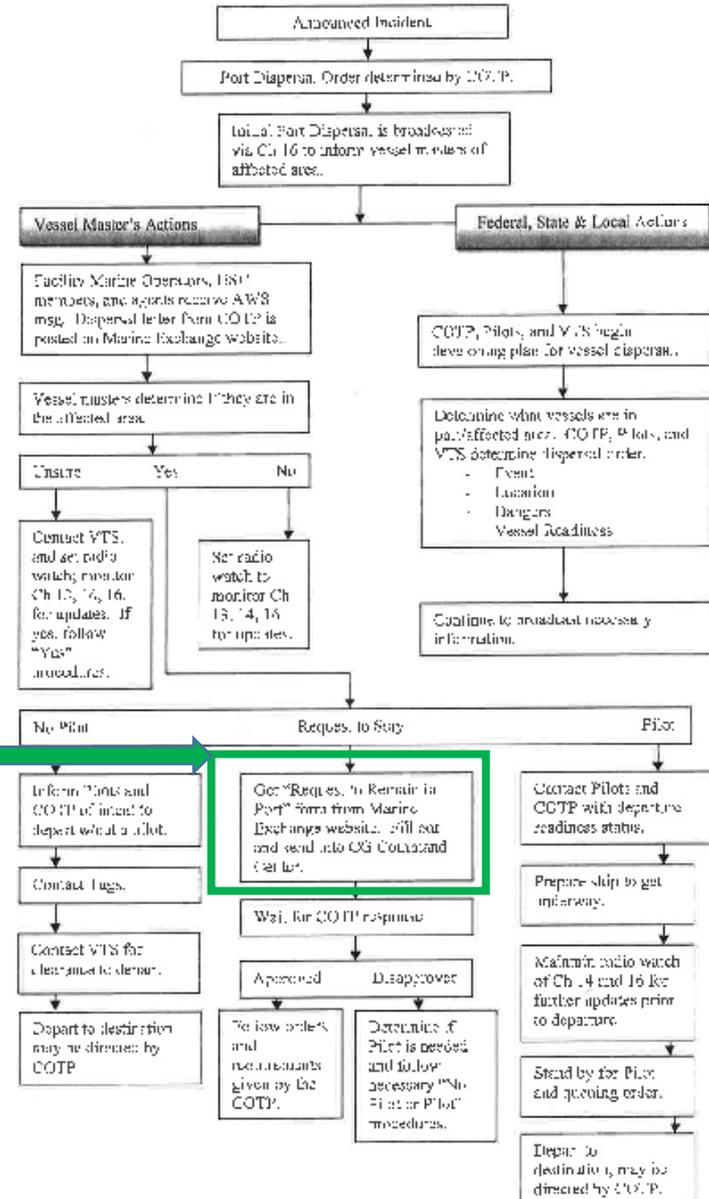
- Pilots make arrangements to board as quickly as possible and navigate vessels out of port
- Sufficient tug assistance is highly encouraged, but in some cases may not be fully or readily

