

# **Harbor Safety Committee**

## **Desk Reference**

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# **Introduction**

## **Harbor Safety Committees (HSCs)**

Harbor Safety Committees are local committees that address issues that may include the safety, security, mobility, and environmental protection of a port or waterway. Membership is typically comprised of representatives of governmental agencies, maritime labor, industry organizations, and public interest groups. These members work closely together for the mutual benefit of all port users.

## **HSC Desk Reference**

The purpose of the HSC Desk Reference is to provide a directory of local coordinating committees, Harbor Safety Committees (HSCs), and other parties responsible for the efficient, safe, and secure operation of America's ports and waterways.

This desk reference will serve as a resource tool for distributing information such as policy statements, surveys, reports, and guidelines developed at the national, regional, and local levels.

This desk reference will foster a robust exchange of information on best practices, case studies, and lessons learned. While many issues are unique to each port, many are common to all ports, whether they are coastal, Great Lakes, or inland ports.

We hope this desk reference will open the lines of communications between various ports and improve information sharing around the nation.

The USCG Headquarters Waterways Management Directorate will maintain an updated electronic version of the Desk Reference on CG Homeport. As POC information or other changes come about, please update the CG of these changes by contacting your local CG representative or calling 202-372-1530.

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# **Harbor Safety Committees – Designed for Success**

## **Harbor Safety Committee Membership and Mission**

The term “Harbor Safety Committee” (HSC) is defined in the broadest sense as a local port coordinating body whose responsibilities include recommending actions to improve the safety and efficiency of a port or waterway. The HSC is comprised of representatives of government agencies, maritime labor, industry organizations, environmental groups, and other public interest groups. Although these port coordinating groups may be referred to in various ports under different names, such as Port Safety Forum, Marine Advisory Association, Port Advisory Group or other similar names, they are generically what is termed as a Harbor Safety Committee and primarily serve as a means to ensure communication among all stakeholders within the port.

The U.S. Coast Guard (USCG) has long recognized the importance of local committees as the key to safe, efficient, and environmentally sound port operations. U.S. port complexes and their associated waterways and terminals are extremely diverse in infrastructure, management, function, and markets served. Local HSCs are often the only forums available to operators and other stakeholders to organize in a comprehensive way to address and resolve issues that affect port operations. This includes all manner of activities, including safety and navigation (including the maintenance and focus on aids to navigation), port

congestion, commercial issues, dredging, establishing a VTS, port competitiveness, and overall port and waterway management.

The participants within the HSCs are fairly consistent across all port areas and include most of these entities:

- Port Authorities.
- Vessel owners and operators (tankers, dry cargo, barges, ferries).
- Harbor pilots and pilot associations.
- Marine Exchanges.
- Docking pilots / tug and tow operators.
- Shipping agents.
- Terminal operators.
- Industry associations (national, state, and local).
- Organized Labor.
- Commercial Fishing Industry Associations.
- State / Local Government agencies:
  - Environmental Agencies.
  - Maritime Administrations.
  - Regional Development Agencies.
  - Emergency Management Agencies.
  - LEPC (fire and police departments, harbor masters).
- Federal Government representatives:
  - U.S. Coast Guard (USCG).
  - National Oceanographic and Atmospheric Administration (NOAA) -- Hydrographic group.
  - U.S. Army Corps of Engineers (USACE).

The HSC fulfills the USCG's need to establish partnerships that ensure that the port is effectively, safely, and securely managed, and members of the port community are communicating with the USCG and with one another.

## **Primary Industry Needs and Requirements**

Industry organizations within port areas have long used a marine exchange or similar forum as a means of coming together to solve particular operational problems and/or to serve a common good. For example, The Charleston Maritime Association (official title: Maritime Association of The Port of Charleston) was founded in 1926 and now has 450 members. It influences decisions on port use, training, marketing, navigation, and industrial development, etc. However, such mechanisms were not universal and did not include all stakeholders.

Industry has consistently expressed the need to provide input on decisions that affect their industry and livelihood. These end users have an extensive knowledge of the waterway and their experiences allow them to recommend measures to reduce risks and offer valuable advice on related issues.

Industry strongly believes that it is important for the Captain of the Port (COTP) to maintain a non-regulatory role within the HSCs. For this reason within the scope of the local HSCs, the USCG works with industry as a partner versus a regulator.

### Successful HSCs:

- Are uniquely created to fit the specific needs of each port, for example some are large, some small; some chaired by the USCG COTP and others by industry or state or local government;
- Provide a consensus-based approach to addressing port issues that facilitates acceptance of decisions;
- Are the only forum where all stakeholders come together on an equal footing;
- Focus on safety, the environment, and common stakeholder goals, regardless of their point of view;
- Work because the USCG and other government agencies are partners in the process, not controllers of it;
- Enable the public to interact with the industry and they hear one another's point of view;
- Address port issues and challenges with a system's perspective – they take into consideration that safety, security, environmental protection, and port efficiency issues all interact and affect each other; and
- Are organizationally flexible enough to adapt to the changing needs of the port.

## **National HSC Conference**

In the spring of each year the National Harbor Safety Committee Conference is held in one of our major ports. The conference is hosted by the United States Coast Guard, the Transportation Research Board, and a local HSC in the region in which the conference is held. National conferences have been held in San Francisco, New York, Washington DC, Long Beach, and Houston/Galveston. This annual event draws attendees from around the country and has included distinguished speakers such as the Secretary of Transportation, the Commandant of the Coast Guard, the Chairman of the National Transportation Safety Board, and numerous CEOs from the maritime community.

HSC members gather each year at this event to share their experiences and network for the mutual benefit of our numerous waterways and their users.

## **Annual HSC of the Year Award**

Annually at the National Harbor Safety Committee Conference, a local HSC is presented the HSC of the Year Award. Each year nominations are submitted to the HSC Conference Planning Committee and voted upon by HSC members. Below are the accomplishments of some recent recipients of this award:

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*“2005 HSC of the Year”: The Tampa Bay Harbor  
Safety and Security Committee*

The Tampa Bay Harbor Safety and Security Committee (TBHSSC) was recognized for significantly improving marine safety in the Tampa, Florida maritime area.

The Committee made significant contributions to the Area Marine Transportation System during 2005. They actively voiced their concerns at the Congressional Emergency Management Response Forum hosted by Governor Jeb Bush and members of the Florida Congressional delegation. At that event, the Committee championed important lessons learned from the Hurricanes of 2005, including the need to restore the supply chain for energy, gas, and other fuels. They repeatedly advocated the importance of restoring power to ports and maritime facilities to initiate Tampa Bay area recovery efforts. They identified the lack of a local mechanism to address the restoration of power and led an initiative to create a protocol for power restoration at critical maritime facilities. The Committee participated in the Governor’s Hurricane Conference, promoting the need for the development and implementation of a seaport management system to address hurricane preparation and recovery issues. The Committee also presented a position paper on the pre-hurricane evacuation of vessels from area marinas.

The Committee facilitated a significant cooperative working relationship with the United States Coast Guard, Tampa Port Authority, Tampa Bay Pilots, Carnival Cruise Lines, Army Corps of Engineers and



CITGO Oil Company. This effort generated extraordinary success in addressing the movement of large passenger vessels constrained by their draft in Sparkman Channel. Committee intervention moved the Sparkman Channel Widening Project forward on a fast track. This effort came at a critical time as the issue surfaced in debates during the Florida Legislative Session. The exceptional actions and distinguished service of the Tampa Bay Harbor Safety and Security Committee demonstrate the strong support and teamwork of both agency and industry personnel. These efforts are most heartily commended and are in keeping with the highest traditions of maritime service and industry.

*“2004 HSC of the Year”: Houston-Galveston  
Navigation Safety Advisory Committee*

The Houston-Galveston Navigation Safety Advisory Committee (HOGANSAC) was recognized as the 2004 Harbor Safety Committee of the Year for its accomplishments in significantly improving the safety of the Houston-Galveston maritime area. HOGANSAC was the genesis and a key player in setting up a Port Coordination Team (PCT) that serves as an industry staffed command center and communication network, to liaise with the Captain of the Port during heightened maritime security conditions, prolonged channel closures, and operations associated with major storms. The PCT functioned as a prototype platform for enhancing dialogue between the USCG and the maritime industry during emergency situations. The PCT established shipping priorities, vessel traffic protocols, and the movement of much

needed commodities in the wake of several channel closures associated with the Army Corps of Engineers' Navigational and Dredging Projects, and during prolonged fog and vessel mishaps. The effectiveness of the PCT resulted in elimination of vessel queues and streamlining of vessel movement information back to interested waterways users. In addition, the PCT conducted extensive outreach with mariners to report unsafe moorings. The PCT then used the derived data to identify facilities with recurring problems as well as educating those facilities on conducting structural and procedural improvements to remedy the situation. Further, HOGANSAC also quantified the economic impact of delays associated with port security boardings upon charters, refineries, and ship owners. HOGANSAC provided recommendations to USCG Headquarters on ways to minimize those impacts without sacrificing safety and security. Lastly, they aggressively interfaced with the tug, barge, and towing community to encourage the self-reporting of destroyed Aids to Navigation, helping the USCG to recoup over \$200,000 in maintenance and repair costs. The exceptional actions and distinguished service of the Houston-Galveston Navigation Safety Advisory Committee during this time of extended tempo of operations are most heartily commended and are in keeping with the highest traditions of maritime service and industry.

*“2003 HSC of the Year”: Hampton Roads Maritime Association (now Virginia Maritime Association)*

The Hampton Roads HSC has promoted a unified team effort in protecting and enhancing the strategic port of Hampton Roads. Accomplishments include significantly improving Maritime Domain Awareness, cooperating on numerous high-interest vessel boardings, military vessel escorts, public outreach programs, and other activities to significantly enhance protection of vital port assets. The HSC promoted the USCG’s “2 If By Sea” program, enhancing Maritime Domain Awareness and reporting of suspicious activity.

The HSC aggressively supported an innovative Towing Vessel Safety Seminar, the only one of its kind in the U.S. The HSC sponsored its 12th Annual Marine Incident Response Team Symposium (MIRT), a national event that attracts firefighters from around the country. The Hampton Roads HSC gained legislative approval for funding the acquisition of additional firefighting equipment and funding for the PORTS Navigation System, to support safe navigation and efficient maritime commerce.

A comprehensive Area Maritime Security Committee was expanded to unify local, state, and federal government with local industry and enhance the overall port focus on detection, deterrence, and response to terrorist incidents.

The Hampton Roads port community, under the auspices of the HSC was the first port to provide for the following port security and safety improvements:

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- Attaching radiation detectors to spreader bars of each container crane.
- Development of a Maritime Hurricane Contingency Plan, which is the model used by other Atlantic ports. In September, adherence to this plan, and excellent liaison between port stakeholders, allowed the major marine terminals to begin receiving vessels within 24 hours of hurricane Isabel.
- Design and promotion of the successful Tug Boat Deck Hand Apprenticeship Course, providing operational and safety qualified employees to the industry.
- Partnering with U.S. Navy and USCG on PortMaster, an online vessel information management system.

The HSC participated in the design, control, and evaluation of the first ever MANPADS (Man Portable Air Defense System) exercise with TSA. The exercise involved coordination of land, sea, and air defense against a terrorist attack on a commercial aircraft using a shoulder-launched missile.

In conjunction with design team members from federal, state, and local agencies, as well as the marine industry the Hampton Roads HSC worked to produce EXERCISE CAPE RESPONDER. The Responder provided training and realistic exercises on a large passenger ferry for local law enforcement, special law enforcement tactics teams, bomb squad, HAZMAT team, emergency medical services personnel, and a local hospital.

The HSC produced EXERCISE CAPE SHIELD, which was a test of Incident Action Plans designed for the protection of ferry operations on Cape Cod and the Islands for MARSEC 2 operations.

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## Great Lakes Region



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## **Calumet River Safety, Security, & Navigation Committee**

### **Contact Information:**

Calumet Area Safety, Security, and Navigation  
Committee  
27152 Harlem Ave  
Monee, IL 60449  
Phone: (708) 534-8300  
Fax: (708) 534-7704

### **Point(s) of Contact:**

Denise Furlan  
Phone: (708) 534-8300  
E-mail: [cal8300@aol.com](mailto:cal8300@aol.com)

### **Membership:**

The group includes:

- Pilots.
- Towboat operators.
- Agents.
- Local, state, and federal agencies.
- Railroad and city bridges.

## **Cuyahoga River Safety Task Force**



### **History / General Information:**

The primary goal of the Cuyahoga River Safety Task Force (CRSTF) is to provide a fair and equitable forum for all stakeholders and interest groups that utilize the Cuyahoga River, Cleveland Harbor, and the entire Cleveland waterfront. A task force such as this provides an opportunity for all interests, no matter their background, to voice their ideas concerning the most viable resource in Northeast Ohio. It is our goal to develop a safe and secure commercial, industrial, and recreational river system that is environmentally responsible, accessible, and regionally competitive for all users.

### **Contact Information:**

USCG Marine Safety Unit Cleveland  
1055 East 9th St  
Cleveland, OH 44114  
Phone: (216) 701-5988  
Fax: (216) 522-3290

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**Point(s) of Contact:**

LTJG Trisha Jantzen  
USCG MSU Cleveland  
1055 East 9<sup>th</sup> Street  
Cleveland, OH 44114  
Phone: (216) 937-1310  
E-mail: [trisha.a.jantzen@uscg.mil](mailto:trisha.a.jantzen@uscg.mil)

**Membership:**

The group includes:

- Pilots.
- Towboat operators.
- Agents.
- Local, state, and federal agencies.
- Railroad and city bridges.
- USCG.

The CRSTF is an equity based organization in which each member holds equal standing. The U.S. Coast Guard (USCG), as the principal regulatory agency, facilitates the meetings of the Task Force.

The member's ability to communicate openly and freely with each other and regulatory agencies to resolve issues is the overarching concept that makes the CRSTF successful. By handing equal value to all members, a forum for cooperation and coordination is created that rewards teamwork. The USCG and other partner regulatory agencies should be looked upon to provide guidance and consistent messages to stakeholders. In most circumstances, stakeholders shall determine courses of action to be taken for the welfare of commerce, the environment, and the safety

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and security of the Cuyahoga River, its citizens and stakeholders.

**Accomplishments / Best Practices:**

- Serve as a forum to resolve waterway-user and stakeholder concerns that may impact commercial shipping, industrial companies, recreational boaters, residents, developers, government agencies, and port/city planners.
- Coordinate events and activities that may require an interruption of normal commercial or recreational activities in the Cuyahoga River or on the Cleveland waterfront.
- Be a source of information for the recreational, commercial and industrial interests along the Cuyahoga River.
- Evaluate and coordinate risk associated with multiple-use waterways through effective communication and cooperation; this is in-part accomplished through the use of the Flats Pager System and establishment of formal safety zones in strategic commercial areas of navigation on the River.

## **Detroit / St. Clair Rivers Operations Work Group (DSCROWG)**



### **History / General Information:**

The information included below is for the Detroit-St. Clair River corridor. The Detroit and St. Clair River corridor is one of the busiest international waterways in the world, with 4,000 to 6,000 commercial vessels transiting the corridor annually. Approximately 83 million short tons of cargo are transported through this river corridor annually. It is also one of three critical bottlenecks in the Great Lakes system. The Detroit-St. Clair River corridor is a border waterway, with joint management by the U.S. and Canada. To reduce the risk of marine accidents, the Canadian Coast Guard (CCG) operates a vessel traffic regulating service, Marine Communication and Traffic Services. At times, the USCG will work with the CCG to form an Emergency Vessel Traffic Service (VTS) System, taking direct control over the movement of vessels in extreme circumstances to ensure navigational safety.

**Contact Information:**

Detroit/St. Clair Rivers Operations Work Group  
c/o Commanding Officer  
USCG Sector Detroit  
110 Mt. Elliott Ave  
Detroit, MI 48207-4380  
Phone: (313) 568-9508  
Fax: (313) 568-9581  
<http://www.uscg.mil/d9/www/mso/detroit/accessibility/unitinfo/unitinfo.html>

**Point(s) of Contact:**

LTJG Paul Raska  
USCG Sector Detroit  
Phone: (313) 568-9508  
E-mail: [paul.p.raska@uscg.mil](mailto:paul.p.raska@uscg.mil)

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## Harbor Technical Advisory Committee (HTAC)



### **History / General Information:**

The Harbor Technical Advisory Committee (HTAC) is an assemblage of stakeholders for the Duluth-Superior port that advises the Metropolitan Interstate Council (MIC) on harbor related issues. The MIC is the federally designated Metropolitan Planning Organization (MPO) for transportation planning in the Duluth, Minnesota/Superior, Wisconsin metropolitan area. The HTAC is unique in that it has brought together interested parties from local, state, and federal agencies along with citizen, environmental, and industry representatives since its inception in the late 1970s.

The Harbor Technical Advisory Committee meets four times a year to:

- Provide an interstate forum for harbor related issues and concerns.
- Promote the harbor's economic and environmental importance to the community.
- Provide sound planning and management recommendations to the Metropolitan Interstate Council, the federally designated Metropolitan Planning Organization for the metropolitan area of Duluth, Minnesota and Superior, Wisconsin.

**Contact Information:**

Metropolitan Interstate Council  
221 W. 1<sup>st</sup> St.  
Duluth, MN 55802  
Phone: (218) 529-7541  
Fax: (218) 529-7592  
E-mail: [amcdonald@ardc.org](mailto:amcdonald@ardc.org)  
[www.ardc.org/mic](http://www.ardc.org/mic)

**Point(s) of Contact:**

Andy McDonald, Principal Planner  
Metropolitan Interstate Council  
221 W. 1<sup>st</sup> St.  
Duluth, MN 55802  
Phone: (218) 529-7514  
Fax: (218) 529-7592  
E-mail: [amcdonald@ardc.org](mailto:amcdonald@ardc.org)

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Ron Chicka, Director  
Metropolitan Interstate Council  
221 W. 1<sup>st</sup> St.  
Duluth, MN 55802  
Phone: (218) 529-7506  
Fax: (218) 529-7592  
E-mail: [rchicka@ardc.org](mailto:rchicka@ardc.org)

**Membership:**

HTAC Voting Membership (30 voting member's total)  
includes representatives from:

Cities

- City of Duluth.
- City of Superior.

Counties

- St. Louis County.
- Douglas County.

Regional

- Metropolitan Interstate Council.
- Northwest Regional Planning Commission (WI).
- Duluth Seaway Port Authority.
- Western Lake Superior Sanitary District.

State

- Minnesota Department of Natural Resources.
- Wisconsin Department of Natural Resources.
- Minnesota Department of Transportation.
- Wisconsin Department of Transportation.
- Minnesota Pollution Control Agency.

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### Federal

- Environmental Protection Agency – Region 5.
- Natural Resources Conservation Service.
- USACE.
- USCG.
- U.S. Fish & Wildlife Service.

### Citizens Groups

- Save Lake Superior Association.
- St. Louis River Citizens Action Committee.
- Isaak Walton League.

### Industry Sector

- Grain (Peavey Grain-Connors Point).
- Ore (CN Rail).
- Coal (Midwest Energy Resources).
- Harbor Engineering / Dredging (Marine Tech, Inc.).
- General Bulk (Hallett Dock).
- General Cargo (Lake Superior Warehousing).
- Harbor Services (Sea Service LLC).
- Pilots / Vessel Operations (Western Great Lakes).
- Pilots Association, International Shipmasters.
- Recreation (Lakehead Boat Basin).

### **Accomplishments / Best Practices:**

The Harbor Technical Advisory Committee has been nationally recognized for its unique role as a forum for harbor-related interests. In 2001 the Association of Metropolitan Planning Organizations (AMPO) gave the HTAC its Technical Merit award, citing the HTAC's comprehensive membership and cooperative efforts.

Over the last four years, the HTAC developed the Superior and Duluth Port Land Use Plan, a comprehensive port development plan for the harbor. Its centerpiece is the Future Land Use Map, which graphically displays recommended land uses throughout the harbor study area. The HTAC is advocating for these categories to be included in Duluth's new Comprehensive Plan (and hopefully, to be incorporated into subsequent zoning regulations).

**Latest Issues / Hot Issues:**

- Determining the cause(s) of the extensive freshwater corrosion of steel infrastructure throughout the Duluth-Superior harbor.
- Cleanup of contaminated sediments at the SLRIDT (St. Louis River Interlake Duluth Tar) Superfund site.
- Leveraging federal, state, and local dollars to identify and clean up other contaminated hotspots in the harbor.
- Seeking ways to extend the service life of the Erie Pier dredge materials disposal facility, particularly by developing options for the beneficial re-use of those materials.
- Formalizing a mechanism to lobby for increased federal support for harbor interests throughout the Western Great Lakes area.

## **Milwaukee Harbor Safety Committee**



### **History / General Information:**

The Milwaukee Port and Waterways Safety Committee was initially established in 1998 with a mission of finding non-regulatory solutions to maritime problems and reducing risk in ports and waterways including and surrounding Milwaukee harbor. In 2003, the name was changed to the Milwaukee Harbor Safety Committee. The committee meets quarterly and includes diverse members from Southeastern Wisconsin.

