

# Lone Star Harbor Safety Committee



NOAA Hydrographic Services Review Panel  
Galveston, TX  
15-17 March 2016

Presented by George Pontikos, Vice Chair LSHSC





# OUR MISSION

The Lone Star Harbor Safety Committee (LSHSC) provides a public forum to address Marine Transportation System (MTS) issues with particular emphasis on navigation safety-related matters involving the ports of Houston, Galveston, Texas City, and Freeport including the associated waterways of the Gulf Intracoastal Waterway and offshore lightering zones.



# OUR MISSION (cont.)

As a vehicle facilitating communications between and among public and private sector entities, the Committee draws upon regional expertise and insight to address such issues as vessel traffic management, anchorage management, communications, security, significant/heavy weather preparations, maritime traffic disruption/restoration, process improvements, and any other related topics dealing with the MTS. The Committee will conduct periodic comprehensive assessments of the local safety and environmental risks and may consider other needed actions in and adjacent to the waterways.



# SCOPE

- As recognized by the U. S. Coast Guard and the Department of Homeland Security, HSCs have been identified as a key to safe, efficient and environmentally sound operations. As such, the Committee shall be responsible for specific assignments and may conduct studies, inquiries, workshops and any related fact finding initiatives for the port complex or to provide advice and recommendations to various federal, state and local agencies with responsibility for or familiarity with MTS matters within the HSC's geographic area of interest.
- Harbor Safety Committees are 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 Coast Guard guidance on the establishment and development of Harbor Safety Committees. Lone Star was chartered on February 17, 2012 by various industry members within the region.



# LSHSC Members

Name	Position
Capt. Tracy Cheramie	Barge/Tow Boat Operators
Thomas Marian	Barge/Tow Boat Organizations
Capt. John Gunning	Brazos Pilots Association*
Carl Holley	Bulk Liquid Storage
Capt. George Pontikos, Vice Chair	Chemical Tank Vessel Owner/ Operators
James Prazak, Chair	Chemical Terminals
Capt. Ron Galloway	Commercial Fishing Vessels
Capt. Marius Scintee	Container Ships
Capt. Wally Hogan	Galveston - Texas City Pilots Association*
Capt. Steve Huttman	Harbor Tug Operators
J.J. Plunkett	Houston Pilots Association*
John Taylor	Line Handlers
CAPT William Diehl USCG (Ret.)	Marine Exchange
David Casebeer	Marine Salvage/Dredging Operators
Tammy Lobaugh	Maritime Education
Niels Aalund	Maritime Trade Organization
Sean Fernley	Non-Liquid/Dry Cargo Vessel Operators
Ricky Raven	Non-Liquid Terminal Operators
Amy Nelson	Passenger Vessels
Al Durel	Port Freeport*
Capt. John Peterlin III	Port of Galveston*
Mark Vincent	Port of Houston Authority*
Jason Hayley	Port of Texas City*
Philip Kropf	Recreational Boaters
Robert Baker	Refineries
Paul Caruselle	Shipping Agents
Richard Bludworth	Shipyard/Vessel Repair Facilities
Eric Gustafson	Stevedore/Labor
Capt. Richard Russell	Tank Vessel Owner/Operators
CAPT Brian Penoyer	U.S. Coast Guard (COTP)*
Brian Hill	Maritime Administration (MARAD)*
Alan Bunn	National Oceanic & Atmospheric Administration (NOAA)*
COL Richard P. Pannell	U.S. Army Corps of Engineers (ACOE)*
David Fluty	U.S. Customs and Border Protection (CBP)*
Kelly Teichman	Executive Secretary



# Example Resolution

- The Lone Star Harbor Safety Committee strongly supports the Bayport flare improvements (increasing the Bayport flare radius to 4000FT and widening the east side of the Houston Ship Channel in the vicinity of Beacons 75/76) and is concerned that failure to execute this improvement will have significant negative navigation safety and economic implications for the Port of Houston. Considering past casualty data, a flare design that better separates deep draft and tow traffic, and eases the nearly 90 degree turn from the Houston Ship Channel would be beneficial. While the Bayport channel improvements by the Port of Houston Authority will help facilitate the transits of larger ships that may call on Bayport in the future, benefits from channel widening and deepening were contingent on completion of the Corps' validated flare and HSC modifications. Those improvements are absolutely necessary for the existing vessel traffic profile. The LSHSC recommends to the USACE that the Bayport Flare and HSC widener project be authorized, funded, and constructed as soon as possible.



# WATERWAYS UTILIZATION SUBCOMMITTEE

CHAIR: Capt. J.J. PLUNKETT

**MISSION:** The Waterways Utilization Subcommittee of the Lone Star Harbor Safety Committee (LSHSC) is dedicated to maximizing safety, security and efficiency, while balancing the competing needs and uses of the waterways in the LSHSC area of interest. Its efforts shall focus on supporting relevant regulations and recommendations associated with the safety of seafarers, vessels and the environment. Its intent is to identify and adopt cooperative best practices while promoting a culture of safety among constituent user groups. In doing so, the following fundamental principles will serve as a guide:



# WATERWAYS UTILIZATION SUBCOMMITTEE

- Improve safety, security and efficiency aboard vessels and the facilities these vessels call upon, without adversely impacting the commercial viability of the port complex or disadvantaging users or user groups.
- Foster communication, cooperation and partnerships among Pilots, seafarers, vessel owners, charterers, terminal operators, vessel agents, the towing industry, governmental and non-governmental agencies, port authorities, and recreational users to maximize safety, security and efficiency on board vessels and in the waterways.
- Nurture a safety culture that reflects utmost concern for lives, property and the environment.