Flowcharts

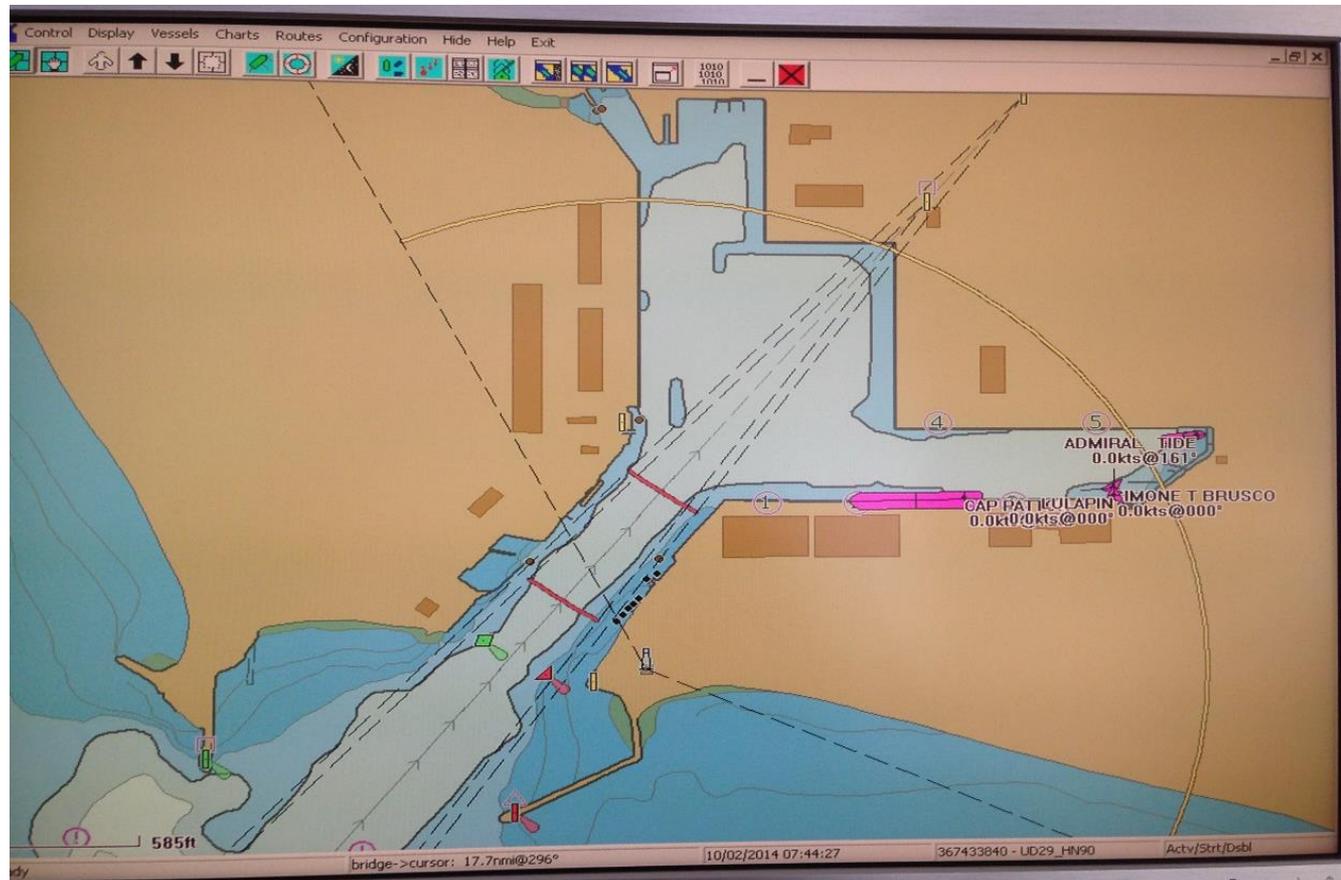
- Outline the process
- 2 versions:
 - Announced incident
 - Unannounced incident
- Virtually identical.
 - Announced incident requires written request to remain inport
 - Unannounced incident allows verbal request to remain inport

Announced Incident Flowchart

14. ANNOUNCED INCIDENT FLOWCHART



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.

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.