### **Contact Information:**

USCG Sector Lake Michigan  
2420 S. Lincoln Memorial Dr.  
Milwaukee, WI 53207  
Phone: (414) 747-7159  
Fax: (414) 747-7890

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**Point(s) of Contact:**

LCDR Kimber Bannan

Phone: (414) 747-7159

E-mail: [kimber.l.bannan@uscg.mil](mailto:kimber.l.bannan@uscg.mil)

**Membership:**

- Local Coast Guard representatives.
- Port Director.
- Harbormaster.
- Passenger, tug, research, commercial vessel operators.
- Shipping company / facility representatives.
- Sport fishing association representatives.
- City bridge representatives.
- Yacht club representatives.
- Local government representatives.
- Local fire and police representatives.

**Accomplishments / Best Practices:**

Committee meetings are held at various locations around the community. Members review previous topics and have the opportunity to give a brief on their current activities and concerns. The committee and offshoot work groups have coordinated marine events (including significant waterway closures), discussed local security issues, increased recreational boater and commercial vessel safety, coordinated new high-speed ferry operations, addressed vessels milling in breakwall gaps, and shared information on resources/assets available for response.

## **Port Development and Safety Council**

### **History / General Information:**

Existing informally for many years prior among the stakeholders in the Chicago marine community, the Port Development and Safety Council (PDSC) was formally recognized by the USCG in June 2001 as an ad hoc organization, the primary purpose of which was to serve as a forum and clearinghouse for issues relating to the use of navigable waterways to include those north of Lemont, Illinois, and Lake Michigan within the State of Illinois boundaries, and thereby to balance safe, efficient, and environmentally sound waterways with the increasing demand for economic growth. As a result of 9/11, the PDSC was renamed to the Port Development & Security Council, and although the PDSC continues to serve as an independent forum and clearinghouse for all issues of interest and concern to marine stakeholders in Chicago, its work in conjunction with the USCG has increasingly been focused on security matters.

### **Contact Information:**

Port Development & Security Council  
c/o Susan Urbas, Coordinator  
P.O. Box 811190  
Chicago, IL 60681-1190  
Phone: (312) 286-9102

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**Point(s) of Contact:**

Susan Urbas,  
PSDC Coordinator  
P.O. Box 811190  
Chicago, IL 60681-1190  
Phone: (312) 286-9102  
E-mail: [chicagoriverrowing@yahoo.com](mailto:chicagoriverrowing@yahoo.com)

LT Erick Johnson, USCG  
Marine Safety Unit Chicago  
16W215 83<sup>rd</sup> Street  
Burr Ridge, IL 60527  
Phone: (630) 986-2128  
Fax: (630) 986-2120  
E-mail: [Erick.r.johnson@uscg.mil](mailto:Erick.r.johnson@uscg.mil)

**Membership:**

Open to representatives of organizations with stakeholder interests in the Chicago marine community, including:

- Civic and Neighborhood Groups (e.g., Friends of the Chicago River, Friends of the Parks, Shedd Aquarium).
- Commercial Vessels (Tour and Sightseeing).
- Enforcement (USCG, Chicago Police Marine Unit).
- Governmental (City of Chicago, USACE, Emergency Management Agencies).
- Human-Powered Boating (Canoeing, Kayaking & Rowing, e.g., Chicago River Rowing & Paddling Center).
- Industrial Vessels (Barge, Towing).

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- Recreational Boating (Powerboat and Sailing).
- Shoreline Facility Operators / Business Owners / Developers.

**Accomplishments / Best Practices:**

The major accomplishment of the PDSC is how very effectively it serves as a vehicle for communication and information flow between a broad concept of local marine stakeholders while at the same time existing and operating with minimal organizational structure. Its existence can be credited with drawing the marine stakeholders in this area together into a true “marine community.”



## **Safe Boating Coalition**

### **Contact Information:**

Safe Boating Coalition  
USCG MSU Chicago  
215 West 83rd St, Ste D  
Burr Ridge, IL 60527  
Phone: (630) 986-2155  
Fax: (630) 986-2120

### **Point(s) of Contact:**

LT Erick Johnson, USCG  
Phone: (630) 986-2128  
Fax: (630) 986-2120  
E-mail: [Erick.r.johnson@uscg.mil](mailto:Erick.r.johnson@uscg.mil)

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## **Toledo Harbor Safety Committee**



### **History / General Information:**

Toledo HSC has roughly 20 members covering the Ports of Toledo and Monroe, primarily. Meetings are held quarterly.

### **Contact Information:**

MSU Toledo  
420 Madison Ave Suite 700  
Toledo, OH. 43604  
Phone: (419) 418-6040

### **Point(s) of Contact:**

Mr. Herb Oertly  
MSU Toledo  
420 Madison Ave Suite 700  
Toledo, OH. 43604  
Phone: (419) 418-6048  
E-mail: [herb.l.oertli@uscg.mil](mailto:herb.l.oertli@uscg.mil)

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**Membership:**

- Local Port Authority representatives.
- Local Municipal Governments.
- Local Facility Operators and Managers.
- Local Fire Department.
- State Law Enforcement.
- State Highway Department.
- State Division of Watercraft.
- Independent Vessel Owner/Operators.
- Local Emergency Planning Committee Representatives.

**Accomplishments / Best Practices:**

During a recent fire at a marine facility the contacts established through the HSC allowed the port stakeholders to be notified in a timely manner concerning river closures and work to facilitate mutual assistance to mitigate hazards. The proposed major replacement of bridge lift spans is currently being coordinated with the local stakeholders through updates passed through the Harbor Safety Committee.

## **Waterways Management Forum for the COTP, Sault Ste. Marie Zone**



### **History / General Information:**

The information here is for USCG Sector Sault Ste. Marie. The Waterways Branch of Sector Sault Ste. Marie handles day-to-day waterways management issues and works closely with waterway users, the USACE, Aids to Navigation branch, and the Vessel Traffic System of the USCG to ensure that commercial mariners have free and unobstructed use of our Federal navigable waters. This includes the waters for 17 ports and approximately 600 miles of Great Lakes Coast lines to include the waterways of Lake Superior, Lake Michigan, and Lake Huron throughout the AOR.

**Contact Information:**

USCG Sector Sault Ste. Marie  
337 Water St  
Sault Ste. Marie, MI 49783-9501  
Phone: (906) 635-3220  
Fax: (906) 635-3321  
<http://www.uscg.mil/d9/sault/mso/index.html>

**Point(s) of Contact:**

LCDR Christopher Friese  
Phone: (906) 635-3220  
Cell: (906) 748-8306  
E-mail: [Christopher.r.friese@uscg.mil](mailto:Christopher.r.friese@uscg.mil)

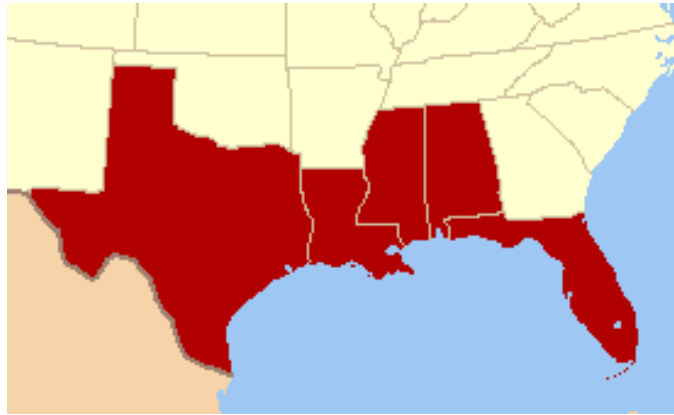
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## Gulf Region



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## **Brazosport Marine Action Team**

### **History / General Information:**

BMAT, or Brazosport Marine Action Team, was formally the PEAT group in Freeport.

The purpose of BMAT is to improve harbor safety through mutual cooperation involving government, federal and local, local business interests and port authorities.

### **Contact Information:**

BRAZOSPORT INDUSTRIAL CAER  
c/o Dow Chemical  
2301 Brazosport Blvd  
Freeport, TX 77541  
<http://freeportlaunch.com/~bmat/group.htm>

### **Point(s) of Contact:**

James Prazak, President  
Phone: (979) 230-6785  
E-mail: [jprazak@dow.com](mailto:jprazak@dow.com)

## Calcasieu River Waterway Harbor Safety Committee



### **History / General Information:**

The Calcasieu River Waterway Harbor Safety Committee (CRW HSC) has been chartered by the Lake Charles (Louisiana) Maritime Association, serving as interim HSC Managing Board. Best practices of the recently established Calcasieu River Waterway Harbor Safety Committee encourage consensus-building within three standing committees: Navigation, Infrastructure and Security to immediately effect certain continuous improvements and to explore and facilitate longer range projects.

The Calcasieu River Waterway (Lake Charles, Louisiana) is ranked #12 among National ports of significance based upon U.S. Army Corps of Engineers statistics for selected U.S. ports. The waterway infrastructure will soon facilitate the Nation's leading liquefied natural gas (LNG) imports with plans being considered to expand facilities and to establish new facilities. The waterway serves two major refineries, several chemical plants, and approximately thirty deep draft ship berths. Food products shipping, critical to U.S. Department of Agriculture (USDA) programs,

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rely on safety and security of this waterway. The waterway is capable of supporting one of only two available heavy-lift vessel operation locations, providing protected inshore sites on the entire Gulf coast. Additional resources along this waterway constitute this port infrastructure a Critical National Seaport.

The CRW HSC works closely with U.S. Coast Guard (USCG) MSU Lake Charles, recognizing and supporting the authorities of the USCG Captain of the Port (COTP) Port Arthur (zone) to carry out functions supporting the National MTS and state and local interests toward effecting navigation initiatives specified at: <http://www.portlc.com>.

**Contact Information:**

Calcasieu River Waterway Harbor Safety Committee  
P.O. Box 47  
Sulphur, LA 70664-0047

**Point(s) of Contact:**

Channing Heyden  
Phone: (337) 493-3620  
E-mail: [cheyden@portlc.com](mailto:cheyden@portlc.com)

**Membership:**

All Calcasieu River Waterway stakeholders and interested parties are encouraged to participate. A partial listing of prospective participants is included in the local HSC charter.

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### **Accomplishments / Best Practices:**

- Facilitated channel maintenance (dredging).
- Assisted effecting Lake Charles Pilots' oversight rules.
- Helped resolve possible unnecessary draft restrictions.
- Helped clarify appropriate limited use of "anchorages".
- Improved navigation information availability by encouraging a secure website.
- Encouraged development/use of Calcasieu River Waterway navigation simulator.
- Encouraged development/use of channel use navigation optimization models.
- Supported additional/improved aids to navigation.
- Encouraged acquisition of NOAA's Physical Oceanographic Real-Time Data System (PORTS).
- Helped coordinate installation of U.S. Army Corps of Engineers' experimental mat-revetment project.
- Helped minimize vessel demurrage by insisting on improved coordination of heavy-lift operations occasionally adversely impacting channel availability.
- Sponsored and served as interim operating managing organization for CRW HSC.
- Supported exploration of Calcasieu River Waterway channel user-fee proposals.
- Supported requests for federal TSA security grants.
- Helped conduct needs-based analysis toward evaluating the appropriateness of Harbor Management System acquisition.
- Caused survey of the I-210 Calcasieu River Bridge pier protection system, including an underwater inspection, installation of reflectors, review/renew

water gauges, measure vertical clearances (air draft) and replacement/repair of timber fender members.

**Latest Issues / Hot Issues:**

**PROSPECTIVE PROJECTS:**

- Enhance security.
- Explore LSU's fog dissipation feasibility proposal.
- Evaluate/help select Harbor Management System (HMS) if acquiring such a system is deemed necessary.
- Initiate liaison with the Steamship Association of Louisiana (SALA) toward better coordinating dual or similar efforts now being undertaken, especially by the CRW HSC Infrastructure standing committee.
- Encourage maintenance of channel model(s) by the USACE.
- Conduct liaison with USACE regarding a prospective Moss Lake environmental restoration project.
- Participate in NOAA's "smart port" initiative (Port of Lake Charles and Port of Oakland, CA selected for related pilot program).
- Explore early availability of electronic charts (ECDIS).
- Update the U.S. Coast Pilot, Volume 5.
- Seek measurable continuous improvement to Calcasieu River Waterway navigation traffic flow.
- Strive to help ensure effective, fair and efficient Calcasieu River Waterway systems husbandry.

For information on current issues, please see the meeting minutes on the website at:  
[www.portlc.com/hsc/hsc-minutes-06-14-2005.pdf](http://www.portlc.com/hsc/hsc-minutes-06-14-2005.pdf)

## Corpus Christi Port Advisory Committee



### **History / General Information:**

The predecessor organization of the HSC was the Port of Corpus Christi Industry Committee, which was developed in 1994 for the purpose of resolving common maritime problems among the local refineries and chemical plants. The Industry Committee was used as a forum to discuss issues such as channel dredging, navigation safety, vessel traffic control, and priority movement of vessels during emergencies.

A few years later the constituency of the committee was broadened and the group was renamed the Port Advisory Committee. For several years it operated in parallel with a committee of the USCG called the Waterway Users Group. It was noted that these two committees shared many common members; therefore, in 2001 the two committees were joined and named the Harbor Safety Committee (HSC).

The geographic area encompassed by the HSC is the greater Corpus Christi area, although several members attend from out of town. Current membership is about seventy (70) members representing a broad cross-section of the marine industry. Meetings are held

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every other month on odd-numbered months on the third Wednesday.

**Contact Information:**

Harbor Safety Committee  
c/o Port of Corpus Christi  
1305 N. Shoreline, Suite 310  
Corpus Christi, TX 78401  
Phone: (361) 885-6178  
Fax: (361) 881-5162

**Point(s) of Contact:**

Captain Tony Alejandro, Chairman  
Phone: (361) 885-6188  
Fax: (361) 881-5162  
E-mail: [tony@pocca.com](mailto:tony@pocca.com)

Teresa Betzold  
Phone: (361) 885-6178  
Fax: (361) 881-5162  
E-mail: [teresa@pocca.com](mailto:teresa@pocca.com)

**Membership:**

Members consist of the following:

- Barge Operators.
- Chemical Company Representative.
- City Fire Department.
- Deep Sea Vessel Operator.
- FBI.
- Harbor Tug Representative.
- ILA Representative.
- Industrial Fire Department.

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- Inland Tug Operator.
- Layberth Construction Contractor.
- LNG Representative.
- Maritime Association Representative.
- Maritime Consultant.
- Maritime Insurance Representative.
- Marine Surveyor.
- Mineral Industry Representative.
- National Weather Service.
- Offshore Construction Industry.
- Offshore Rig Movers.
- Petroleum Terminal Representative.
- Pilot Representative.
- Port Authority Representatives.
- Railroad Representative.
- Refinery Representative.
- Steamship Agents.
- Stevedore Representative.
- State Ferries Representative.
- USACE.
- U.S. Customs and Border Protection.
- U.S. Navy.
- USCG.

#### **Accomplishments / Best Practices:**

The HSC's communication during offshore drilling platform, or "rig," movements is a best practice. The HSC coordinates rig movements in stages and across a variety of agencies. First, the party needing the rig movement submits a request to USCG Sector Corpus Christi. Thereafter, the request is published to HSC members for comments. After the comment period, the USCG takes all of the feedback into account and either approves the movement or works with

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stakeholders to alter the request in an attempt to accommodate all parties involved.

Another best practice is the way the HSC approaches reopening the port after a disaster, such as a hurricane or major oil spill. Representatives from the Port of Corpus Christi and the USCG meet with members of the HSC to prioritize the movement of inbound and outbound vessels. This meeting occurs before the expected reopening of the port to optimize vessel movement once the port is reopened to traffic. After listening to concerns and issues, the USCG and the Port of Corpus Christi prioritize vessels to best accommodate all stakeholders.

#### **Latest Issues / Hot Issues:**

As a strategic port, our hot issue is achieving a balance between the priorities for military outloads and the routine vessel movements necessary to support our refineries, chemical plants, and other local industries, while meeting all security requirements delineated in our local plans.

## **Greater Lafourche Port Commission**

### **History / General Information:**

GLPC was founded in 1960. Located on the southern tip of Lafourche Parish, LA, Port Fourchon services 75% of the Oil and Gas industry in the Gulf of Mexico. Nine Commissioners meet bi-weekly at the Louisiana Administration Building and the Port Fourchon Ops Center. There are over 1400 acres of developed lease area in port.

### **Contact Information:**

Greater Lafourche Port Commission  
PO Drawer 490  
Galliano, LA 70354  
Phone: (985) 632-6701  
Fax: (985) 632-5234  
[www.portfourchon.com](http://www.portfourchon.com)

### **Point(s) of Contact:**

Jon Callais (Director of Security)  
Phone: (985) 632-1109  
Cell: (985) 696-7443  
Fax: (985) 632-5234  
E-mail: [jonc@portfourchon.com](mailto:jonc@portfourchon.com)

### **Membership:**

- Port Fourchon Harbor Police.
- USCG.
- Port Facilities.

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### **Accomplishments / Best Practices:**

- Yearly Tabletop Drills.
- Quarterly Meetings.
- Security Drills.

### **Latest Issues / Hot Issues:**

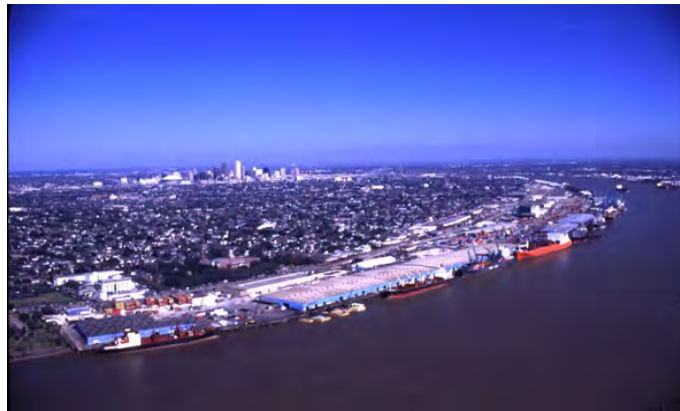
- Hurricane Preparedness.
- NIMS Certifications.
- TWIC Cards.



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## Greater New Orleans Port Safety Council



### History / General Information:

The New Orleans Port Safety Council (PSC) was first established in 1975 under CAPT Dan Charter, the then COTP of New Orleans. The organization was established to provide a platform to the USCG to address all Mississippi River users and regulators. The PSC was also established as a sounding board for the USCG, other maritime regulators, as well as the public interested in maritime issues on matters of mutual interest and concern, such as safety.

The PSC is an excellent vehicle to disseminate information to the maritime public and is the only organization wherein all stakeholders participate on equal footing.

It is the PSCs position that an informed maritime community will lead to problem resolution

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**Contact Information:**

New Orleans Port Safety Council  
% Havnen Group  
4650 General DeGaulle Drive  
New Orleans, LA 70131  
Phone: (504) 394-8933  
Fax: (504) 394-8869  
E-mail: [info@havnengroup.com](mailto:info@havnengroup.com)

**Point(s) of Contact:**

Charley Havnen  
Havnen Group  
4650 General DeGaulle Drive  
New Orleans, LA 70131  
Phone: (504) 394-8933  
Fax: (504) 394-8869  
E-mail: [chaven@havnengroup.com](mailto:chaven@havnengroup.com)

**Membership:**

Membership consists of:

- 5 Mississippi River Port Authorities.
- 4 Mississippi River Pilot Associations.
- Transportation Representatives from towboat, offshore and deepdraft companies.
- USACE.
- FCC.
- USCG – Sector New Orleans.
- USCG – 8<sup>th</sup> District, Bridge Admin and AtoN.

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**Accomplishments / Best Practices:**

- Assisted Sector New Orleans post 9-11 return of commerce to the Mississippi River as the initiating vehicle to address security issue resolution.
- Maritime FF Doctrine for COTP New Orleans.
- Holding a Salvage Forum.

**Latest Issues / Hot Issues:**

- TWIC Regulations.
- Huey Long bridge upgrade.

## **Gulf Safety Committee**

### **History / General Information:**

The Gulf Safety Committee (GSC) is a marine transportation system (MTS) committee that was developed by interested waterway stakeholders in 2001. The GSC grew out of informal meetings among various Gulf of Mexico (GOM) waterway users, which were encouraged and supported by several regulatory agencies. Based upon the demonstrated potential for significant benefit from this organization, the Offshore Operators Committee (OOC) volunteered to temporarily assume the leadership and coordination functions necessary to allow this organization to mature.

The mission of the GSC is to provide a forum through which the experience, issues and concerns of all GOM waterway stakeholders, users and regulators can be expressed. The group will meet at least twice a year at general membership meetings that are open to the public. These meetings will stimulate discussion and information sharing with the intent of encouraging procedural changes to make the Gulf of Mexico a cleaner, safer and a more secure/economically viable region for commercial and recreational use. If the GSC determines that it is necessary and appropriate, they may recommend voluntary guidelines or regulatory changes from government agencies.

Those meetings provided an excellent forum for the various groups to share their concerns and ideas. They spur initiatives that will ultimately increase personnel

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and environmental safety and the effectiveness and efficiency of the Gulf's maritime infrastructure. Those informal meetings provide the framework for developing the membership of the groups Executive Steering Board to ensure that the concerns of all waterway users are addressed. Although future additions to the Executive Steering Board (ESB) may be necessary, this makeup was developed from persons that represented the general membership and who demonstrated the desire and/or ability to participate in this group. It is intended to provide the correct mix of users and regulators to ensure the proper representation of a large, complex, and diverse user group. The GSC has one standing subcommittee dealing with security issues. Additional standing and ad-hoc subcommittees will be developed as necessary.

**Contact Information:**

Commanding Officer  
USCG Eighth Coast Guard District  
Hale Boggs Federal Building  
500 Poydras St.  
New Orleans, LA 70130  
Phone: (504) 671-2107

**Membership:**

The GSC is composed of Executive Steering Board members. These personnel were selected to ensure representation by waterway stakeholders, users, and regulators. They meet to establish the agenda for general membership meetings and serve on/organize subcommittees (both standing and ad-hoc) to study problems identified by the general membership.

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Although time is provided for statements during public meetings, individuals are encouraged to convey their concerns to the Executive Steering Board representative for their industry. Requests for a change of the Board membership are addressed to the Secretary/Recorder.

## **Houston-Galveston Navigation Safety Advisory Committee (HOGANSAC)**

### **History / General Information:**

The purpose of the Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC), as stated in its Charter, is to provide advice and consultation to the Commandant on matters relating to the transit of vessels and products to and from the ports of Galveston, Houston, and Texas City, and through Galveston Bay. The Committee reports to the Commander of the Eighth Coast Guard District, who is the sponsor of the Committee, and the Captain of the Port Houston-Galveston, who is the Executive Director of the Committee. HOGANSAC has not only been a very valuable source of expert advice, it has been a hands-on, extremely productive group, directly assisting the Coast Guard in its efforts to ensure safe marine transportation in the Houston-Galveston-Texas City port complexes.

### **Contact Information:**

Houston-Galveston Navigation Safety Advisory  
Committee  
Commanding Officer  
VTS Houston Galveston  
9640 Clinton Dr, FL 2  
Houston, TX 77029  
Phone: (713) 671-5164  
Fax: (713) 671-5159  
<http://www.uscg.mil/vtshouston/hogansac.htm>

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**Point(s) of Contact:**

CDR Hal Pitts, Executive Secretary

Phone: (713) 671-5164

Fax: (713) 671-5159

E-mail: [hal.r.pitts@uscg.mil](mailto:hal.r.pitts@uscg.mil)

**Membership:**

HOGANSAC's 18 members include a wide-spectrum of waterway users, such as:

- Pilots associations.
- Shallow draft interests.
- Deep draft operators.
- Environmental and academic interests.

The Committee discusses, researches, and makes sound recommendations on a wide range of topics which affect safe navigation in the area. In addition to the members formally appointed to the Committee, other individuals with experience and interest in navigation safety issues serve on working groups established by the Committee to examine and make recommendations on issues of particular importance to the Houston-Galveston-Texas City port communities. All Committee and working group members volunteer at their own expense.

The Committee meets approximately three times a year at various locations throughout the Houston, Galveston, and Texas City area. Whenever needed, a working group is formed to gather information and develop recommendations on specific issues for consideration and action by the full Committee.

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Working group meetings are held approximately two to three weeks before Committee meetings. All meetings are open to the public. Meeting notices are published in the Federal Register approximately six weeks before the Committee meeting.

**Accomplishments / Best Practices:**

HOGANSAC has provided advice instrumental in furthering the following industry or USCG initiatives:

- USACE Proposal to dredge off the centerline of the Houston Ship Channel. HOGANSAC shared the USCG's concerns on the USACE proposal to dredge only one side of the Houston Ship Channel during the deepening and widening project. At issue was the potential loss of a separate "safe zone" for tows. The USACE proposal would relocate the centerline and ostensibly offset or lose the twelve-foot contour. User groups represented at HOGANSAC met several times with the USACE, and as a result, the USACE received authorization to adjust the centerline to the east, and on a one-time basis, perform some advance work that will ensure a minimum water depth of 12 feet on each side, outside of the federal deep draft channel once it is widened to 530 feet.
- Maintenance and operation of NOAA weather buoys off the coast of southeast Texas. In the interest of safety and in order to obtain information needed to comply with the offshore lightering regulations, HOGANSAC recommended to the USCG that NOAA be advised of the importance of the weather buoys to ensure vessels operate within the weather parameters outlined in the Lightering Zone Rule. Without this

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information, weather conditions were based on the mariner's observation and best judgment. The Committee recommended that NOAA make every effort to continue to maintain and operate these buoys to help ensure a safe and environmentally sound lightering operation. The concerns of the USCG and others were sufficient for NOAA to repair and continue operating these buoys.

- Physical Oceanographic Real-Time System (PORTS) relocation in 1998.
- “Mo’bility” issues. The Committee accepted the challenge to partner with the USCG on identifying mobility issues associated with both recreational and commercial users of the Houston Ship Channel, Galveston Bay, and connecting waters. To meet one of its strategic goals, the USCG developed a results-focused concept of “Mo’bility” in a port or waterway. The result of “Mo’bility” is that the waterway users have “More Ability” to accomplish their purposes. The myriad of waterway users are on the waterway for one of only two reasons: because they are employed there or because they are enjoying themselves there. Grouped by purpose, the two user groups are commercial mariners (employment users) and recreational boaters (enjoyment users). Both groups met with the Coast Guard on several occasions and derived lists of local waterways needs and their relative importance to the users' outcomes.

## **Industry Task Force on Offshore Lightering (ITOL)**

### **History / General Information:**

ITOL began in late 1989 early 1990 as a forum for those engaged in the Gulf of Mexico lightering industry and the USCG to work together to address various issues associated with the lightering. The group worked to develop a Gulf of Mexico lightering supplement which addressed operational particulars to the lightering industry in the GOM. (That document has since been pre-empted by lightering regulations developed as part of OPA '90 rulemaking.) ITOL also worked very closely with the USCG in designating the required lightering zones under OPA '90. In recent years ITOL has worked with the USCG on maritime security issues attendant with the implementation of ISPS and MTSA.

### **Contact Information:**

Captain Richard Russel, Co-chair  
American Eagle Tankers  
Phone: (832) 615-2064

Wayne Hollinsworth  
Aramco Services Company  
9009 West Loop South  
Houston, TX 77096  
Phone: (713) 432-5765  
Fax: (713) 432-5747  
E-mail: [wayne.hollinsworth@aramcoservices.com](mailto:wayne.hollinsworth@aramcoservices.com)

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**Point(s) of Contact:**

Same as above

**Membership:**

Basically open membership for those involved with the lightering operation, such as:

- Oil companies.
- Traders.
- Service providers.
- Agents.
- Response organizations.
- USCG commands whose AORs include the lightering areas.

The group has expanded to also include those who conduct lightering operations on the East and West Coasts (though the majority of the discussions do pertain to GOM operations – some issues are prevalent in all areas).

**Accomplishments / Best Practices:**

- Gulf of Mexico Lightering Supplement.
- Assisting with designated lightering areas required under OPA '90.
- Maritime Security Issues.

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## **Interagency Coordination Team for the Houston-Galveston Navigation Channels**

### **History / General Information:**

The Interagency Coordination Team is made up of state and Federal agencies who advise the USACE, Galveston District on environmental concerns that apply to the widening and deepening of the Houston and Galveston Ship Channels and the environmental restoration sites constructed in Galveston Bay. The entire project covers an area starting 14.4 miles in the Gulf of Mexico, crosses the 26 miles of Galveston Bay and proceeds another 25 miles up Buffalo Bayou to the turning basin. Meetings usually are held quarterly.

### **Contact Information:**

Suhail Idriss, Project Manager  
US Army, Corps of Engineers  
2000 Fort Point Road  
Galveston, Texas 77550  
Phone: (409) 766-3026  
Fax: (409) 766-6372  
E-mail: [suhail.t.idriss@usace.army.mil](mailto:suhail.t.idriss@usace.army.mil)

### **Point(s) of Contact:**

Same as above

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**Membership:**

- USACE, Galveston District.
- U.S. Environmental Protection Agency.
- U.S. National Marine Fisheries Service.
- U.S. Fish and Wildlife Service.
- Natural Resources Conservation Service.
- Galveston Bay Estuary Program.
- Texas Parks and Wildlife Department.
- Texas General Land Office.
- Texas Water Development Board.
- Texas Natural Resources Conservation Commission.
- Port of Houston Authority.
- Port of Galveston.

**Accomplishments / Best Practices:**

Found the best way to beneficially use the material dredged from the Bay and Offshore reaches of the Houston Ship Channel and the Entrance Channel. Over the economic life of the project 4,250 acres of saltwater marsh, two 6-acre bird islands, and an offshore berm will be constructed.

**Latest Issues / Hot Issues:**

Evaluating the marsh and bird islands constructed to assure that they are functioning or will function as close to a naturally construct marsh and bird island as possible.

## Maritime Navigation Safety Association (MNSA)



### **History / General Information:**

The objective of the Maritime Navigation and Safety Association, Inc. is to promote communications among the mariners who share waterways from Baton Rouge, Louisiana to the Gulf of Mexico and to provide a forum that addresses the maximum usage of these waterways emphasizing navigational safety and the environment.

### **Contact Information:**

Maritime Navigation Safety Association, Inc. (MNSA)  
P.O. Box 10189  
Jefferson, LA 70181-0189  
Phone: (504) 522-9392  
E-mail: [seafarer@mnsa.org](mailto:seafarer@mnsa.org)  
<http://www.mnsa.org/>

### **Point(s) of Contact:**

Captain Chris Rieder, President  
Phone: (504) 522-9392  
E-mail: [seafarer@mnsa.org](mailto:seafarer@mnsa.org)

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**Latest Issues / Hot Issues:**

- Transportation Worker Identification Credential (TWIC).
- Enforcement for proper safety practices for recreational and fishing vessels in the Lower Mississippi River.

## **Mississippi River Maritime Association (MRMA)**



### **History / General Information:**

The Mississippi River Maritime Association is a non-profit vessel agent trade association. It was incorporated in 1996 and the members currently represent 55% of all ocean going vessels that enter the Mississippi River. MRMA is active in representing the interest of deep draft vessels with all government agencies that service the vessels.

### **Contact Information:**

Mississippi River Maritime Association  
P.O. Box 708  
Watson, LA 70706  
Phone: (504) 864-1020  
<http://www.mrma.ws/mrma/default.asp>

### **Point(s) of Contact:**

Michael Titone, President  
Mississippi River Maritime Association  
Phone: (225) 791-7575  
Fax: (225) 791-7576  
E-mail: [titone@earthlink.net](mailto:titone@earthlink.net)

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Capt. Ron Branch  
Phone: (504) 899-5535  
[rwbranch@earthlink.net](mailto:rwbranch@earthlink.net)

**Membership:**

The associate member class of membership includes vessel service providers such as:

- State river pilots.
- Harbor tug companies.
- Crew boat companies.
- Vessel security companies.
- Other service providers.

A complete listing of the Associate Members and the Agent Members can be found on the homepage of MRMA's website at  
<http://www.mrma.ws/mrma/default.asp>.

## **Mobile Maritime Committee**

### **History / General Information:**

The Mobile Maritime Committee originally started in the mid 1970's as a quasi- formal Port Safety Committee. It has had a couple of different names over the years. The Committee was never formally structured but has met monthly to keep members updated on port issues, to discuss problem areas, and to talk about any matters for the good of the port. Meetings are now held less regularly, as it has been overshadowed by the Port Security Committee. The Committee will again be more active as non-security issues arise and require a forum for open discussion. The Committee is in the process of changing the title back to Mobile Port Safety Committee.

### **Contact Information:**

Jeff Mynatt, Chairman  
P.O. Box 1947  
Mobile, AL 36633-1947  
Phone: (251) 433-1196  
Fax: (251) 433-1195  
E-mail: [jmynatt@seacliffagency.com](mailto:jmynatt@seacliffagency.com)

Dave Carey, Vice Chair  
Harbor Master, Alt FSO  
PO Box 1588  
Mobile, AL 36633-1588  
Phone: (251) 441-7250  
Fax: (251) 441-7074  
E-mail: [dcarey@asdd.com](mailto:dcarey@asdd.com)

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**Membership:**

The Committee is open to anyone, but presently consists of:

- Bar Pilots.
- Federal Agencies (Customs, USCG, USACE, NOAA).
- Ship agents.
- Public and private terminal operators.
- Barge operators.
- Local fire and police.
- Ship chandlers.
- Bunkering operators.

**Accomplishments / Best Practices:**

- Fostered good communications in the port community.
- Started the Port Emergency Action Team (PEAT) which is now used in port emergencies especially hurricane preparedness and recovery.

## **Morgan City Harbor & Terminal District**

(The Port Of Morgan City)

### **History / General Information:**

The Port of Morgan City has been an avenue of both domestic and international trade since 1957, with convenient, direct access to ocean-going traffic across the globe. Nestled in the heart of the Gulf, the Port is only 29 miles from the Gulf of Mexico.

With a Congressionally authorized channel, 20 feet deep and 400 feet wide, Morgan City is the focal point of waterborne transportation in four directions.

The port is uniquely situated to handle trade from throughout the United States and the world. Its docking and cargo handling facilities serve a wide variety of medium draft vessels.

The Atchafalaya River, the Gulf Intracoastal Waterway, and the Bayous Bouef, Black, and Chene waterways are the connections to traffic throughout the continental United States and abroad.

There are over 200 private dock facilities located in the Morgan City vicinity. These facilities have heavy lift, barge-mounted cranes with capacities to 5,000 tons, track cranes to 300 tons, and mobile cranes to 150 tons.

The Port of Morgan City is a viable alternative for shippers utilizing shallow and medium draft vessels in the Gulf of Mexico.

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**Contact Information:****Physical Address:**

800 Youngs Road  
Morgan City, LA 70380

**Mailing Address:**

PO Box 1460  
Morgan City, LA 70380  
Phone: (985) 384-0850  
Fax: (985) 385-1941  
E-mail: [Info@portofmc.com](mailto:Info@portofmc.com)  
[www.portofmc.com](http://www.portofmc.com)

**Point(s) of Contacts:**

Jerry Hoffpauir, Interim Executive Director  
Phone: (985) 384-0850  
Fax: (985) 385-1931  
E-mail: [Jerry@portofmc.com](mailto:Jerry@portofmc.com)

Christa Davidson, Administrative Assistant  
Phone: (985) 384-0850  
Fax: (985) 385-1931  
E-mail: [christa@portofmc.com](mailto:christa@portofmc.com)

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## **Pascagoula Port Advisory Group (PPAG)**



### **Contact Information:**

Pascagoula Port Advisory Group  
P.O. Box 340  
Pascagoula, MS 39568

Port of Pascagoula  
3033 Pascagoula Street  
P.O. Box 70  
Pascagoula, MS 39568-0070  
Phone: (228) 762-4041  
Fax: (228) 762-7476  
<http://www.portofpascagoula.com/>

### **Point(s) of Contact:**

Scott Webb  
Phone: (228) 938-4841  
E-mail: [scwe@chevrontexico.com](mailto:scwe@chevrontexico.com)

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Lenore Murray  
Phone: (228) 762-0010  
E-mail: [lmurray@signalint.com](mailto:lmurray@signalint.com)

Randy Joplin  
Phone: (228) 762-4041  
E-mail: [rjoplin@portofpascagoula.com](mailto:rjoplin@portofpascagoula.com)

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## **Port Emergency Action Teams (PEATs)**

### **Contact Information:**

USCG Sector Mobile  
Brookley Complex, Bldg 102  
South Broad Street  
Mobile, AL 36615-1390  
Phone: (251) 441-5960  
Fax: (251) 441-6168  
<http://www.uscg.mil/d8/mso/mobile/>

### **Point(s) of Contact:**

LCDR R. Tieszen  
Phone: (251) 441-5686  
Fax: (251) 441-6168  
E-mail: [r.leland.tieszen@uscg.mil](mailto:r.leland.tieszen@uscg.mil)

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## **Southeast Texas Waterways Advisory Committee (SETWAC)**

### **History / General Information:**

This Council is a public forum to facilitate discussion and exchange of ideas, thoughts, and advice among all stakeholders on a wide range of issues relevant to the Sabine and Neches Rivers, serving the ports of Port Arthur, Beaumont, and Orange, in the southeast corner of Texas. SETWAC may advise regulatory bodies and seek actions of non-regulatory entities to achieve the resolution of concerns and enhance safety. Issues include but are not limited to: communications, traffic management, anchorages, and other topics dealing with safety, efficiency, preservation, and improvement of the transit and usage of the Sabine-Neches Waterway System.

SETWAC is a "harbor safety committee" (HSC) as discussed in the U.S. Department of Transportation's September 1999 Report to Congress "An Assessment of the U.S. Marine Transportation System" and in subsequent USCG guidance on the establishment and development of harbor safety committees. SETWAC was chartered on March 14, 1997 by the USCG COTP in Port Arthur. However, the COTP was the Executive Director and SETWAC's purpose was to provide the COTP with advice on an as-needed basis. The USCG desires HSCs where government agencies support, but do not control. Since there are no local or state entities which regulate waterway use, similar to the USCG, a cooperative HSC with broad membership is desirable

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for coordination. This charter is similar to the 1997 charter.

Other, somewhat similar cooperative organizations are focused on specific issues. Although common issues may exist with SETWAC, some of these other organizations are required by law or federal agency standards. Many members of those organizations are also members of SETWAC. The Southeast Texas and Southwest Louisiana Coastal Zone Area Committee implements requirements of the Oil Pollution Act of 1990, with focus entirely on prevention and response to oil and hazardous material spills. The Port Arthur/Beaumont Port Readiness Committee deals solely with the shipment of military cargo through these ports. Although they are distinct from SETWAC, these two committees cover typical concerns of HSCs.

**Contact Information:**

Southeast Texas Waterways Advisory Committee  
USCG MSU Port Arthur  
2901 Turtle Creek Dr. Suite 200  
Port Arthur, TX 77642  
Phone: (409) 723-6500  
[www.uscg.mil/d8/vts/portarthur/SETWAC.htm](http://www.uscg.mil/d8/vts/portarthur/SETWAC.htm)

**Point(s) of Contact:**

Morris Albright, Chairman  
Port Arthur Chamber of Commerce  
4749 Twin City Hwy, Suite 300  
Port Arthur, TX 77642

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Phone: (409) 963-1107  
Fax: (409) 962-1997  
E-mail: [malbright@portofportarthur.com](mailto:malbright@portofportarthur.com)

Jackie Rice  
Phone: (409) 719-5084  
E-mail: [jackie.l.rice@uscg.mil](mailto:jackie.l.rice@uscg.mil)

### **Membership:**

Ideally, at least one person from the following entities will be a SETWAC member. The members serve as volunteers until they no longer desire to serve, or until other persons with similar interests successfully seek membership with the approval of the Managing Board. Members are not bound by decisions or recommendations of SETWAC or its committees or liable for the same.

#### Non-Voting Members:

- USCG Auxiliary / U.S. Power Squadron.
- Community Chamber of Commerce.
- Texas General Land Office.
- Texas Department of Public Safety.
- Texas Parks and Wildlife Department.
- USACE.
- USCG (COTP).
- U.S. Fish and Wildlife.
- U.S. Maritime Administration.
- U.S. Military Sealift Command.

#### Voting Members:

- Barge Operating Company, or AWO/TWO Rep.
- Chemical/Oil Refining Docks.
- Commercial Fishing Association.

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- Emergency Response Entity, such as Sabine-Neches Chiefs Association.
- Harbor Tug Company.
- Jefferson County Emergency.
- Jefferson County Waterway & Navigation District.
- LNG Terminals.
- Marine Terminals.
- Port of Beaumont.
- Port of Orange.
- Port of Port Arthur.
- Port of Sabine.
- Sabine Pilots Association.
- Shipping Agents.
- Ship Operating Company.
- Shipyard or Vessel Repair Facility.
- Texas Pilots Association.
- USACE.



## **Steamship Association of Louisiana (SSAL)**

### **History / General Information:**

At its inception, the Steamship Association of Louisiana (then known as the New Orleans Steamship Association) had a one-man staff. Today it has 5 full-time employees. The Association staff, who can be contacted 24 hours a day, has combined experience of more than 100 years in the maritime industry.

The Association represents its members in a wide range of matters affecting the industry. Under the heading of Navigational Safety, the Association deals with such diverse matters as adequate deep-draft anchorage areas and channels in the Mississippi River, the Mississippi River-Gulf Outlet, and the Calcasieu River. The Association's long-time commitment to safety is clearly seen in the development of a bridge-to-bridge communication system to increase navigational safety, which was sponsored by the Association in the early 1960s.