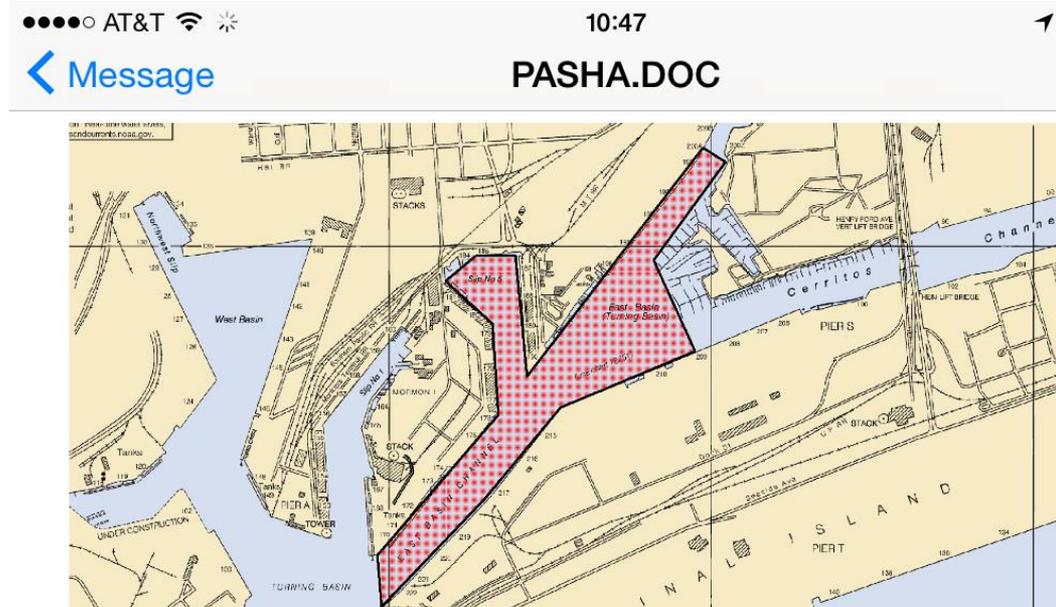


Source: CG Sector San Diego

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
- Sortied 3 vessels safely and smoothly to anchorage

Los Angeles Times

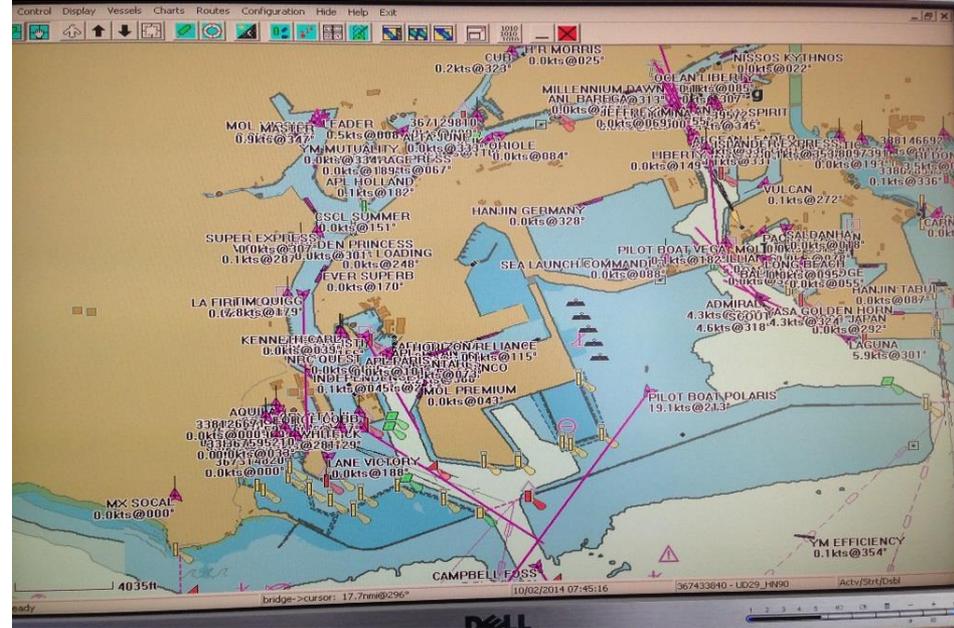


3 Ports...

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

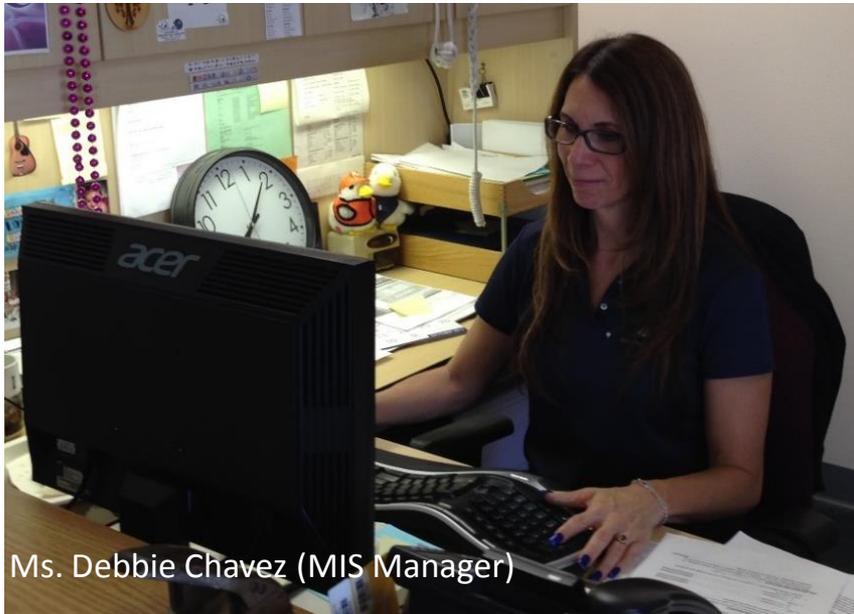
Reid Crispino, General Manager
Work: 310-732-0676 Cell: 310-869-0631 reid@mxsocal.org