Over-all policy is determined by our Board of Directors, which has five scheduled meetings each year, plus special meetings as necessary.

### **Contact Information:**

Steamship Association of Louisiana (SALA)  
2 Canal St  
World Trade Center, Ste 2217  
New Orleans, LA 70130-1252  
Phone: (504) 522-9392

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Fax: (504) 523-2140  
E-mail:steamship@sshipla.org  
<http://www.sshipla.org>

**Point(s) of Contact:**

Paul Clancey, Chairman of the Board  
District Manager (Gulf), Transmarine Navigation  
Corporation  
Phone: (504) 522-9392  
Fax: (504) 523-2140  
E-mail:channing@sshipla.org

Sean F. Duffy, Sr., General Manager  
Phone: (504) 522-9392  
Fax: (504) 523-2140  
E-mail:sean@sshipla.org

**Membership:**

The Association also calls upon the practical knowledge and know-how of its members. Members donate considerable time to the affairs of the Association through their service as officers or on committees, as well as when called upon individually for guidance and advice.

The actions of many government entities impact the maritime industry. Seven separate Port Authorities operate within the statewide jurisdiction of the Association. The Association is the industry's liaison with:

- U.S. Customs & Border Protection.
- USCG.
- U.S. Department of Agriculture.

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- USACE.
- U.S. Immigration & Customs Enforcement.

**Accomplishments / Best Practices:**

One of the Association's most important functions is to disseminate timely information to our members. If urgent enough, the information is given promptly to each member via telephone; otherwise, it is distributed in written form through Association circulars. A listing of current circulars, along with a summary of each, is provided in the circular section of this site.

## Texas City Advisory Council

### History / General Information:

The information below refers to the Port of Texas City and not specifically to the Texas City Advisory Council. Founded in 1893, Port Of Texas City is located in Texas City, TX.



The Port of Texas City / Texas City Terminal Railway Co. is the eighth largest port in the U.S. and the third largest in Texas currently exceeding 78 million net tons. The Port of Texas City provides top notch services along with great customer support. Through our commitment, experience, and expertise Port Of Texas City has established a business relationship with our customers.

### Contact Information:

Texas City Advisory Council  
2425 Highway 146 North  
Texas City, TX 77590  
Phone: (409) 945-4461  
Phone: (800) 893-4412  
Fax: (409) 945-8479

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**Point(s) of Contact:**

Jason Hayley  
Phone: (409) 945-4461  
E-mail: [jhayley@railporttc.com](mailto:jhayley@railporttc.com)

**Membership:**

Members include:

- USCG.
- Texas City Port Authority.
- Local facility representatives.
- Waterway operators.

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## **The Arkansas River Emergency Reaction Team**



### **History / General Information:**

This group was formed in 1990 at the request of Paul Revis who at the time was the Director of the Arkansas Waterway Commission. The group normally meets formally once a year at the U.S. Army Corps of Engineers (USACE) Navigation Conference in May. The Arkansas and Oklahoma sections of the Arkansas River and the entire White River are the areas with which this group is concerned.

### **Contact Information:**

The Arkansas River Emergency Reaction Team  
P.O. Box 397  
Rosedale, MS 38769

### **Point(s) of Contact:**

John Janoush, Chairman  
P.O. Box 397  
Rosedale, MS 38769  
Phone: (662) 759-6841

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E-mail:JOHN@JANTRAN.COM

John Hoopaugh, Vice-Chairman

Phone: (318) 448-0536

Phone: (318) 443-2512

Email: JOHN.HOOPAUGH@PBSGC.COM

### **Membership:**

The group is composed of:

- Port Directors of Tulsa, OK; Muskogee, OK; Little Rock, AR.
- Port Captains from Pine Bluff Sand and Gravel Co. and Magnolia Marine.
- Deputy Port Directors from Tulsa, OK, Manager of Johnstons Port 33, OK and the Oklahoma Waterway Commissioner.

### **Accomplishments / Best Practices:**

This group has worked in conjunction with the U.S. Coast Guard (USCG) and the Little Rock and Tulsa districts of the USACE in tackling and solving many different problems that have presented themselves along the 448 mile system. Whether it related to navigation problems or actual allisions, this group has worked diligently to maintain the integrity and dependability of the river.

## **Central Ohio Valley Industrial Emergency Organization (COVIEO)**



### **History / General Information:**

Several Years ago a group of individuals, representing various area industries and utility companies met informally in Parkersburg, WV to discuss the formation of a mutual aid organization. The purpose of the organization would be to assist in the event of industrial emergencies or disasters in the Parkersburg, Marietta, and St. Mary's area.

One of the questions the group was trying to answer was "Why was there a need for an Industrial Emergency Organization when most of the industries were prepared to take care of such situations in their plant area?". They reviewed similar actions that had occurred in their areas where the local fire departments and community groups were not enough to handle problems, leading them to form the organization.

### **Contact Information:**

Central Ohio Valley Industrial Emergency  
Organization  
Box 68, SR892  
Washington, WV 26181  
<http://www.covieo.com/main.htm>

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**Membership:**

Members include:

- Law Enforcement agencies.
- Fire departments.
- Oil and chemical companies.
- USCG.

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## **Ice Committee**

### **Contact Information:**

Ice Committee  
c/o Mon River Towing  
200 Speers Rd  
Belle Vernon, PA 15012  
Phone: (724) 483-8051  
Phone: (800) 245-8051  
Fax: (724) 483-2858

### **Point(s) of Contact:**

Mike Somales  
Phone: (724) 684-2315  
E-mail: [mikesomales@consolenergy.com](mailto:mikesomales@consolenergy.com)

### **Membership:**

Membership typically consists of:

- Towing companies' representatives.
- Port Captains.

Conference calls are held regularly and involve participation by USACE, COTP, and Waterways Association of Pittsburgh representatives.

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## **Lower Mississippi River Committee (LOMRC)**

### **History / General Information:**

Lower Mississippi River Committee (LOMRC) was formed during the historic low water of 1988-89. It was formed between Industry, USCG, and USACE in an effort to deal with problems that were occurring with the river conditions and challenges that all were having during this period.

### **Contact Information:**

The only point of contact for LOMRC is through the current Chairman and Co-Chairman nominated and voted upon by Industry. They hold the office for a period of two years then the Co-Chairman moves into Chairmanship and a new Co-Chairman is elected. The changing of duties takes place informally during the Inland Waterways Conference.

### **Point(s) of Contact:**

Frank Johnson, Sr., Current Chairman (until March 2007)

Manager Vessel Operations

Ingram Barge Company

Phone: (270) 441-1649 (Office)

Fax: (615) 695-3719

E-mail: [frank.johnson@ingrambarge.com](mailto:frank.johnson@ingrambarge.com)

[www.ingrambarge.com/barge.asp](http://www.ingrambarge.com/barge.asp)

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Jeff Stover, Current Co-Chairman  
Port Captain  
AEP River Operations  
Phone: (573) 331-8634  
Fax: (573) 334-8760  
E-mail: [jeffs@memcobarge.com](mailto:jeffs@memcobarge.com)  
[www.memcobarge.com](http://www.memcobarge.com)

**Membership:**

- All towing companies working on the Lower Mississippi River that desire to participate.
- USCG.
- USACE.
- NWS.

**Accomplishments / Best Practices:**

- Instrumental in developing current plan used to re-float grounded barges on LMR.
- Partnering with USACE and USCG in managing high and low water conditions on the LMR.
- Partnering with USCG in developing current WAP.

## **Lower Mississippi River Waterway Safety Advisory Committee (LMRWSAC)**

### **History / General Information:**

The Lower Mississippi River Waterway Safety Advisory Committee (LMWSAC) is the federally authorized maritime industry advisory group that provides advice to the Secretary of Transportation and the USCG on matters such as communications, surveillance, traffic management, anchorages, the development and operation of the New Orleans Vessel Traffic Service, and other issues dealing with navigation safety on the Lower Mississippi River and connecting navigable waterways.

### **Contact Information:**

Lower Mississippi River Waterway Safety Advisory  
Committee (LMRWSAC)  
Port of New Orleans  
1350 Port of New Orleans Pl  
New Orleans, LA 70130  
Phone: (504) 528-3208  
Fax: (504) 528-3460

### **Point(s) of Contact:**

Cherrie Felder, LMRWSAC Chairman  
Vice President, Channel Shipyard Companies  
3801 N. Causeway Blvd, Ste. 310  
Metairie, LA 70002  
Phone: (504) 371-5964

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Fax: (504) 371-5965  
E-mail: [cdfelder@channelship.com](mailto:cdfelder@channelship.com)

LCDR Eva VanCamp, USCG Liaison  
Waterways Management  
USCG Sector New Orleans  
1615 Poydras St., Ste. 700  
New Orleans, LA 70112  
Phone: (504) 589-6196 ext. 369  
E-mail: [eva.vancamp@uscg.mil](mailto:eva.vancamp@uscg.mil)

### **Membership:**

Committee membership consists of 24 members who have particular expertise, knowledge, and experience regarding the transportation, equipment, and techniques that are used to ship cargo and navigate vessels on the Lower Mississippi River and its connecting navigable waterways.

LMRWSAC's charter requires that the members be drawn from within the committee's geographical area from the following specific entities or organizations:

- Five members representing Mississippi River Port Authorities between Baton Rouge, LA and the Head of Passes of the Lower Mississippi River.
- One each representing the Port of South Louisiana; St. Bernard Port, Harbor and Terminal District; Plaquemines Port Harbor & Terminal District/Port Authority; Port of New Orleans; and Port of Greater Baton Rouge.
- Two members representing vessel owners or ship owners domiciled in the State of Louisiana.

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- Two members representing organizations which operate harbor tugs or barge fleets in the geographic area covered by the Committee.
- Two members representing companies which transport cargo or passengers on the navigable waterways in the geographical area covered by this Committee.
- Three members representing State Commissioned Pilot Organizations, with one member each representing the New Orleans/Baton Rouge Steamship Pilots Association, the Associated Branch Pilots Association, and the Crescent River Port Pilots Association.
- Two at-large members who utilize water transportation facilities in the geographical area covered by the Committee.
- Three members representing consumers, shippers, or importers/exporters that utilize vessels which travel the navigable waterway covered by the Committee.
- Two members representing those licensed merchant mariners, other than pilots, who perform shipboard duties on those vessels which utilize navigable waterways covered by the Committee.
- One member representing an organization that serves in a consulting or advisory capacity to the maritime industry.
- One member representing an environmental organization.
- One member representing the general public.

The current membership was appointed May 30, 2006 for two-year terms, expiring May 30, 2008.

LMRWSAC generally meets twice a year, in the Spring and Fall. All meetings are open to the public and notices are published in the Federal Register.

**Accomplishments / Best Practices:**

- Development and implementation of a Vessel Traffic Service on the Lower Mississippi River.

**Latest Issues / Hot Issues:**

- Navigational Safety at the Mississippi River Mouth and Approaches – Improve safety by providing mariners with greater awareness, knowledge, and tools through education, outreach, and improved communication and infrastructure.
- High Water Casualty Evaluation – Review and revise, as necessary, the existing Mississippi River Crisis Action Plan. Upon review of the marine casualty data collected during the extended high water period, use a risk assessment tool to conduct an analysis of the Lower Mississippi River system below mile 235 to determine problem locations and to refine or develop a continuum of control measures to improve safety.

## **Navigation Committee**

### **Contact Information:**

Navigation Committee  
PO Box 249  
Ashland, KY 41105

### **Point(s) of Contact:**

Richard Kern  
(740) 377-4270  
HDWAssoc@gmail.com

### **Membership:**

Members include:

- USACE.
- USCG.
- Towing industry representatives.
- Pilots.
- Marine repair facility representatives.

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## **Ohio River Ice Committee**

### **Contact Information:**

Ohio River Ice Committee  
631 South 2<sup>nd</sup> Street  
Paducah, KY 42003

### **Point(s) of Contact:**

Capt. David Dewey, Chairman  
Phone: (270) 415-9956  
E-mail: [dave.d@wkynav.com](mailto:dave.d@wkynav.com)

### **Membership:**

Members include primarily the operators of line vessels operating on the Ohio River.

## **Ohio / Kanawha Spill Response Council (OKSRC)**

### **Contact Information:**

Ohio / Kanawha Spill Response Council  
P.O. Box 212  
Point Pleasant, WV 25550

### **Membership:**

Members include:

- Oil and Chemical companies.
- Response contractors.
- USCG.

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## **River Industry Action Committee (RIAC)**

### **History / General Information:**

A river industry organization that promotes safe navigation on river systems, this site links you to other organizations and to the USACE.

### **Contact Information:**

River Industry Action Committee (RIAC)  
c/o American Commercial Barge Line  
700 East Davis St  
St. Louis, MO 63111

### **Point(s) of Contact:**

Raymond Hopkins, Chairman  
Phone: (314) 481-8828  
E-mail: [r\\_hopkins@admworld.com](mailto:r_hopkins@admworld.com)

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## **Tennessee River Valley Association, Tennessee – Cumberland Waterways Council**



### **History / General Information:**

The Tennessee-Cumberland Waterways Council (TCWC) is a division of the Tennessee River Valley Association (TRVA). TCWC was formed in 1981 by a group of individuals who saw the need to have an active voice in the operation, maintenance, and development of the Tennessee and Cumberland Rivers and their tributaries. The *twin rivers*, the Tennessee and Cumberland River system, is part of a vast waterway network that links 21 states in the eastern United States with ports on the Gulf Coast. The development of this region is directly attributable to the wise and effective use of its water resources. Today our navigable waterways provide a new dimension to inland transportation. Thousands of industries have invested billions of dollars along the waterways that have directly created thousands of jobs and indirectly created jobs for many more in related industries and service sector. Many other industries and jobs throughout the region and nation depend on the effective performance of our inland waterways.

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TCWC was created to represent the users, shippers, receivers, operators, and beneficiaries of the Tennessee and Cumberland Rivers.

Working together, TCWC makes up a team that supports commercial navigation as a vital component of the total transportation system and an impetus for regional development.

**Contact Information:**

Tennessee River Valley Association, Tennessee –  
Cumberland Waterways Council  
P.O. Box 1745  
Decatur, AL 35602  
Phone: (256) 355-4660  
Fax: (256) 351-8257  
E-mail: [trvassoc@hiwaay.net](mailto:trvassoc@hiwaay.net)  
<http://www.trva-tcwc.org>

**Point(s) of Contact:**

Joe Vancil, Chairman  
Phone: (270) 441-1646  
Fax: (256) 351-8257  
E-mail: [joe.vancil@ingrambarge.com](mailto:joe.vancil@ingrambarge.com)

Ken Canter, President  
Phone: (270) 442-9326  
Fax: (256) 351-8257  
E-mail: [kcanter@paducahriverport.org](mailto:kcanter@paducahriverport.org)

**Membership:**

Its members consist of:

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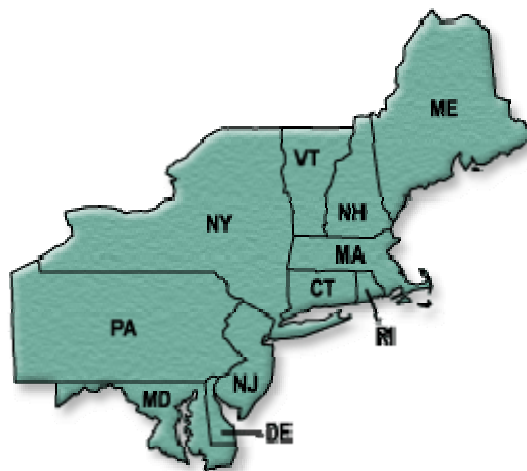
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- Towing companies.
- Barge lines.
- Terminals.
- Receivers and Shippers.
- Other parties that have an interest in the future of our waterway network.

#### **Accomplishments / Best Practices:**

- Serves as a liaison with the private sector, USACE, USCG and Tennessee Valley Authority (TVA) regarding navigation issues, operation, maintenance, and development of the Tennessee and Cumberland Rivers.
- Coordinates the flow of information regarding waterway development and keeps members informed on all germane legislative issues.
- Promotes the region by stimulating interest in the use of its waterways.
- Encourages legislation and funding of projects that economically benefit our waterway system.
- Coordinates and sponsors industry meetings to discuss navigation related issues, including lock closures, bridge improvement or replacement, improvement or replacement of locks, aids to navigation, dredging, and channel improvements.
- Develops a marketing program with brochures, terminal directors, maps, surveys, studies, and coordination with state agencies to promote economic growth and waterway development.
- On an annual basis, presents a *strategic plan* to the USACE, USCG, and TVA outlining recommendations for capital outlay, operations and maintenance projects for the Tennessee and Cumberland Rivers.

## Northeast Region



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## **Delmarva Water Transport Committee**

### **History / General Information:**

The Delmarva Water Transport Committee was formed in 1974. The Committee's range covers all of the Delmarva Peninsula. The mission of the Delmarva Water Transport Committee is "the continuation and further development of waterborne commerce on the rivers, bays, and harbors of the Delmarva Peninsula through the promotion of adequate dredging, safe navigation, and maintenance and development of harbor and river terminals in such a manner as to protect and conserve the environment".

The Committee holds biannual meetings. One in the Spring and one in the Fall. The Executive Officers of the Committee meet bi-monthly.

### **Contact Information:**

Delmarva Water Transport Committee  
213 City Center, Ste 207  
Salisbury, MD 21801  
Phone: (410) 742-9559

### **Point(s) of Contact:**

Timothy Fell  
Phone: (410) 742-9559  
E-mail: [dwtc@verizon.net](mailto:dwtc@verizon.net)

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## **Membership:**

Members include representatives from:

- City governments.
- County governments.
- State agencies.
- Maritime transportation industry (pilot's associations, boat manufacturing companies, etc).
- Dredging and construction companies.
- Petroleum distributors.
- Commodities shippers.
- Financial institutions.
- Others utilizing or associated with waterborne commerce.

## **Accomplishments / Best Practices:**

Accomplishments for 2004-2005:

- Completion of *The Economic Impact Study of Waterborne Commerce* on the Delmarva Peninsula by BEACON.
- Assisted in the successful completion of area dredging and navigational projects during FY 2005.
- Worked to locate land for placement of dredged material with representatives from Sussex County, DE.

## **Federal Area Quality Work Group**

### **Contact Information:**

USCG Sector Baltimore  
2401 Hawkins Point Rd  
Baltimore, MD 21226-5000  
Phone: (410) 576-2674  
Fax: (410) 576-2553

### **Point(s) of Contact:**

CDR Austin Gould  
Phone: (410) 576-2547  
Fax: (410) 576-2575  
E-mail: [Austin.j.gould@uscg.mil](mailto:Austin.j.gould@uscg.mil)

### **Membership:**

It is primarily made up of representatives of:

- Primary port operators and the federal agencies that work with them.
- U.S. Coast Guard (USCG).
- U.S. Customs & Border Patrol (CBP).
- U.S. Fish and Wildlife.
- Food & Drug Administration (FDA).
- Other interested federal agency representatives.

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## **Harbor Safety, Navigation and Operations Committee of the Port of New York/New Jersey (Harbor Ops)**



### **Contact Information:**

Harbor Safety, Navigation and Operations Committee  
of the Port of New York/New Jersey  
201 Edgewater Street  
Fort Wadsworth, NY 10305  
Phone: (718) 448-3900

### **Point(s) of Contact:**

Andrew McGovern  
Phone: (718) 448-9015  
E-mail: [awmcgovern@sandyhookpilots.com](mailto:awmcgovern@sandyhookpilots.com)

### **Accomplishments / Best Practices:**

- Communication and facilitation of communication.
- Involvement with U.S. Army Corps of Engineers (USACE) funding and National Oceanographic and Atmospheric Administration (NOAA) funding, as it directly affects Committees needs.
- Integrate new operators into the Harbor Safety Committees and current maritime community. They

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are provided free consulting that makes them fit into the present operations as seamlessly as possible.

- Developed an advisory to the industry and to the agent on anchorage use. Worked out the parameters to best use the anchorages and get ships moving in and out of them as quickly as possible. The parameters will publish in the Coast Pilot as recommended anchorage use.
- Developed and recommended under-keel clearances for the Port of NY/NJ. Published those clearances in the Coast Pilot.
- Along with the State of New Jersey and the DOT, instituted a program educating school children on the port. Members volunteer their equipment and expertise to help teach the groups of school children about the port.

## **Maine – New Hampshire Port Safety Forum**



### **History / General Information:**

The Maine and New Hampshire Port Safety Forum is a non-profit, volunteer association established in 1990. It serves the public interest towards the safe and efficient operation of vessels and marine shoreside facilities; and the protection of the environment from marine casualties in the coastal waters of Maine and New Hampshire. The Forum is comprised of representatives of various organizations united by their mutual concern for the safety of local ports.