Modern Equipment
+ Great MX & CG People
= a Strong Marine Exchange

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



Mr. Randy Young & OS1 Kirby



Ms. Debbie Chavez (MIS Manager)



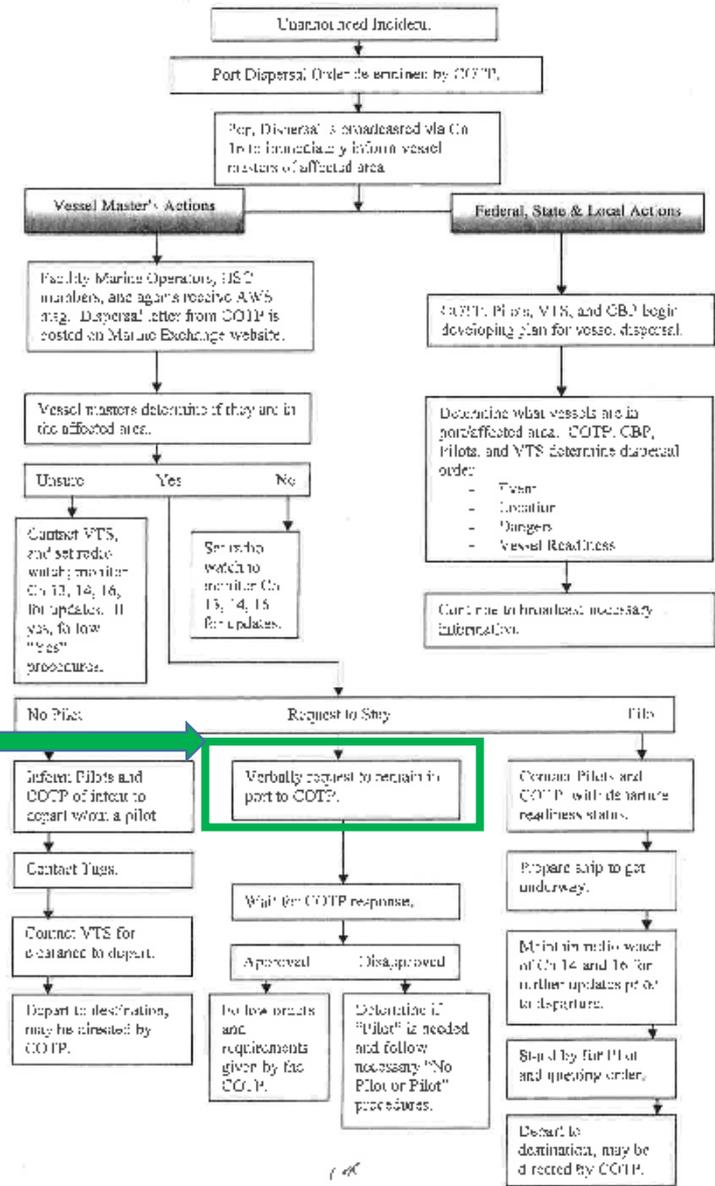
Mr. Mike Connor

Backup

Unannounced Incident Flowchart For LA/LB

- Allows verbal request to remain inport

15. UNANNOUNCED INCIDENT FLOWCHART



Source: Enclosure to COTP LA-LB letter to Harbor Safety Committee dated 3 Oct 2011, page 10

Marine Exchange Information

- Standard reports several times a day:
 - Arrivals
 - Departures
 - Shifts
 - Vessels inport
 - 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
www.mxsocal.org

VHF-FM Channel 14

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