The Forum encourages active participation of stakeholders, who have an interest in safety of life and property at sea, an efficient and productive marine industry, and a clean marine environment. The Forum works in an open and cooperative process to identify, measure, and monitor risk of loss, and response to, events and contingencies in the marine and coastal environment of Maine and New Hampshire. The Forum recommends actions to mitigate or eliminate risk and improve response capability in order to enhance safety, support industry, and preserve the environment.

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**Contact Information:**

Maine Port Authority  
16 State House Station  
Augusta, ME 04333-0016  
Phone: (207) 624-3564  
Fax: (207) 624-3251  
[http://www.maineports.com/port\\_safety\\_forum.html](http://www.maineports.com/port_safety_forum.html)

**Point(s) of Contact:**

John Henshaw  
Maine Port Authority  
16 State House Station  
Augusta, ME 04333-0016  
Phone: (207) 624-3564  
E-mail: [john.h.henshaw@maine.gov](mailto:john.h.henshaw@maine.gov)  
[www.maineports.com](http://www.maineports.com)

CAPT McPherson, COTP  
USCG Sector Northern New England  
259 High Street  
So. Portland, ME 04016  
Phone: (207) 767-0320  
E-mail: [james.b.mcpherson@uscg.mil](mailto:james.b.mcpherson@uscg.mil)  
<http://www.uscg.mil/d1/sectornne/>

**Membership:**

Membership on the Forum will be limited to not more than 15 voting members. Voting members will act as representatives from the following areas of interest:

- Shipping Agent.
- Environmental Organization.

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- Pilot (Representing Midcoast and Downeast Maine).
- Pilot (Representing Casco Bay and Portsmouth).
- Terminal Operator (Representing Midcoast and Downeast Maine).
- Terminal Operator (Representing Casco Bay).
- Terminal Operator (Portsmouth).
- Towing and Tug Operators.
- Spill Response Organization.
- Recreational Boating / Marina Operators / Marine Trades Industry.
- Commercial Fishing.
- Public Seat #1.
- Public Seat #2.
- Two seats Reserved for Future Needs.

Voting Members will be elected to staggered terms of three years. There will also be a five-member non-voting Executive Committee. The Executive Committee will include the USCG COTP Portland, Maine and the Executive Director of the Maine Port Authority, who shall serve as co-chairs of the Forum. Additional members of the Executive Committee will be representatives from the Maine Department of Environmental Protection, the New Hampshire Department of Environmental Services, and the Maine Harbormasters Association. The Representatives of the Maine DEP and the New Hampshire DES will be selected by the Commissioner of each Department and the Maine Harbormaster Association shall designate their representative.

#### **Accomplishments / Best Practices:**

- Designation of Deep Draft Transit Routes.

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- International Incident Response Exercises.
- Shipboard Firefighter Training for Local Fire Depts.

**Latest Issues / Hot Issues:**

- Waterways Safety Analysis for LNG tankers involving innocent passage through Canadian waters to U.S. Ports.
- Designation of ports of refuge for vessels in distress.

## **Mariners Advisory Committee for the Bay and River Delaware (MAC)**



### **History / General Information:**

Founded in 1964, the Mariner's Advisory Committee meets quarterly and serves PA, NJ, and DE. The stated purpose of the committee was: "... to primarily concern itself with the safety of navigation with particular regard to large ocean going vessels. In this regard, it will recommend safe drafts on the basis of experience in navigation and in the light of current channel information as published by competent authorities."

### **Contact Information:**

Mariners Advisory Committee for the Bay and River Delaware  
800 South Columbus Blvd  
Philadelphia, PA 19147  
Phone: (215) 465-8340  
E-mail: [marinersadvisory@yahoo.com](mailto:marinersadvisory@yahoo.com)  
[www.macdelriv.org](http://www.macdelriv.org)

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**Point(s) of Contact:**

James Lombardo  
Phone: (215) 465-8340  
Fax: (215) 465-3455  
E-mail: [marinersadvisory@yahoo.com](mailto:marinersadvisory@yahoo.com)

Tom Sharp  
Phone: (215) 465-8340  
Fax: (215) 465-3455  
E-mail: [marinersadvisory@yahoo.com](mailto:marinersadvisory@yahoo.com)

**Membership:**

The MAC is mainly composed of:

- Masters.
- Mates.
- Pilots.
- Interested parties within the port.

COTP Sector Delaware Bay is invited to and attends all meetings along with members of his staff.

**Accomplishments / Best Practices:**

- Involved with Athos I.
- Airport Expansion Project for Philadelphia International Airport.

## **Long Island Sound Harbor Safety Committee**

### **Contact Information:**

USCG Sector Long Island Sound  
120 Woodward Ave  
New Haven, CT 06512  
Phone: (203) 468-4444  
Phone: (800) 774-8724  
Fax: (203) 468-4418

### **Point(s) of Contact:**

CDR Kevin Oditt, Chief of Prevention  
Phone: (203) 468-4504  
E-mail: [kevin.d.oditt@uscg.mil](mailto:kevin.d.oditt@uscg.mil)

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## **Mid-Chesapeake Marine Emergency Group (McMERG)**

### **History / General Information:**

The Mid-Chesapeake Maritime Emergency Response Group (MCMERG) is a consortium of industry and local, state, and federal agencies.

MCMERG is a planning and coordination body filling a role similar to that of the marine firefighting subcommittees found within other Area Committees. MCMERG is a clearinghouse for information and provides recommendations for the area contingency plan. The USCG participates in this group as an ad hoc member and provides recommendations to the group, as needed.

MCMERG's mission is to protect life and property and the environment in the mid-Chesapeake Bay region. MCMERG strives to accomplish this mission through cooperative multi-jurisdictional planning for marine emergency responses, support of marine emergency responders through the development of training programs and facilities, and the sharing of research, technical advice, and resources among the members of the marine response community.

Specifically, MCMERG has developed a marine firefighting contingency plan for the Baltimore area. Once a month a drill is conducted to make sure that everyone stays in current practice.

**Contact Information:**

Mid-Chesapeake Marine Emergency Group  
(MCMERG)  
c/o Steamship Trade Association  
8615 Ridgely's Choice Drive, Suite 202  
Baltimore, MD 21236  
Phone: (410) 248-3377  
Fax: (410) 248-3378

**Point(s) of Contact:**

David Hartman  
Phone: (410) 248-3377  
E-mail: [dave@sta-balto.com](mailto:dave@sta-balto.com)

**Membership:**

MCMERG is an active organization with members from:

- USCG.
- Maryland Natural Resources Police (MNRP).
- Volunteer fire departments.
- Private sector.
- Local, state, and federal agencies.

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## **Port of Baltimore Harbor Safety and Coordination Committee**

### **History/General Information:**

In the 1980's, the Port of Baltimore was heavily engaged with activities designed to improve its navigation system to accommodate the larger cargo vessels. These activities included the redesign of the 50 foot channel system, advance maintenance dredging of the Chesapeake & Delaware (C&D) Canal to 35 feet, and the construction and operation of Hart Miller Island Dredged Material Containment Facility at the mouth of Back River. The Maryland Port Administration recognized that the success of these projects would depend on the cooperative efforts and budgetary support of several agencies; thus the creation of the Port of Baltimore Coordination Committee. This committee was originally comprised of executive level representatives of the Maryland Department of Transportation/Maryland Port Administration (MDOT/MPA), Baltimore and Philadelphia Districts of the USACE, USCG, and the Association of Maryland Pilots. When issues regarding the updating of the navigation charts and real time oceanographic information systems used by the Pilots and USCG became a concern, NOAA was invited to participate. In 2000, the group determined that it needed to expand its focus to include waterways safety and invited other maritime interests to participate, such as tugboat operators, dredging companies, maritime data collection agents, and other state agencies responsible for water safety. With the change in focus, came a change in name, therefore, the

committee was renamed to the Port of Baltimore Harbor Safety and Coordination Committee. The group continues to meet quarterly (March, June, September, and December), in Baltimore, Maryland.

**Contact Information:**

Port of Baltimore Harbor Safety and Coordination  
Committee  
USCG Sector Baltimore  
2401 Hawkins Point Rd  
Baltimore, MD 21226-5000  
Phone: (410) 576-2674  
Fax: (410) 576-2553  
<http://www.mpasafepassage.org/Harbor/index.htm>

**Point(s) of Contact:**

Mr. Frank L. Hamons, Jr., Committee Chairman  
Contact MPA's Harbor Development  
Phone: (410) 631-1102  
E-mail: [fhamons@marylandports.com](mailto:fhamons@marylandports.com)

Ron Houck, BOSN3 (Ret.), USCG  
Marine Information Specialist  
USCG Sector Baltimore  
Waterways Management Division  
Phone: (410) 576-2674  
Fax: (410) 576-2553  
24-Hrs:(410) 576-2693  
E-mail: [Ronald.l.houck@uscg.mil](mailto:Ronald.l.houck@uscg.mil)  
<http://homeport.uscg.mil>

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**Membership:**

Members in the organization include:

- Maryland Port Administration.
- Maryland Department of Transportation.
- Maryland Transportation Authority.
- USACE, Philadelphia District.
- USACE, Baltimore District.
- USCG, Fifth District.
- USCG, Sector Baltimore.
- Maryland Natural Resources Police.
- Association of Maryland Pilots and the Baltimore Maritime Exchange.

**Accomplishments / Best Practices:**

Harbor Safety and Coordination provides information about the activities of several state and federal agencies working together to keep the port's channels safe and navigable.

**Latest Issues/Hot Issues:**

Review the posted meeting minutes on their website:  
<http://www.mpasafepassage.org/Harbor/index.htm>

## Port of Pittsburgh, Port Safety Council



### History / General Information:

The following information relates to the Port of Pittsburgh Commission and is not specific to the Port Safety Council. The Port of Pittsburgh Commission's Mission is: "to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, recreational, environmental, and intermodal future of southwestern Pennsylvania."

The Port of Pittsburgh Commission's was created by the Legislature under Law 1992-133. The Board consists of: 4 legislative and 11 gubernatorial appointees, including four citizens at large, 3 from nominees of the Regional Planning Commission, 1 each from counties not in that commission, and 1 each from industry nominees from DINAMO, the Waterways Association, and the River Terminal Operator's Association.

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**Contact Information:**

Port of Pittsburgh, Port Safety Council  
P.O. Box 507  
Coraopolis, PA 15108  
Phone: (412) 788-8851

Port of Pittsburgh Commission  
425 Sixth Avenue  
Suite 2990  
Pittsburgh, PA 15219  
Phone: (412) 201-7330  
Fax: (412) 201-7337  
E-mail: [mail@port.pittsburgh.pa.us](mailto:mail@port.pittsburgh.pa.us)

**Point(s) of Contact:**

Rex Woodward  
Port of Pittsburgh, Port Safety Council  
E-mail: [premierrhw@aol.com](mailto:premierrhw@aol.com)

James McCarville, Executive Director  
Port of Pittsburgh Commission  
Phone: (412) 201-7335  
E-mail: [jim@port.pittsburgh.pa.us](mailto:jim@port.pittsburgh.pa.us)

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## **Port Operator's Group (POG)**

### **History / General Information:**

The POG is made up of members of the maritime community in Boston, MA. It is co-chaired by the USCG COTP, CAPT James McDonald, and the Massachusetts's Port Authority, port director, Mike Leone. The group meets once a month on the 3<sup>rd</sup> Wednesday of the month. The coverage area aligns with Sector Boston's Area of Responsibility. Many of the issues are focused within the Boston harbor area and just south in Quincy harbor (dredging projects, bridge construction, and navigation safety issues). Port security is also a frequent topic of discussion (TWIC, security breaches on facilities, port security grants)

### **Contact Information:**

Massachusetts Port Authority  
One Harborside Drive, Suite 200S  
East Boston, MA 02128  
Phone: (617) 946-4413  
Fax: (617) 946-4422

### **Point(s) of Contact:**

Kelly O'Neil, Maritime Administration Manager  
Massachusetts Port Authority  
One Harborside Drive, Suite 200S  
East Boston, MA 02128  
Phone: (617) 946-4413  
Fax: (617) 946-4422  
E-mail: [koneil@massport.com](mailto:koneil@massport.com)

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Brad Wellock  
Phone: (617) 946-4417  
E-mail: [bwellock@massport.com](mailto:bwellock@massport.com)

### **Membership:**

Membership includes:

- Port authority representatives.
- Shippers.
- Vessel operators.
- USCG representatives.
- Agents.
- Facility terminal operators.
- NOAA representatives.
- Pilots association.
- Tug operators.
- Maritime lawyers.
- Maritime unions.
- Recreational boating community representatives.

### **Accomplishments / Best Practices:**

The POG is an informal information-sharing group. There are no subcommittees. The group does not have a mission statement or strategic plan. However, maritime issues are discussed and awareness is raised on issues. As a result members are often prompted to write to local representatives to address concerns (funding for bridge projects, dredging, etc.).

## **Private Sector Port Committee**

### **Contact Information:**

Private Sector Port Committee  
c/o Maryland Port Administration  
401 E. Pratt Street  
World Trade Center, 20<sup>th</sup> FL  
Baltimore, MD 21202  
Phone: (410) 385-4440

### **Point(s) of Contact:**

Chairperson

### **Membership:**

Private Sector Port Committee (PSPC) represents an additional 75 to 80 private sector companies related to the port community that do work unrelated to steamship lines (e.g., trucking companies).

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## **Southeastern Massachusetts and Rhode Island Port Safety & Security Committee**

### **History / General Information:**

Southeastern Massachusetts and Rhode Island Port Safety & Security Committee encompasses all of southeastern Massachusetts, including Cape Cod and the Islands, Buzzard Bay and upper Narragansett Bay, and all of Rhode Island, including Narragansett Bay and Block Island.

The Committee meets to discuss issues affecting the area, which is open and diverse, not a typical well-defined port. Subcommittees meet outside of the main group to discuss particular issues and make recommendations. Topics may include security, severe weather, hurricane response, icebreaking operations, marine events, dredging, navigational safety, marine firefighting, and special events.

The Committee is promoted by the USCG as an effective way of disseminating important safety and security information, a valuable means to discuss and debate issues, and an effective tool to receive public input and comments on issues of maritime safety and security.

**Contact Information:**

USCG Sector SE New England  
20 Risho Avenue  
East Providence, RI 02914-1208  
Phone: (401) 435-2351

**Point(s) of Contact:**

Ed LeBlanc  
Phone: (401) 435-2351  
Phone: [edward.g.leblanc@uscg.mil](mailto:edward.g.leblanc@uscg.mil)

**Membership:**

Membership includes representatives from:

- Local pilots.
- Shipping agents.
- Harbormasters.
- State and local law enforcement.
- Massachusetts Emergency Management Agency.
- Rhode Island Emergency Management Agency.
- Facility / terminal managers.
- Tow companies.
- NOAA.
- NMFS.
- Other entities with similar maritime concerns.

The Committee meets quarterly. COTP Southeastern New England coordinates drafting and publication of each meeting agenda and schedules and announces quarterly meetings.

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## Thames Maritime Coalition



### History / General Information:

The Mission of the Thames Maritime Coalition is to provide a forum for addressing issues of mutual concern to stakeholders along the Thames River and to also function as the local Harbor Safety Committee.

The Coalition has been in existence since September 2000. The formal charter is based on USCG NVIC 1-00 pertaining to Harbor Safety Committees.

Geographic area covered by the organization is the Thames River, New London/Groton Harbor. Specific maritime safety problems are identified and solutions are sought through consensus. Examples of specific issues include wake enforcement and security zones. Responsibilities of the organization include facilitation of communication and resolution of issues of interest to the Thames River maritime community.

SouthEastern Connecticut Enterprise Region (seCTer) hosts all meetings, and does scheduling and agenda preparation for the group as well as promulgation of

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meeting times/location. The USCG Sector is a non-voting member although USCG staff attend.

The seCTer will host monthly meetings of the Thames Maritime Coalition in New London, CT. Once per quarter, the Thames Maritime Coalition will meet as the Harbor Safety Committee.

Issues discussed at meetings of the Thames Maritime Coalition are normally resolved by consensus of the attendees. This is also the process when meeting as the Harbor Safety Committee. In the absence of a consensus, votes will be taken and recorded with no more than two votes per Membership/Stakeholder category (see Membership section) and all State and Federal representatives ex-officio (without vote).

Monthly meetings will be moderated by the Executive Director of seCTer, who will also coordinate Membership Voting procedures in accordance with standard parliamentary procedures, as required, see above paragraph.

An agenda and minutes of monthly Meetings will be prepared and distributed by seCTer. Membership lists and communications (telephone, telefax, E-mail) will also be coordinated by seCTer.

**Contact Information:**

Southeastern CT Enterprise Region (seCTer)  
190 Governor Winthrop Blvd.  
New London CT 06320  
Phone: (860) 437-4659  
Fax: (860) 437-4662

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E-mail: [seCTer@secter.org](mailto:seCTer@secter.org)  
www.secter.org

**Point(s) of Contact:**

John Markowicz  
Executive Director  
Phone: (860) 437-4659 ext. 201  
E-mail: [jmarkowicz@secter.org](mailto:jmarkowicz@secter.org)

Deborah Donovan  
Director of Marketing  
Phone: (860) 437-4659 ext. 202  
E-mail: [ddonovan@secter.org](mailto:ddonovan@secter.org)

**Membership:**

All organizations and individuals with legitimate interests in the Thames River and the mission of the Thames Maritime Coalition are invited to register as members and attend meetings. These stakeholders include:

- Port Authority/Harbor Management Commissions.
- Harbormasters.
- Port/Pier Operators.
- Marine Terminal Operators.
- Shipyards.
- Marina Operators.
- Harbor Pilots/Associations.
- Ferry Operators.
- Tug Operators.
- Charter Boat Operators.
- Local Yacht/Beach Clubs.
- Shipping Agents.
- Local Maritime Industry / Associations.

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- Commercial Fishermen / Associations.
- Organized Labor / Longshoremen.
- Regional/Municipal/Waterfront Development Organizations.
- Local Educational/Research Organizations.
- Organized Environmental Organizations.
- Municipal Public Safety Departments.
- State of Connecticut Departments including:
  - Environmental Protection.
  - Transportation.
  - Economic and Community Development.
  - Municipal Public Safety Departments.
- USCG.
- U.S. Navy.
- USACE.
- U.S. Customs & Border Patrol.
- Maritime Administration (MARAD).
- NOAA.

#### **Accomplishments / Best Practices:**

Wake Testing project in Thames River 2003-2004.

#### **Latest Issues / Hot Issues:**

- Broadwater LNG Plant proposed for Long Island Sound.
- Support for repeal of Ambro Amendment regarding disposal of dredged spoils.
- Thames River Amtrak Bridge Replacement and navigational disruptions.
- Charting projects in Thames River and Long Island Sound.
- Support for Maritime Cluster within CT Dept. of Economic and Community Development.

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## **Waterways Association of Pittsburgh**

### **History / General Information:**

In 1859, a group of businessmen located in Pittsburgh, Pennsylvania formed The Pittsburgh Coal Exchange to promote the safety, health, and transportation of the area's abundant coal supply. This organization grew and evolved; in 1967, the Waterways Association of Pittsburgh was chartered. Throughout the years, the focus changed from coal to steel to steel by-product. The patriarchs of the marine industries along the Monongahela, Allegheny, and Upper Ohio River areas met monthly.

The Waterways Association of Pittsburgh takes great pride in being the oldest river organization in the United States and a leader in our industry. It partnered with the USACE and the USCG before the term “partnering” was coined and the association takes great pride in its quality action team formed long before such programs existed.

The Waterways Association partners closely with the USACE to develop its waterways in the tri-state area. It also cooperates with the USCG to maintain the laws and navigation in the Three Rivers area. The organization endeavors to maintain standards of safety as well as health and navigation issues.

The Safe Boating Committee informs the membership of developments in that aspect of the rivers. Other member companies serve on the Three Rivers Pollution Response Council.

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**Contact Information:**

Waterways Association of Pittsburgh  
PO Box 534  
Lyndora, PA 16045  
Phone: (724) 285-8347  
Fax: (724) 285-4999  
<http://www.waterwaysassociationpgh.org/>

**Point(s) of Contact:**

Cheryll Cranmer, Executive Director  
Phone: (724) 355-4101  
Fax: (724) 285-4999  
E-mail: [cheryll.cranmer@wapgh.org](mailto:cheryll.cranmer@wapgh.org)

**Membership:**

The membership of the association includes coal, steel, chemical, and utility companies that work together to make the Port of Pittsburgh the second largest port in bulk materials transportation on the Inland River Systems.

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## Northwest Region



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## **Greater Ketchikan Local Emergency Planning Committee**

The Greater Ketchikan Local Emergency Planning Committee has combined with other committees to form the Southeast Alaska's Port Security Committees. See the Southeast Alaska's Port Security Committees for more information.

## Harbor Safety Committee of the San Francisco Bay Region



### History / General Information:

In 1990, the California State Legislature enacted the Oil Spill Prevention and Response Act (OSPRA). The goals of OSPRA are to improve the prevention, removal, abatement, response, containment and clean up, and mitigation of oil spills in the marine waters of California. The Act created harbor safety committees for the major harbors of the State of California to plan “for the safe navigation and operation of tankers, barges, and other vessels within each harbor...(by preparing)...a harbor safety plan, encompassing all vessel traffic within the harbor.” The Harbor Safety Committee of the San Francisco Bay Region was officially sworn in on September 18, 1991 and held its first meeting on that date. The original Harbor Safety Plan for San Francisco, San Pablo, and Suisun Bays was adopted on August 13, 1992. The Act mandates that the Harbor Safety Committee must annually review its previously adopted Harbor Safety Plan and recommendations and submit the annual review to the OSPR Administrator for comment.

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The area of concern for the San Francisco HSC is twelve miles offshore from the San Francisco lighted horn buoy, the connecting bays of San Francisco, San Pablo, and Suisun; the Sacramento River to the Port of Sacramento; and the San Joaquin River to the Port of Stockton. The farthest distance from the ocean buoy to the upriver ports is approximately one hundred miles. The shoreline of the Bay is composed of a variety of urban and suburban areas, marshes, and salt ponds.

The natural harbor of the Bay serves the shipping and fishing industries. There are eight ports, twenty-one marine terminals, and naval facilities. In addition, an expanding ferry system annually makes over 71,000 (1997) trips, mainly to and from San Francisco in the central part of the Bay. Because much of the Bay shoreline is urbanized, recreational boating is popular and continues to grow.

The full committee for the Harbor Safety Committee holds regular monthly public meetings. The committee chairperson appoints a series of work groups to review the mandated components of the Harbor Safety Plan and timely issues. All committee and work group meetings are noticed to the public.

**Contact Information:**

Harbor Safety Committee of the San Francisco Bay Region  
c/o Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Bldg B, Ste 325

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San Francisco, CA 94123-1380  
Phone: (415) 441-6600  
Fax: (415) 441-3080  
E-mail: [ships@sfmtx.org](mailto:ships@sfmtx.org)  
[www.sfmtx.org](http://www.sfmtx.org)

**Point(s) of Contact:**

Joan Lundstrom, Chair  
Harbor Safety Committee of the San Francisco Bay  
Region  
48 Frances Avenue  
Larkspur, CA 94939  
Phone: (415) 461-4566  
Fax: (415) 927-5098  
E-mail: [jlundstrom@larkspurcityhall.org](mailto:jlundstrom@larkspurcityhall.org)  
[www.sfmtx.org](http://www.sfmtx.org)

Captain Lynn Korwatch, Executive Secretary  
Marine Exchange of the San Francisco Bay Region  
Fort Mason Center, Bldg B, Ste 325  
San Francisco, CA 94123-1380  
Phone: (415) 441-5045  
Fax: (415) 441-1025  
E-mail: [korwatch@sfmtx.org](mailto:korwatch@sfmtx.org)

**Membership:**

- Port Authorities (for Oakland, Richmond, Benicia, and San Francisco, CA).
- Pleasure Boat Operators.
- Tanker Operators.
- Tanker or Marine Oil Terminal Operators.
- Dry Cargo Operators.
- Labor Organizations.

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- Barge Operators.
- Tug Operators.
- Non-Profit Environmental Organizations.
- Ferry Operators.
- Pilots Organizations.
- Commercial Fishing Representative.
- San Francisco Bay Conservation and Development Commission.

Federal Government Members:

- USCG.
- USACE.
- U.S. Navy.
- NOAA - National Ocean Service.

**Accomplishments / Best Practices:**

- Tug Escort Work Group: Participated in a state-wide review to modify regulations of mandatory bollard pull testing for escort tugs resulting in consistent state regulations; commented on proposed state legislation with legislative staff to require tug escorts for chemical tankers resulting in proposed formation of a Study Task Force.
- Navigation Work Group: Aided U.S. Coast Guard Vessel Traffic Service to develop and implement a new dock designation system to address the common problem of dock name changes; reviewed proposed California Air Resources Control Board regulations which mandate ocean-going vessels to switch from diesel fuels before entering port. As a result of the Work Group discussing the regulation with Air Resources staff, the regulation was changed to add a safety exemption to provide the master of the vessel

with a temporary exemption for switchover because of a storm, equipment failure, et. al.

- Ferry Work Group: With increased commuter ferry traffic and proposed expanded routes, the Work Group began focusing on safety issues to establish protocols for areas of convergence and to add ferry lanes on nautical charts. Coast Guard Vessel Traffic Service analyzed ferry traffic of the four companies providing service, making recommendations for route modifications to the affected maritime interests. This effort is continuing with the cooperation of NOAA. Scheduled ferries account for 70% of vessel traffic in the central bay.

- Prevention Through People Work Group: Distributed video “Sharing the Bay” to recreational boating groups and wrote brochure: “Rules 9 & 5. Laws to Live By.” Began outreach to kayak rental agencies and paddlesport groups to emphasize safety issues in shipping and ferry lanes.

- P.O.R.T.S. Work Group: In the mid 1990’s, the Physical Ocean Real Time System (PORTS) was established by NOAA in San Francisco Bay to provide real time tide, current, and wind information to the maritime community on a six minute basis. PORTS has not had a permanent funding source, resulting in operational difficulties. The Work Group is analyzing the system for improved deployment and accessibility while searching for permanent funding.

## **Humboldt Bay Harbor, Recreation, & Conservation District**



### **History / General Information:**

Humboldt Bay is the only deep-water port on California's North Coast, serving as a major transportation link between the Pacific Northwest and the entire world. As California's second largest natural bay, Humboldt Bay also overflows with a wide range of natural resources, recreational activities, commercial fishing opportunities, and conservation programs.

The tidelands, harbors, bays, and estuaries of Humboldt County have unique and diverse management needs. In 1970, the California State Legislature passed the Humboldt Bay Harbor, Recreation and Conservation Act to specifically address these needs. The purpose of this act was to create an agency charged with the oversight and development of the harbors and ports of Humboldt County for “multiple purpose use and for the benefit of the people.” The act recognizes a necessity in Humboldt County for planned development of its harbors and ports and also the need to develop and

protect the county's natural resources. A “specially created district,” the Humboldt Bay Harbor, Recreation and Conservation District, was created for these purposes and is codified in Appendix II of the Harbors and Navigation Code of the State of California. The formation of the Humboldt Bay Harbor, Recreation and Conservation District was ratified by the Humboldt County electorate in 1973.

Located on the rugged coast about 225 miles north of San Francisco and 156 nautical miles south of Coos Bay, Oregon, the Port of Humboldt Bay is on course toward a strong future. Historically, the port's main purposes were the exportation of timber products and to serve as the home port for a vast commercial fishing fleet. Today, the Port of Humboldt Bay has positioned itself to greatly expand its worldwide shipping connections. The completion of a recent harbor deepening project gives the port the potential for becoming an oasis of international commerce, linking Northern California with the rest of the world.

**Contact Information:**

Humboldt Bay Harbor, Recreation and Conservation  
District  
601 Startare Drive  
P.O. Box 1030  
Eureka, CA 95502  
Phone: (707) 443-0801  
Fax: (707) 443-0800  
[www.humboldtbay.org/welcome/welcome.html](http://www.humboldtbay.org/welcome/welcome.html)

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**Point(s) of Contact:**

David Hull, CEO  
Harbor Master, Port Director  
Phone: (707) 443-0801  
Fax: (707) 443-0800  
E-mail: [dhull@portofhumboldt看bay.org](mailto:dhull@portofhumboldt看bay.org)

**Membership:**

The Harbor District is governed by five elected commissioners with staggered four-year terms. The five Harbor District Commission Divisions share the same boundary lines as the Humboldt County Supervisorial Districts:

- Division 1 encompasses southern Eureka, Loleta, and the Ferndale area.
- Division 2 covers southern Humboldt County including Fortuna, Rio Dell, Garberville, and Shelter Cove.
- Division 3 includes the area covered by the City of Arcata, Bayside, Kneeland, Freshwater, and Manila.
- Division 4 includes the majority of the City of Eureka.
- Division 5 extends from McKinleyville north to the county line and northeast Humboldt County.

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## **Marine Safety Task Force**

### **Contact Information:**

USCG Sector Juneau  
2760 Sherwood Lane, Suite 2A  
Juneau, AK 99801-8545  
Phone: (907) 463-2450  
Fax: (907) 463-2445

### **Point(s) of Contact:**

Captain Gregory Styrk  
SE Alaska Pilots Association  
Phone: (907) 225-9696  
E-mail: [pilots@seapa.com](mailto:pilots@seapa.com)

Kirby Day  
Princess Cruise and Tours  
E-mail: [kday@princesscruises.com](mailto:kday@princesscruises.com)

### **Membership:**

Marine Safety Task Force in Alaska is made up of representatives from:

- Marine pilots.
- Maritime shipping companies.
- USCG.
- Others who have an interest in the safe navigation of the Alaskan waterways.

### **Accomplishments / Best Practices:**

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The Southeast Alaska Voluntary Waterway Guide is intended for use by deep draft vessels subject to federal and state pilotage. The members of the Marine Safety Task Force developed it, which include representatives from:

- North West Cruise Ship Association.
- Cruise Line Agencies of Alaska.
- Southeast Pilots Association.
- Alaska Coastwise Pilots Association.



## **Northern California Port Readiness Committee**

### **History / General Information:**

The USCG is an active participant in the National Port Readiness Network. This network is an amalgam of federal and state agencies and departments whose role is to provide for the continuing viability of the nation's strategic mobilization ports and for their eventual use in movements of military war material. Each Signatory Agency of the National Port Readiness Network (NPRN) Memorandum of Understanding (MOU) has a responsibility to support the movement of military forces and supplies through U.S. seaports and the intermodal system in peacetime and during national emergencies. Operations DESERT SHIELD/STORM, ENDURING FREEDOM, and IRAQI FREEDOM and past field training exercises (FTX), command post exercises (CPX), and mobilization exercises (MOBEX) have shown the need for interagency coordination and cooperation in seaport areas. Enhancing the movement and security of U.S. military forces moving through U.S. seaports and the intermodal system is the responsibility of many Federal agencies. Various statutory authorities, regulations, and agreements enable these agencies to carry out their missions. The local Port Readiness Committees (PRCs) are chaired by the local USCG Captain of the Ports (COTPs). The COTP from USCG Sector San Francisco chairs all quarterly Northern California Port Readiness Committee meetings.

**Contact Information:**

USCG Sector San Francisco  
1 Yerba Buena Island  
San Francisco, CA 94130  
Phone: (415) 399-3547  
Fax: (415) 399-3554

**Point(s) of Contact:**

Greg Lingle, Northern California Port Readiness  
Committee Coordinator  
USCG Sector San Francisco  
Phone: (415) 399-7328  
Fax: (415) 399-7302  
E-mail: Gregory.S.Lingle@uscg.mil

**Membership:**

The Northern California Port Readiness Committee consists of the following industry, local, state and federal stakeholder agencies:

- USCG, Sector San Francisco COTP (Chair).
- Federal Port Controller representing US Maritime Administration (MARAD) – Western Region (WR).
- USACE – San Francisco District.
- Surface Distribution Deployment Command (SDDC)/US Army 834<sup>th</sup> Transportation Battalion.
- Military Sealift Command (MSC) / Sea Logistics Command-Pacific (SEALOGPAC).
- Forces Command (FORSCOM) represented by military units deploying through the port.
- U.S. Transportation Command (USTRANSCOM).
- U.S. Northern Command (USNORTHCOM).
- U.S. Transportation Security Administration (TSA).
- U.S. Immigration and Customs Enforcement (ICE).

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- U.S. Customs and Border Protection (CBP).
- California Highway Patrol.
- State of California Department Of Transportation (DOT)-CALTRANS.
- County Sheriffs and Fire Departments.
- California State, County and City Office of Emergency Services (OES).
- City Police Departments.
- Federal Bureau of Investigation (FBI).
- Naval Criminal Investigative Service.
- Longshore Labor (ILWU and PMA).
- Terminal Operators.
- Commercial Carriers.
- Railroads (Union Pacific and Burlington Northern and Santa Fe).
- Pilots Commission.
- Marine Exchange (SF Marine Exchange).
- National Defense Transportation Association (NDTA).
- Port Authorities (Ports of Oakland, San Francisco, Stockton, Benicia, and Richmond).
- Tug Operators.
- Shipping Agents.

## **Puget Sound Harbor Safety Committee (PSHSC)**

### **History / General Information:**

The Puget Sound Harbor Safety Committee was created in 1997 by stakeholders with an interest in promoting safety and the protection of Puget Sound, an inland arm of the Pacific Ocean that stretches from the Canadian border into Western Washington. The sole mission of the PSHSC is to provide a "...proactive forum for identifying, assessing, planning, communicating, and implementing those operational and environmental measures that promote safe, secure, and efficient use of Puget Sound and adjacent waters." The committee is made up of delegates appointed by broadly based organizations representing a span of interests focused on Puget Sound. Additionally, various governmental agencies formally support the work of PSHSC in advisory roles.

The committee meets every other month starting with the annual meeting in January.

### **Contact Information:**

Marine Exchange of Puget Sound  
100 West Harrison Street, Suite S560  
Seattle, WA 98119-4135  
Phone: (206) 443-3830  
Fax: (206) 443-3839  
<http://www.marineexchangesea.com>

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**Point(s) of Contact:**

Captain John Veentjer, Chairman  
Marine Exchange of Puget Sound  
100 West Harrison, Suite S560  
Seattle, WA 98119  
Phone: (206) 443-3830  
E-mail: [jeveentjer@marineexchangesea.com](mailto:jeveentjer@marineexchangesea.com)

Nancy Allen, Assistant  
Marine Exchange of Puget Sound  
100 West Harrison, Suite S560  
Seattle, WA 98119  
Phone: (206) 443-3830  
E-mail: [nancy@marineexchangesea.com](mailto:nancy@marineexchangesea.com)

**Membership:**

The PSHSC membership includes, but is not limited to, the following members:

- Washington State Ferries.
- Puget Sound Pilots.
- Western States Petroleum Association.
- Pacific Merchant Shipping Association.
- Passenger Vessel Association.
- American Waterways Operators.
- North Pacific Fishing Vessels Owners Association.
- Recreational Boating Association of Washington.
- The Public Ports of Puget Sound.
- NOAA.
- USCG.

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In addition the members listed above we enjoy a list of advisors that include:

- NOAA.
- USCG.
- U. S. Navy.
- Washington State Department of Ecology.
- Maritime Administration.
- USACE.

### **Accomplishments / Best Practices:**

Puget Sound Harbor Safety Plan contains standards and protocols that address those environmental and operational elements of vessels maritime operations that are unique to Puget Sound. The Standards of Care (SOC) and protocols contained in the Puget Sound Harbor Safety Plan complement and supplement existing and future federal, state, and local law. SOC's offer an alternative to regulations and greatly enhance safety and pollution prevention. They address situations and evolutions that pose the greatest hazards to life and safety of the pristine Puget Sound environment: Heavy Weather; Movement in Restricted Visibility; Anchoring; Equipment Failures and Equivalent Levels of Safety; Tanker Escorts; Underkeel Clearances; Lightering; Towing; Direct Drive Diesel; Tug Escorts; and Bridge Team Management. Two more are also recently completed or in process: Pre-arrival checks and Oil Transfers. For example, the Pre-Arrival check SOC was developed to reduce the risks associated with propulsion failure rates. It provides guidance on equipment maintenance procedures, pre-arrival tests, vessel operation, and procedures in the event of a propulsion or steering loss.

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## **Southeast Alaska (SEAK) Port Security Committees**

### **History / General Information:**

In Southeast Alaska's Captain of the Port Zone there are six Port Security & Safety Committees (PSSC). They are subcommittees of the Area Maritime Security Committee.

SEAK Port Security Committees were established in 2002 within the communities of Juneau, Sitka, Skagway, Wrangell, Ketchikan, and Haines.

One all encompassing committee was established to assist in the geographical dispersion of the population and facilitate the transportation infrastructure. This committee for Southeast Alaska is able to address both port security and safety issues for the six smaller ports found within it. These six independent committees met on a quarterly basis, conducted risk assessments of their port areas, provided input into a port security plan, and discussed other harbor and maritime issues in general. With the advent of the Marine Transportation Security Act in 2003, there was a name change of the PSC to the Area Maritime Security Committee (AMSC). Along with this name change, came a stricter criterion for membership that was contrary to our "all encompassing" PSCs. In order to keep the six PSCs geographically focused on their port area and include a membership program that was more open to the community, an AMSC steering committee above the six PSCs was established in June of 2004 to be in compliance with 33CFR103. The six PSC's became

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subcommittees for outreach, maritime safety, and security topics within their defined port area, while the AMSC covered issues affecting the entire region of Southeast Alaska. The PSCs continue to meet on a semi annual basis to discuss security, safety, and other harbor issues in the ports of Juneau, Ketchikan, Skagway, Haines, Sitka, and Wrangell.

#### **Contact Information:**

As the COTP facilitates these committees to ensure the least amount of impact on participants, one coordinator of the six PSSC has been established within the COTP's staff. A secondary coordinator has also been named on the COTP staff to stand in or assist as necessary.

Kathy Hamblett, Port Security Specialist  
USCG Sector Juneau  
2760 Sherwood Lane, Suite 2A  
Juneau, AK 99801-8545  
Phone: (907) 463-2487  
Fax: (907) 463-2485  
E-mail: [Kathy.a.hamblett@uscg.mil](mailto:Kathy.a.hamblett@uscg.mil)

#### **Port Security Committee Communities:**

The communities maintain their own web sites for their constituents, visitors, tourists, etc.

Haines: [www.haines.ak.us](http://www.haines.ak.us)  
Juneau: [www.juneau.org](http://www.juneau.org)  
Ketchikan: [www.visit-ketchikan.com](http://www.visit-ketchikan.com)  
Sitka: [www.sitka.com](http://www.sitka.com)  
Skagway: [www.skagway.com](http://www.skagway.com)

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Wrangell: [www-wrangell.com](http://www-wrangell.com)

**Point(s) of Contact:**

See above.

**Membership:**

The committees are composed of operations directly and indirectly associated with all maritime operators. They include and are not limited to representatives from:

- Cruise Line Industry.
- Fishing Industry.
- Tour, Charter, etc. Operators.
- Port & Harbor Departments.
- Fuel operators (afloat and on- shore).
- Recreational boating community.
- Float plane operators.
- Ferry & other vessel operators.
- Fire, law enforcement, and other emergency responder organizations (Federal / State / Local).
- Tourist-related operators.
- Local or surrounding city, borough, village, etc. governmental/management offices.
- State Agencies.
- TSA.
- Airport Security / Emergency response operations.
- USCG.

**Accomplishments / Best Practices:**

- Conducted the initial port security risk assessment in 2002-2003 for Southeast Alaska in addition to their port areas. Provided valuable input into the creation of

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the 6 PSSC Security plans that later were merged into the regional Area Maritime Security Plan.

- PSSC Haines continued to run joint security and environmental exercises during the March 2005 and 2006 Season.
- PSSC's provided valuable input and participation into the SEAK Area Maritime Security Exercises. In 2006 they requested and attended an NIMS ICS workshop to assist their own community in response to transportation security incidents or emergency incidents.
- Major communication network for the AWW.
- PSSC Skagway ran a shipboard FF exercise in 2004 focusing on community response aspects to a cruise ship fire.
- Agreements to be the link for communication of MARSEC Level or HSAS Level changes throughout their community government and responders.
- Maintaining and enhancing everyone's vigilance and adherence to safety and security in our ports, harbors, and waterways. This is accomplished during meetings, exercises, and our ongoing MDA and Outreach efforts.
- Constant open communications and discussion during and between the bi-annual meetings as well as prior to, during, and after inspections, drills, exercises, etc. Use of the AMSC, as the parent Committee to these sub-committees to apprise the appropriate individuals of threats and associated information.
- Improved and consistent use of the USCG's HOMEPORTR web portal.
- Overall partnering efforts by all Committee members and maintaining lines of discussion and communications with ongoing, proposed, and unexpected aspects to maritime safety and security.

## **Upper Cook Inlet Harbor Safety Committee**

### **Contact Information:**

USCG Sector Anchorage  
510 L St, Ste 100  
Anchorage, AK 99501-1946  
Phone: (907) 271-6956  
Fax: (907) 271-6751

### **Point(s) of Contact:**

LT John Backus  
[john.p.backus@uscg.mil](mailto:john.p.backus@uscg.mil)

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## **Valdez Marine Safety Committee**

### **History / General Information:**

Marine Safety Office Valdez is found in northern Prince William Sound, which is located in south-central Alaska. The 800 mile Trans-Alaskan Oil Pipeline ends in Valdez, while Port Valdez remains ice free throughout the year. For over 30 years MSU Valdez has been “Guardians of Prince William Sound”.

### **Contact Information:**

USCG MSU Valdez  
105 Clifton Drive  
P.O. Box 486  
Valdez, AK 99686  
Phone: (907) 835-7200  
Fax: (907) 835-7207  
[www.uscg.mil/d17/msovdez/](http://www.uscg.mil/d17/msovdez/)

### **Point(s) of Contact:**

CDR Darryl Verfaillie, Commanding Officer  
USCG MSU Valdez  
Phone: (907) 835-7210  
Fax: (907) 835-7207  
E-mail: [darryl.p.verfaillie@uscg.mil](mailto:darryl.p.verfaillie@uscg.mil)

## **Southeast Region**



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## Harbor Safety Committee of St. Croix, USVI



### **History / General Information:**

RIO Saint Croix (and Sector San Juan) created the STX Harbor Safety Committee (HSC) in July 2000 as a result of the recognized lack of a regular forum in the U.S. Virgin Islands to identify or address port risks. The St. Croix HSC was formed to bring together all of the stakeholders within the port community and create a forum through which all manner of port safety issues can be introduced, discussed, and equitably addressed within all the ports of St. Croix, U.S. Virgin Islands.

### **Contact Information:**

USCG Rio St. Croix  
9B Prince Street  
Christiansted, VI 00822  
Phone: (340) 772-5557

### **Point(s) of Contact:**

Amos King, Tropical Shipping, Chair  
Phone: (340) 778-8767

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Fax: (340) 778-9002  
E-mail: [aking@tropical.com](mailto:aking@tropical.com)

Mark Bauhn, Immel's Marine, Co-chair  
Phone: (340) 774-3541

### **Membership:**

The meetings are open to all stakeholders who have an interest in port safety and security, environmental protection, and port mobility issues. Participants include MSD Saint Croix (COTP- facilitator), GANTSEC (Greater Antilles Section Ops and ATON personnel), Virgin Islands Ports Authority, Virgin Islands Department of Planning & Natural Resources, Virgin Islands Water & Power Authority, Saint Croix Harbor Pilots, and other members of maritime industry including, on a regular basis:

- Tropical Shipping.
- Hovensa Refinery Harbor Pilots.
- Merwin Shipping Agency.
- Neighborhood Shipping (tug service).
- S. N. Shipping Agency.
- Keller Marine Services (tug service).
- G. N. Shipping Agency.

### **Accomplishments / Best Practices:**

- Under Keel Clearance.
- Port Security.

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## **Harbor Safety Committee of St. Thomas and St. John, USVI**

### **History / General Information:**

MSD St. Thomas (and Sector San Juan) created the HSC of St. Thomas in July 2000 to create a more unified response from all affected agencies throughout St. Thomas to identify and address port risks and needs. Through this committee, those parties can introduce, discuss, and address these risks and any other issues together to come to a more complete conclusion.

### **Contact Information:**

USCG MSD St. Thomas  
P.O. Box 818  
St. Thomas, VI 00804  
Phone: (340) 776-3497

### **Point(s) of Contact:**

LCDR Tim Grant  
USCG MSD ST Thomas  
PO Box 818  
St. Thomas, VI 00804  
Phone: (340) 776-3497  
Fax: (340) 774-1687  
E-mail: [timothy.j.grant@uscg.mil](mailto:timothy.j.grant@uscg.mil)

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## **Membership:**

The meetings are open to all stakeholders who have an interest in port safety and security, environmental protection, and port mobility issues. Participants include MSD St. Thomas, Sector San Juan, Virgin Islands Port Authority, Virgin Islands Department of Planning & Natural Resources, Virgin Islands Water & Power Authority, St. Thomas Harbor Pilots, and other members of maritime industry including, on a regular basis:

- American Yacht Harbor.
- Crown Bay Marina.
- Sapphire Marina.
- Westin Resort.
- Yacht Haven Grande.
- C & C Shipping.
- Crowley Shipping.
- Deliver It (shipping agent).
- Ship 7 Maritime.
- Tropical Shipping.
- Fernando Trucking (mobile facility).
- Caribbean Petroleum (mobile facility).
- ESSO.
- National Oceanographic and Atmospheric Administration (NOAA).

## **Accomplishments / Best Practices:**

- Port Security.
- Hurricane Readiness.

## **Jacksonville Marine Transportation Exchange (JMTX)**

### **History / General Information:**

The Jacksonville Marine Transportation Exchange is Jacksonville's maritime trade organization created to work for the success of its membership and coordinate the safe, secure, and environmentally responsible management of the marine transportation system within the port of Jacksonville. JMTX's goal is to work in partnership with the port stakeholders to make Jacksonville the port of choice.

Somewhat unique as a maritime association, JMTX has been established to provide a stable coordinating structure for port-wide planning, coordination, and infrastructure recommendations. JMTX serves as an information clearinghouse for port critical information, provides a forum for stakeholder issues, and serves as a stakeholder advocate to local, regional, and national agencies.

JMTX has been accepted by the U.S. Coast Guard (USCG) as the coordinating organization for the port's official Port Security Committee and the Harbor Safety Committee (HSC). Since 9/11, JMTX has played a major role in coordinating security issues including assessments, intelligence sharing, and compliance with security requirements.

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**Contact Information:**

Jacksonville Marine Transportation Exchange, Inc.

**Physical Address:**

3117 Talleyrand Ave.  
Jacksonville, FL 32206

**Mailing Address:**

P.O. Box 350162  
Jacksonville, FL 32235-0162  
Phone: (904) 634-1599  
Fax: (904) 634-1593

**Point(s) of Contact:**

Capt. Mike Getchell, HSC Chair  
Crowley Liner Service  
E-mail: [mgetchell@jmtx.org](mailto:mgetchell@jmtx.org)

Capt. Don Lewis, Executive Director  
Phone: (904) 634-1599  
E-mail: [dlewis@jmtx.org](mailto:dlewis@jmtx.org)

Mr. Stephen Lamir, Operations Coordinator  
Phone: (904) 634-1598  
E-mail: [ops@jmtx.org](mailto:ops@jmtx.org)

**Membership:**

The Harbor Safety Committee meets Quarterly usually  
in March, June, September, and December.

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### **Accomplishments / Best Practices:**

The strategic priority for JMTX members of the HSC are dedication to making safety in marine transportation operations an integral element of the port. In support of this priority, JMTX will:

- Support and actively participate in developing plans for contingency operations in the port including heavy weather and natural disaster.
- Participate in government or agency led risk-analysis programs to assess port-wide impacts of operational plans or structural developments.
- Support member organizations in evaluating and improving their own safety programs.

### **Latest Issues / Hot Issues:**

- Fuller Warren Bridge Channel Restrictions. See the MSIB for additional information at:  
<http://www.jmtx.org/Library/MSIBs/2006%20MSIBs/MSIB%2026-06%20Fuller%20Warren%20Bridge%20Channel%20Restrictions.pdf>
- Terminal Channel Navigation Restrictions:  
Due to shoaling, the St. Johns Bar Pilot Association has established modified guidance for vessel operations in Terminal Channel and the adjacent terminals. The navigational guidance modifications as found at:  
[http://www.jmtx.org/Harbor\\_Safety.htm](http://www.jmtx.org/Harbor_Safety.htm)

## **Miami River Harbor Safety Committee**



### **History / General Information:**

The Miami River Harbor Safety Committee was formed out of a USCG Quality Action Team that addressed issues of navigation and safety, as they are manifest on the Miami River, a federal channel off of Biscayne Bay, in Miami, FL. Originating in 1996, the group evolved into the Harbor Safety Committee in 2000. The committee met on a monthly basis until 2003 when it switched to quarterly meetings. Part of the reason for this evolution had to do with the need to start up a companion Miami River Security Committee as a priority to address maritime requirements in the MTSA. Today, the HSC holds a secondary role to the Security Committee and meets only occasionally as circumstances warrant.

### **Contact Information:**

The meetings of the HSC are organized from the Captain of the Port's Office in what is now known as Sector Miami.

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Capt. James Fitton, Sector Commander  
Sector Miami  
100 MacArthur Causeway  
Miami Beach, FL  
Phone: (305) 535-4454  
E-mail: [james.o.fitton@uscg.mil](mailto:james.o.fitton@uscg.mil)

**Point(s) of Contact:**

Dr. Fran Bohnsack  
Miami River Marine Group  
3033 NW North River drive  
Miami, FL 33142  
Phone: (305) 637-7977  
Fax: (305) 637-7949  
E-mail: [manatee@gate.net](mailto:manatee@gate.net)

**Membership:**

Members include:

- Miami River Marine Group (a port cooperative).
- Florida Wildlife Commission.
- Cargo Carrier representatives.
- Marine Patrol representatives from the City of Miami and Miami-Dade County.
- Miami River Commission representative.
- USCG representatives.
- Tug Boat Company operators.
- Boat yard representatives.
- Bridge owners, operators, and tenders.

**Accomplishments / Best Practices:**

Achieving solutions through consensus.

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## **North Carolina Port Security and Safety Committee**

### **History / General Information:**

The information below is for Sector North Carolina. The Sector North Carolina Prevention Department combines pollution response, marine investigations, waterways watch, Aids to navigations service, and commercial fishing examinations. The Marine Safety personnel of the Prevention department provide professionalism, expertise, and quick response to the recreational and commercial boating community. The Marine Safety personnel conducts annual “in the water” inspections and regular drydock examinations. These inspections are to help ensure the safety of passengers and crew on board these vessels and include testing of lifesaving equipment, inspection of machinery, and examination and testing of navigation equipment.

The information in this paragraph refers to MSU Wilmington. The mission of the Marine Safety Unit Wilmington is to proactively and professionally protect life, property, and the marine environment in the ports and waterways of southeastern North Carolina, through waterway management, regulatory compliance, contingency planning, and preparedness.



**Contact Information:**

USCG MSU Wilmington  
721 Medical Center Drive, Ste 100  
Wilmington, NC 28401  
Phone: (910) 772-2191  
Fax: (910) 772-2205  
<http://homeport.uscg.mil/mycg/portal/ep/portDirectory.do?tabId=1&cotpId=53>

**Point(s) of Contact:**

MSTCS Todd Mann  
Phone: (910) 772-2216  
E-mail: [todd.c.mann@uscg.mil](mailto:todd.c.mann@uscg.mil)

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## **North Coast Harbor Safety Committee of Puerto Rico**

### **History / General Information:**

The committee meets quarterly in San Juan and encompasses the North and East coasts of Puerto Rico. Membership is open to the public.

### **Contact Information:**

North Coast Harbor Safety Committee  
c/o USCG Sector Prevention (WWM)  
5 Calle La Puntilla  
San Juan, PR 00901-1819  
Phone: (787) 289-2086  
Fax: (787) 729-2377  
[www.uscg.mil/sectorsanjuan/root/haborsafety.html](http://www.uscg.mil/sectorsanjuan/root/haborsafety.html)

### **Point(s) of Contact:**

LCDR Jess “Chip” Lopez  
Phone: (787) 729-2374 ph  
Fax: (787) 729-2377  
E-mail: [jess.p.lopez@uscg.mil](mailto:jess.p.lopez@uscg.mil)

### **Membership:**

Members include representatives from the following types of organizations:

- Puerto Rico Ports Authority.
- Shippers/Facilities.

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- Vessel Operators/Pilots.
- Federal Agencies.
- USCG.
- Recreational Boaters/Marinas.

**Accomplishments / Best Practices:**

Representatives have participated in the National Harbor Safety Committee Conference for the last two years.

**Latest Issues / Hot Issues:**

- Dredging in San Juan Harbor.
- Construction project in Army Terminal Channel.
- Updating the fire plan for the port of San Juan.

## Port Everglades Waterways Advisory Committee



### History / General Information:

The information contained below refers to Port Everglades; it is not specific to the Waterways Advisory Committee. Port Everglades has earned the reputation of being the "world's finest cruise port" and its containerized cargo business continues to expand. The Port now reigns as the region's major petroleum storage and distribution facility and is a leading bulk cargo depot. Port Everglades has an obligation not only to meet the needs of its maritime customers and visitors, but also to give back to the local community.

Port staff strives to communicate to the community through educational and outreach efforts, such as with this informative web site, brochures, newsletters, the annual Port Facilities Guide, group tours, classes, and a Speakers Bureau.

Working in conjunction with the USCG, Florida Department of Law Enforcement, Broward Sheriff's Office, and other federal, state, and local law enforcement, the Port is dedicated to safety and security at all docks, in cruise terminals, and container

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areas. The Port also works with the USCG to protect its facilities, harbor, and coastline. In addition, the Port actively participates in Fleet Week, welcoming sailors from a variety of naval vessels each year.

**Contact Information:**

Port Everglades Waterways Advisory Committee  
Port Everglades Business Office  
1850 Eller Drive  
Fort Lauderdale, FL 33316  
Phone: (954) 523-3404  
Fax: (954-765-5345  
E-mail:PortEverglades@broward.org

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## **Port of Miami Waterways Management Council**



### **Contact Information:**

Port of Miami Waterways Management Council  
1015 N. America Way  
2nd Floor  
Miami, FL 33132  
Phone: (305) 371-7678  
Fax: (305) 347-4843

### **Point(s) of Contact:**

Hector Pesquera  
Phone: (305) 347-4901  
E-mail: [hmpesq@miamidade.gov](mailto:hmpesq@miamidade.gov)

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## **Savannah Maritime Association (SMA)**



### **History / General Information:**

The Savannah Maritime Association is a partnership of maritime-related companies dedicated to the development and safety of our port.

The Savannah Maritime Association strives to foster cooperation and the exchange of information in order to achieve common goals.

The Savannah Maritime Association works for the common benefit of all participants in Georgia's Ports, Federal, State, City, Commercial, and Community organizations. SMA identifies and achieves common goals and objectives for the Maritime Community. SMA meetings are an open forum to discuss and resolve Maritime Community issues.

Members share their views and work towards the common good of the port.

### **Contact Information:**

Savannah Maritime Association

#### **Property Address:**

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33 Bull Street, Suite 550  
Savannah, GA 31410  
**Mailing Address:**  
P.O. Box 10475  
Savannah, GA 31412  
Phone: (912) 233-0415  
Fax: (912) 232-1733  
E-mail: [SMA\\_1@bellsouth.net](mailto:SMA_1@bellsouth.net)  
<http://www.savannahmaritime.com/>

**Point(s) of Contact:**

Charles E. Sutlive, Executive Director  
Phone: (912) 233-0415

**Membership:**

SMA represents members at every level of the Government including:

- USCG.
- USACE.
- Transportation Security Administration.
- U.S. Customs and Border Protection.
- U.S. Immigration & Customs Enforcement.
- Georgia Ports Authority.
- Savannah Pilots Association.

**Accomplishments / Best Practices:**

SMA conducts regular monthly meeting for members. SMA coordinates annual HAZMAT training, monitors proposed rate increases by area service providers, and acts as a clearing house for maritime information, data, and employment.

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## **South Coast Harbor Safety Committee of Puerto Rico**



### **History / General Information:**

The information is for the Port of Ponce and is not specific to the South Coast HSC. Founded in 1911, the Port of Ponce has been the key to the economic development of the south coast of Puerto Rico and in particular to the city of Ponce, which currently is one of the most important cities on the Island. With an enviable ROI of more than 24% in 2005, immediate highway access to the West, East, and North of Puerto Rico, the Port of Ponce provides an excellent cornerstone to build the Port of the Americas.

### **Contact Information:**

South Coast Harbor Safety Committee of Puerto Rico  
Port of Ponce Port Authority  
P.O. Box 30125  
Ponce, Puerto Rico 00716  
Phone: (787) 765-2900  
Fax: (787) 763-4315  
E-mail: [info@portoftheamericas.com](mailto:info@portoftheamericas.com)

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## **Tampa Bay Harbor Safety and Security Committee (TBHSSC)**



### **History / General Information:**

The Tampa Bay Harbor Safety & Security Committee (TBHSSC) was established as a result of a recommendation from its predecessor, the Tampa Bay Vessel Traffic Consortium. The Consortium was created in 1994 by the Florida State Legislature after a three vessel collision in Tampa Bay. The mission was to review vessel traffic management in Tampa Bay, identify methods to improve navigational safety, and make recommendations to the Legislature. The final report urged the establishment of the Tampa Bay Harbor Safety Committee (which added Security to its name in 2005) and the intent to establish a DGPS/AIS vessel traffic information service.

The first meeting of the TBHSC was held on April 16, 1997. The committee established guidelines for the organization and frequency of meetings (quarterly) and set about creating public private partnerships to pursue the mission of advising the USCG COTP on navigational safety matters effecting Tampa Bay. The TBHSSC reviews navigational matters for Tampa

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Bay's 85 miles of channels and its approaches from the Gulf of Mexico.

**Contact Information:**

Tampa Bay Harbor Safety & Security Committee  
1101 Channelside Drive  
Tampa, Florida 33602  
Phone: (813) 241-1800  
Fax: (813) 905-5048

**Points of Contact**

Mr. Terry Fluke, Chairman  
Phone: (813) 247-3429  
Fax: (813) 248-5809  
E-mail: [tfluke@citgo.com](mailto:tfluke@citgo.com)

Mr. Steven Fidler, Executive Secretary  
Phone: (813) 241-1800  
Fax: (813) 905-5048  
E-mail: [slf@tampaport.com](mailto:slf@tampaport.com)

**Membership:**

The Committee is split between two different types of members:

Permanent Members include:

- Tampa Port Authority.
- Port Manatee.
- Port of St. Petersburg.
- Tampa Bay Pilots.
- USCG COTP, Sector Commander (non-voting).
- Florida Department of Transportation (non-voting).

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Members / Groups include:

- Ship Agents.
- Liquid Bulk Terminal Operator/Stevedores/Vessel owner/operators.
- Dry Bulk Terminal Operator/Stevedores/Vessel owner/operators.
- General Cargo Terminal.
- Operator/Stevedores/Vessel owner/operators.
- Commercial vessel owners.
- Marine Services and Technical Support.
- Cruise Industry.
- Tug/Barge Owner/Operators.
- Environmental Community.
- Governmental Agencies.
- Port Maritime Council.
- Recreational Boating.
- Fishing Industry.
- Maritime Law.
- At Large.

**Accomplishments / Best Practices:**

- Sponsored first of its kind report on the economic assessment of the benefits from the NOAA Physical Oceanographic Real-Time System (PORTS®). Tampa Bay was the first port with a PORTS® and one of 13 in operation through the United States. The report indicated that the Tampa Bay economy receives more than \$7 million a year in savings and direct income from the operation of PORTS®. Sources of benefit include greater draft allowance/increased cargo capacity, reduced transit delays, reduced groundings, enhanced recreational use of Tampa Bay, and improved environmental-ecological planning and analysis.

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- Key facilitator for the implementation of the Tampa Bay Cooperative Vessel Traffic Service (TBCVTS) to provide vessel traffic management for the approaches to and channels in Tampa Bay. The TBCVTS will provide the framework for development of common procedures and information sharing to achieve higher levels of port safety and security and environmental and vessel safety.
- Participated in a Congressional Emergency Management Response Forum with members of the U.S. Congress representing Districts in the Tampa Bay area and Florida Governor Jeb Bush. TBHSSC championed important lessons learned from the Hurricanes of 2005 of the need to ensure the flow of energy, gas, jet fuel, and other critical cargoes for the region as well as aggressively articulating the need to restore power to ports and maritime facilities that provide important recovery supplies.
- Facilitated a significant cooperative working relationship and protocol with the USCG, Tampa Port Authority, Tampa Bay Pilots, Carnival Cruise Lines, USACE, and Citgo Petroleum that achieved extraordinary success in addressing the movement of exceptional large vessels in the critical but constricted Sparkman Channel. The TBHSSC intervention assisted the parties in accomplishing a fast track widening project in one year.
- Through the efforts of the TBHSSC, Port Heavy Weather Advisory Group presented a position paper on the evacuation of all vessels from marinas as a hurricane approaches. TBHSSC went on record in

opposition to the state granting marinas the right to give blanket orders for all vessels to evacuate.

**Latest Issues /Hot Issues:**

- Progressive efforts by a select working group under the direction of the TBHSSC to review and advise the committee and COTP of the best vessel management practices to resolve constrictive navigational capabilities in Port Sutton Channel as a result of new and future berth construction.
- Pursue completion of the General Reevaluation Study this year for Tampa Bay with the expectation of approval and authorization to widen specific Tampa Bay channels and the creation of deep draft anchorage areas by the end of this decade.
- Continue progress in the implementation of the next phase of the Tampa Bay Cooperative Vessel Traffic Service to include full staffing by USCG, operations manual, movement protocols, and establishment of a vessel navigation area for Tampa Bay.

## **The Maritime Association of the Port of Charleston (MAPCHA)**



### **History / General Information:**

The Maritime Association of The Port of Charleston (MAPCHA) has been actively promoting the interests of the Port of Charleston since 1926. Today, it continues to contribute to the growth and success of the port. Once limited to companies engaged in or providing services to the maritime trade, membership is now open to a much broader base of port supporters.

The waterfront community has a number of highly regarded professional and trade organizations. MAPCHA, however, is an umbrella association, welcoming participation of other organizations and working for the improvement of the port as a whole. We deal with issues both broad and specific in nature.

The Mission Statement of the MAPCHA is:

- To advance, encourage, promote, increase, and protect the interests of the Port of Charleston, especially with respect to shipping and commerce, both foreign and domestic.
- To encourage the location of new port-using industry in the State of South Carolina.

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- To acquire, compile, disseminate, and preserve useful information.
- To advertise and otherwise promote the advantages of the Port of Charleston.
- To generate revenue for the Association from programs, services, and other sources.
- To provide and maintain offices and staff for accomplishing the purposes of the Association and for encouraging closer social relations among members and for stimulating interest and activity in matters pertaining to port operations, industrial relations, economic development, marketing, political affairs, public relations, and all other matters related to the progress and prosperity of the Port of Charleston.
- To do any and all things deemed necessary to accomplish any of the foregoing purposes.

**Contact Information:**

The Maritime Association of the Port of Charleston  
 899 Morrison Drive  
 P. O. Box 494  
 Charleston, SC 29402  
 Phone: (843) 577-7678  
 Fax: (843) 722-3433  
 E-mail: [staff@mapcha.com](mailto:staff@mapcha.com)  
<http://www.mapcha.com/>

**Point(s) of Contact:**

J. Corwin Pharr, Vice President/Director of  
 Government Relations  
 Phone: (843) 577-7678 ext 42  
 E-mail: [govrel@mapcha.com](mailto:govrel@mapcha.com)

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## **Membership:**

Members consist of representatives from:

- Associations.
- Attorneys.
- Banks.
- Brokers & Forwarders.
- Civil, Structural & Underwater Engineers.
- Container & Terminal Services.
- Diving.
- Dredging.
- Engineering Technology.
- Engineers Marine & General.
- Environmental.
- Insurance & Financial Planning.
- Labor Related.
- Manufacturing.
- Marinas.
- Marine Equipment & Supplies.
- Marine Fuels & Lubricants.
- Medical Services.
- Motor Transport.
- Private Terminals.
- Railroads.
- Real Estate.
- Shipyards.
- Steamship Lines.
- Stevedores.
- Surveyors Cargo Marine.
- Tugs & Tows.
- Vessel Agents.
- Warehouse & Distribution.

## Virginia Maritime Association (VMA)

(formerly Hampton Roads Maritime Association)



### **History / General Information:**

The Maritime Industry, through the leadership of the Virginia Maritime Association (VMA), continues to be the driving force for the progressive development of the Port of Hampton Roads. VMA was founded in 1920 for the purpose of promoting, protecting, and encouraging the interests of commercial shipping through the Port of Hampton Roads.

Today, the Association's goals and purpose remain true to its original purpose 86 years ago. Currently, VMA is over 500 members strong and has a diverse committee structure prepared to address any subject relating to the overall operations of the Port. From physical harbor improvements to working with various governmental and legislative agencies, the Association strives to improve the great Port of Hampton Roads.

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The Port of Virginia has been a boon to Virginia and the world for nearly four centuries. From the early founding as "America's First Port" at Jamestown in 1607 through the era of the great clipper ships to the present day sophistication of computerized intermodal technology, Virginia has been at the forefront of every major change in the shipping industry.

The Port of Virginia's strategic mid-Atlantic location and streamlined transportation infrastructure are well known among shippers the world over. The natural advantages offered by Virginia's Port has historically served as a magnet for investment, attracting new industries and commerce within the state. Today, more than 95% of the world's largest shipping lines link Virginia's sheltered ice-free harbor to destinations around the globe. The Port of Virginia consistently ranks as one of the leading ports in the United States in terms of total foreign waterborne commerce.

Many factors have contributed to the Port's phenomenal growth, but none is as important as unification of the ports in the Hampton Roads harbor. In 1981, the Virginia General Assembly passed landmark legislation designed to unify the ports under a single agency, the Virginia Port Authority, with a new single operating company, Virginia International Terminals, Inc. In the years preceding unification, ports in the Hampton Roads harbor were privately operated by competing companies, which caused sporadic, sustained growth and splintered marketing efforts. Unification has made the Port of Virginia the fastest growing port complex in the United States.

**Contact Information:**

Virginia Maritime Association (VMA)  
(formerly Hampton Roads Maritime Association)  
236 E. Plume Street  
Norfolk, VA 23510  
Phone: (757) 622-2639  
Fax: (757) 622-6302  
E-mail: [vma@portofhamptonroads.com](mailto:vma@portofhamptonroads.com)

**Point(s) of Contact:**

David White  
Phone: (757) 622-2639  
Fax: (757) 622-6302  
E-mail: [david@portofhamptonroads.com](mailto:david@portofhamptonroads.com)

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## **Waterways Users Soundings Group**

### **History / General Information:**

The Organization is sponsored and chaired by the Army Corps of Engineers (USACE).

Meetings are held on a quarterly basis with agendas established primarily by the USACE.

### **Contact Information:**

Waterways Users Soundings Group  
100 W. Oglethorpe Ave  
P.O. Box 889  
Savannah, GA 31402  
Phone: (912) 652-5226

## **Southwest Region**

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## **Guam Chamber of Commerce's Maritime Affairs Committee (MAC)**

### **History / General Information:**

The information herein refers to the Guam Chamber of Commerce. The Chamber exists to advance the general welfare of its members by promoting the economic, social and environmental well-being of the Territory of Guam. The Chamber seeks to develop, encourage, promote and protect the commercial, professional, financial, and general business interest of the Territory of Guam; to extend and promote the trade and commerce, and foster, develop and protect the industry of Territory; to procure laws and regulations desirable for the benefit of business in general; and to provide a forum for the reflection of sentiments of business regarding matters affecting its interests.

The Maritime Affairs Committee (MAC) of the Guam Chamber of Commerce includes the Subcommittees:

Tuna Transshipment  
Trucking and Transportation  
Maritime Coordinating Council

### **Contact Information:**

Guam Chamber of Commerce  
173 Aspinall Avenue, Suite 101  
Ada Plaza Center  
Hagåtña, GU 96910  
Phone: (671) 472-6311  
Fax: (671) 472-6202  
[www.guamchamber.com.gu/](http://www.guamchamber.com.gu/)

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**Point(s) of Contact:**

John Stewart  
Chairman, Guam Chamber of Commerce's MAC  
Phone: (671) 472-6311  
Fax: (671) 472-6202  
E-mail: [gchamber@guamchamber.com.gu](mailto:gchamber@guamchamber.com.gu)

**Latest Issues / Hot Issues:**

- Improved efficiency at the Port of Guam through private operator (Privatization of Port Authority of Guam Terminal Operations).
- Advocate forward movement of Port Wharf Expansion/Dredging Project (AFC has lead on issue; MAC will continue to monitor progress from maritime industry side).
- Customs and Quarantine Agency Advance Clearance Policy.

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## **Hawaii Ocean Safety Team (HOST)**



### **History / General Information:**

HOST was established in 1997 and functions as an effective forum in which waterway users in Hawaii meet to identify problems, develop solutions and pursue the exchange of ideas and information. Based in America's only island state, HOST is unique among the nation's harbor safety committees. HOST is concerned with the safety, security, and environment of 11 commercial and 18 small boat harbors, two petroleum offloading mooring points, 50 boat ramps spread over seven islands, 750 miles of coastline, and 4,500 square miles of ocean. The HOST Advisory Board meets monthly and conducts general membership meetings every other month.

### **Contact Information:**

Hawaii Ocean Safety Team  
965-A4 N. Nimitz Hwy.  
Honolulu, HI 96817  
Phone: (808) 842-5379  
E-mail: [hothawaii@hothawaii.org](mailto:hothawaii@hothawaii.org)  
[www.hothawaii.org](http://www.hothawaii.org)

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**Point(s) of Contact:**

Robin Bond, Chairman  
Phone: (808) 224-5522  
FAX: (808) 393-2424  
E-mail: [rbond@hawaii.rr.com](mailto:rbond@hawaii.rr.com)

Brad Rimell, Vice Chair  
Phone: (808) 521-5084  
FAX: (808) 533-4109  
E-mail: [bradr@sause.com](mailto:bradr@sause.com)

**Membership:**

The Advisory Board represents the following entities:

- Domestic Shipping.
- Fishing Industry.
- Foreign Shipping.
- Ocean Recreation.
- Harbor Pilots.
- Recreational Boating.
- Shore Facilities (Terminals).
- Tug and Barge.
- Unions.
- Yacht Clubs.
- Public at Large.
- Representatives from each of the Hawaiian Islands.

Local, state, and federal government representatives attend Board meetings as advisors. The general membership includes about 400 concerned citizens throughout Hawaii.

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**Accomplishments / Best Practices:**

HOST has developed 10 Safe Operating Procedures (SOPs) on a number of important issues. HOST helped develop a Training video on Cruise ship tendering operations in Lahaina and Kona areas. Educational efforts include use of PFDs, mandatory use of VHF Radios or EPIRBS, Security Zones, and Offshore Safety at Sea seminars. HOST provides a Network for the U.S. Coast Guard (USCG) and other agencies for maritime related information.

**Latest Issues / Hot Issues:**

HOST is dealing with rapidly increasing congestion and shared use of commercial harbors; mandatory use of assist tugs in neighbor island harbors; security and environmental issues throughout Hawaii's waterways; updating Hawaii's heavy weather and tsunami operating procedures; and various educational safety seminars.

## Los Angeles/Long Beach Harbor Safety Committee



### History / General Information:

The Marine Exchange, under the authority of California's Office of Spill Prevention and Response (OSPR) is the Executive Secretariat for the Los Angeles/Long Beach (LA/LB) Harbor Safety Committee (HSC).

The LA/LB HSC is responsible for planning for the safe navigation and operation of tankers, barges, and other vessels within San Pedro Bay and the approaches thereto. This Committee has been created under the authority of Government Code Section 8670.23(a), which requires the Administrator of the Office of Oil Spill Prevention and Response (OSPR) to create a Harbor Safety Committee for the Los Angeles/Long Beach Harbor.

The Los Angeles/Long Beach HSC (Committee) is responsible for planning and providing for the safe navigation and operation of all vessels operating within San Pedro Bay, Santa Monica Bay, the Los Angeles/Long Beach port complex (and the approaches thereto); and to address the prevention of oil spills and other mishaps that could endanger (pollute) the harbors, channels, and coastal waters

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within its defined Geographic Boundary. The Committee is also charged with the responsibility of creating (and updating annually, as may be required) a “Harbor Safety Plan for Los Angeles/Long Beach Harbor” (HSP). This Committee has been created under the authority of Government Code Section 8670.23(a), which requires the Administrator of the Office of Spill Prevention and Response (OSPR) to create a HSC for the Los Angeles/Long Beach Harbor area.

The Los Angeles/Long Beach HSC conducts regular meetings to address issues regarding the safe navigation and operation of tankers, barges, and other vessels within San Pedro Bay and the approaches thereto.

**Contact Information:**

Los Angeles/Long Beach Harbor Safety Committee  
c/o Jacobsen Pilot Service  
P.O. Box 32248  
Long Beach, CA 90832-2248  
Phone: (562) 435-0664  
Fax: (310) 835-2485  
[www.mxsocial.org/](http://www.mxsocial.org/)

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**Point(s) of Contact:**

Capt. John Z. Strong, Committee Chair  
Vice President  
Jacobsen Pilot Station  
P.O. Box 32248  
Long Beach, CA 90832-2248  
Phone: (562) 432-0664  
Fax: (310) 835-2485  
E-mail: [jzs@jacobsenpilot.com](mailto:jzs@jacobsenpilot.com)

**Membership:**

Members include representatives from:

- Tanker Vessel Operators.
- Tug and Barge Operators.
- California Coastal Commission.
- Port of Los Angeles.
- Los Angeles Pilot Organization.
- Passenger Ferry Operators.
- Off-Shore Terminals' Mooring Masters.
- Port of Long Beach.
- Dry Cargo Vessel Operators.
- Organized Labor.
- Non-Profit Environmental Protection Organizations for Santa Monica Bay.
- Recreational Boaters.
- Commercial Fishing.
- Non-Profit Environmental Protection Organizations for LA/LB Harbor.
- Marine Oil Terminal Operators.
- California Department of Fish and Game's Office of Spill Prevention and Response (OSPR).
- NOAA.
- USACE.

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- USCG.
- U.S. Navy.
- California State Lands Commission - Marine Facilities Division.

The time, location, and frequency of meetings shall be determined by the Chair, and when possible, with the approval of the Committee.

### **Accomplishments / Best Practices:**

Contact with the other HSCs in the state has been made and is always on-going. In addition, annual meetings of the chairs of the Harbor Safety Committees in California occur because of the contacts developed.

### **Latest Issues / Hot Issues:**

- Arriving vessels were not performing their engine tests 12 miles outside of U.S. waters causing safety and vessel traffic issues. Companies were completing their engine tests by the sea buoy after they had transited the traffic lanes. Educational materials were distributed to resolve the issue.
- Containers being knocked off containerships while they were at the dock by the crane handlers and onto bunker barges tied up alongside the ship. Meetings with all relevant stakeholders were conducted to discuss the issue and develop a resolution.
- Increased congestion of Catalina Island. The LA/LB HSC formed a subcommittee, the Avalon Harbor Safety Committee, to bring together all the local stakeholders, local harbor patrol, lifeguards, and police, with some of the members of the LA/LB HSC,

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water taxis, tugboats, pilots, and other interested parties. They shared lessons learned and are working towards resolving the congestion problems.

## Port Hueneme Harbor Safety Committee



### **History / General Information:**

The Port of Hueneme is the only deep water harbor between Los Angeles and the San Francisco Bay area and is the U.S. Port of Entry for California's central coast region. It serves international businesses and ocean carriers from the Pacific Rim and Europe. The Port of Hueneme ranks among the top seaports in California for general cargo throughput.

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Its unique positioning near the Santa Barbara Channel has also made the Port of Hueneme the primary support facility for the offshore oil industry in California's Central Coast area.

The Oxnard Harbor District is the port authority for the Port of Hueneme.

**Contact Information:**

Port Hueneme Harbor Safety Committee  
c/o Port of Hueneme, Oxnard Harbor District  
P.O. Box 608  
333 Ponomo Street  
Port Hueneme, CA 93044-0608  
Phone: (805) 488-3677  
Fax: (805) 488-2620  
[www.PortofHueneme.org](http://www.PortofHueneme.org)

**Point(s) of Contact:**

Captain Andrew Harvey, Chair  
Phone: (805) 488-4615  
Fax: (805) 525-3399  
E-mail: [otnmbrd@earthlink.net](mailto:otnmbrd@earthlink.net)

Pete Wallace,  
Port of Hueneme Oxnard Harbor District  
Phone: (805) 488-3677  
Fax: (805) 488-2620

**Membership:**

Members of the Port Hueneme HSC come from:

- Pilots Organization.

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- Port Hueneme, Oxnard Harbor District.
- Recreational Boaters.
- Dry Cargo Vessels.
- Non-Profit Environmental Protection Organization.
- Tug Barge Operators.
- Marine Petroleum Operators.
- Offshore Platform Supply Vessels.
- Fresh Produce Cargo Vessel Operators.
- Refrigerated Cargo Vessel Operators.
- Commercial Fishing.
- LNG Industry.
- CA Coastal Commission.
- USCG.
- US Navy.
- USACE.
- NOAA.
- CA DFG-Oil Spill Prevention and Response.

**Accomplishments / Best Practices:**

Currently the committee is working out Port Hueneme's jurisdiction.

## Port of Los Angeles, Port Community Advisory Committee



### History / General Information:

The Port of Los Angeles Community Advisory Committee was established as a standing committee of the Port of Los Angeles Board of Harbor Commissioners in 2001.

The purposes of the Committee are:

- To assess the impacts of Port developments on the harbor area communities and to recommend suitable mitigation measures to the Board for such impacts.
- To review past, present, and future environmental documents in an open public process and to make recommendations to the Board that ensure that impacts of the communities are appropriately mitigated in accordance with Federal and State of California law.
- To provide a public forum and to make recommendations to the Board to assist the Port in taking a leadership role in creating balanced communities in Wilmington, Harbor City, and San Pedro so that the quality of life is maintained and enhanced by the presence of the Port.

Regular Port Community Advisory Committee meetings are held on the third Tuesday of every month.

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All Harbor area residents and stakeholders are encouraged to attend.

**Contact Information:**

Port of Los Angeles, Port Community Advisory  
Committee  
P.O. Box 151  
San Pedro, CA 90733-0151  
Phone: (310) 732-3444  
E-mail: [commissioners@portla.org](mailto:commissioners@portla.org)

LCDR John Hennigan, Sector LA-LB  
Phone: (310) 521-3860  
E-mail: [john.p.hennigan@uscg.mil](mailto:john.p.hennigan@uscg.mil)

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## **Port of Saipan Tenants & Operators Committee**



### **History / General Information:**

The following information is regarding the Commonwealth Ports Authority. Twenty-nine years ago the Commonwealth Ports Authority's (CPA) predecessor, the Mariana Islands Airport Authority (MIAA) was formed. For the group of Western Pacific islands known as the Northern Marianas, it was a major step toward the development of economic and tourism growth.

In 1981, the Commonwealth Ports Authority (CPA) was created by Public Law 2-48 and tasked with managing and operating all the airports and seaports throughout the Northern Marianas. Since its inception CPA's affairs have been governed by a seven-member Board of Directors appointed by the Governor, with the advice and consent of the Senate of the Commonwealth Legislature. The Board appoints the Executive Director to carry out the goals and

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objectives of the Authority and to oversee its day-to-day operations and management.

**Contact Information:**

Commonwealth Ports Authority  
P.O. Box 501055  
Saipan, MP 96950  
Phone: (670) 664-3550  
Phone: (670) 664-3551  
Fax: (670) 322-4710  
<http://www.cpa.gov.mp/>

**Point(s) of Contact:**

Mr. Antonio S. Camacho, Acting Chairman of the Board  
Chairman, Seaport Facilities Committee  
Phone: (670) 664-3550

Mr. Lee C. Cabrera, Seaport Manager  
Phone: (670) 664-3550

Mr. Mike Sablan, Assistant Seaport Manager  
Phone: (670) 664-3550

**Accomplishments / Best Practices:**

- Upgraded the fender bolts on the existing dock fender mountings at the Port of Saipan.
- Updating the Saipan Harbor Master Plan, last updated in 1997.
- Constructing a drainage system for the container yard at the Port of Saipan. Held hearings to discuss the

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project and to address any concerns the public may have on this project.

**Latest Issues / Hot Issues:**

The Commonwealth Ports Authority hosted the 2006 Association of Pacific Ports Annual Conference in Saipan, Commonwealth of the Northern Mariana Islands, from August 20 – 23, 2006.

## San Diego Harbor Safety Committee



### **History / General Information:**

The San Diego Harbor Safety Committee (HSC) was mandated in the California Oil Spill Prevention and Response Act (OSPRA) of 1990, as codified in Title 14, Division 1, of the California Code of Regulations. The Act intends to improve the prevention, removal, abatement, response, containment, clean up, and mitigation of oil spills in the marine waters of California. The Act (S.B. 2040) created harbor safety committees for the major harbors of the state of California.

The San Diego HSC consists of key industry and governmental experts, with thorough knowledge of the Bay, who support this effort on a voluntary basis. The San Diego HSC was sworn in on May 13, 1992 and held its first meeting on that date.

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**Contact Information:**

San Diego Harbor Safety Committee  
P.O. Box 6625  
San Diego, CA 92166  
Phone: (619) 222-4188

**Point(s) of Contact:**

Captain Debra Marks  
Phone: (619) 222-4188  
E-mail: [captmarks@aol.com](mailto:captmarks@aol.com)

**Membership:**

The HSC is comprised of members from the following types of organizations:

- Pilots Organization.
- Pleasure Boats.
- Ship's Agent.
- Tanker Operations.
- Environmental Organization.
- Tug/Barge Operators.
- Labor Organization.
- San Diego Unified Port District.
- California Coastal Commission.
- Excursion Vessels Organization.
- Commercial Fishing.
- Tug Escort/ Ship Assist Operators.
- San Diego Baykeeper.
- USCG.
- USACE.
- NOAA.
- U.S. Navy.

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### **Accomplishments / Best Practices:**

The San Diego Harbor Safety Committee developed the Harbor Safety Plan. The plan is designed to provide mariners using the waters of San Diego Bay an up-to-date guide to critical navigation issues that will enhance vessel safety, with the ultimate goal of pollution prevention and protection of the region's valuable resources. The HSC/Harbor Safety Plan process is a long term, on-going effort requiring continually working on appropriate issues, with annual Plan updates.

### **Latest Issues / Hot Issues:**

- The fuel barge operators supplying diesel and gasoline to the yachts in the harbors and marinas. The fuel barge operators met all the state requirements and all the USCG requirements for operation however; the Harbor Safety Committee felt there were other issues of concern, such as oil spills, fires, etc. The HSC developed procedures they felt appropriate for the operator to abide by without causing the businesses to shut down. As a committee, they came up with safety parameters for the fuel barge operators and also brought in other related organizations to help with the development of these parameters.