**VISION: THE SAFEST AND MOST EFFICIENT PORT COMPLEX IN THE WORLD.**



# Working Groups

- Anchorage
  - Achievements: The expansion of the hugely needed anchorage areas, especially in Bolivar roads, with the firm assistance of NOAA, among other federal agencies
- Chemical Tanker Scheduling Optimization
  - Assisting on minimizing or eliminating unnecessary movements of chemical vessels, thus reducing risks for incidents/accidents and ship emissions.
- Refuge and Response
  - Assisting in providing the proper refuge to ships in danger either coming from another port or being already in our port complex



# NAVIGATION OPERATIONS SUBCOMMITTEE

CHAIR: Capt. DAVID FORET

The "NavOps" subcommittee's objective is to improve safety of operations in the Houston Ship Channel area and to minimize the impact of incidents which do occur. To achieve this objective, the subcommittee shall identify areas of concern, and in turn provide the Lone Star Harbor Safety Committee with its recommendations and with shared best practices.



# NavOps Working Groups

- Facility
  - Achievements: Many improvements on new and existing facilities' dock conditions, fenders, mooring equipment, gangway access, depth surveys and dredging, ship/barge mooring line arrangements
- Brownwater University
- Blue/Brown water interface
- Barge Fleeting/Movements
- Casualty Analysis
  - Menhaden – Achieved to raise awareness and preparation during the menhaden season, thus avoiding numerous potential loss of propulsion accidents



# Vessel Traffic Services

- By utilizing a risk assessment model, the work group's mission is to ensure that identified best practices are analyzed and implemented, with the overall goal of improving navigation safety in the Galveston Bay shipping complex.
- –Achievements: Redesigned the Vessel Traffic Safety Area to include a 3<sup>rd</sup> geographic sector that allowed for better tailored traffic reports and greater watch-stander situational awareness
- –Developed curricula, facilitated and acted as instructors for Brownwater University
- –Initiated a navigational chart change that encouraged the use of the Bolivar Roads Alternate Inbound Route (BRAIR), thus easing inbound, slower-moving towing vessel traffic into the main ship channel
- –Developed the Special Traffic Management Protocol for vessels transiting above the Shell facility on the Houston Ship Channel, which ensures better separation of deep draft vessel traffic and wide beamed tows
- –Developed procedures for informing deep draft vessel traffic of gantry crane operations in the upper (300 foot width) Houston Ship Channel
- –Implemented the “CAT I / CAT II Channel Obstruction Process” which ensured all waterway users are aware of upcoming temporary channel obstruction and closures
- –Schedule and lead dredge / marine construction coordination meetings with VTS, Pilots and brown water industry representatives
- Sponsor of the Port Coordination Team (PCT), consisting of pilots, brown water port captains, refineries, port and terminal representatives, whose mission is to assist VTS after extended channel closures, (fog) to facilitate the safe navigation of brown and blue water vessels via implementation of a transit traffic separation scheme for vessels impacted by an extended closure.



# BROWNWATER UNIVERSITY

- The next session of Brownwater University will be held March 29-31, 2016.
- Join the Lone Star Harbor Safety Committee for Brownwater University, a 3-day educational conference bringing together stakeholders across all facets of brownwater operations in the Western Gulf. Listen to panels on topics such as equipment & personnel, operations, navigation safety, and ship & barge interactions, and try your hand at a pushboat simulator.



# DREDGING & MARINE CONSTRUCTION SUBCOMMITTEE

CHAIR: DAVID CASEBEER

**MISSION:** The mission of the Lone Star Harbor Safety Committee (LSHSC) Dredging Subcommittee is to provide a forum to discuss, communicate, and as necessary make recommendations to LSHSC regarding dredging issues as related to safety within the Houston, Texas City, Galveston area waterways. The subcommittee will meet on a regular basis at times and locations determined by the subcommittee. The subcommittee will be chaired by an individual appointed by LSHSC. Attendance at the meeting will be open to the public. Minutes for each meeting will be kept and provided to the secretariat of LSHSC.



## LSHSC dredge subcommittee

short (1-2 yrs) and long term goals (3-5yrs):

- Maintain and overview of USACE projects, schedules, and pre-dredge conferences.
- Communicate with VTS, Pilots, port authorities and USACE
- Committee outreach through the Port Authorities and private terminals to educate all facility operators on the importance of maintaining adequate depth alongside their berths.
- Coordination between dredging subcommittee and NavOps.



# MARITIME EDUCATION, TRAINING & OUTREACH SUBCOMMITTEE

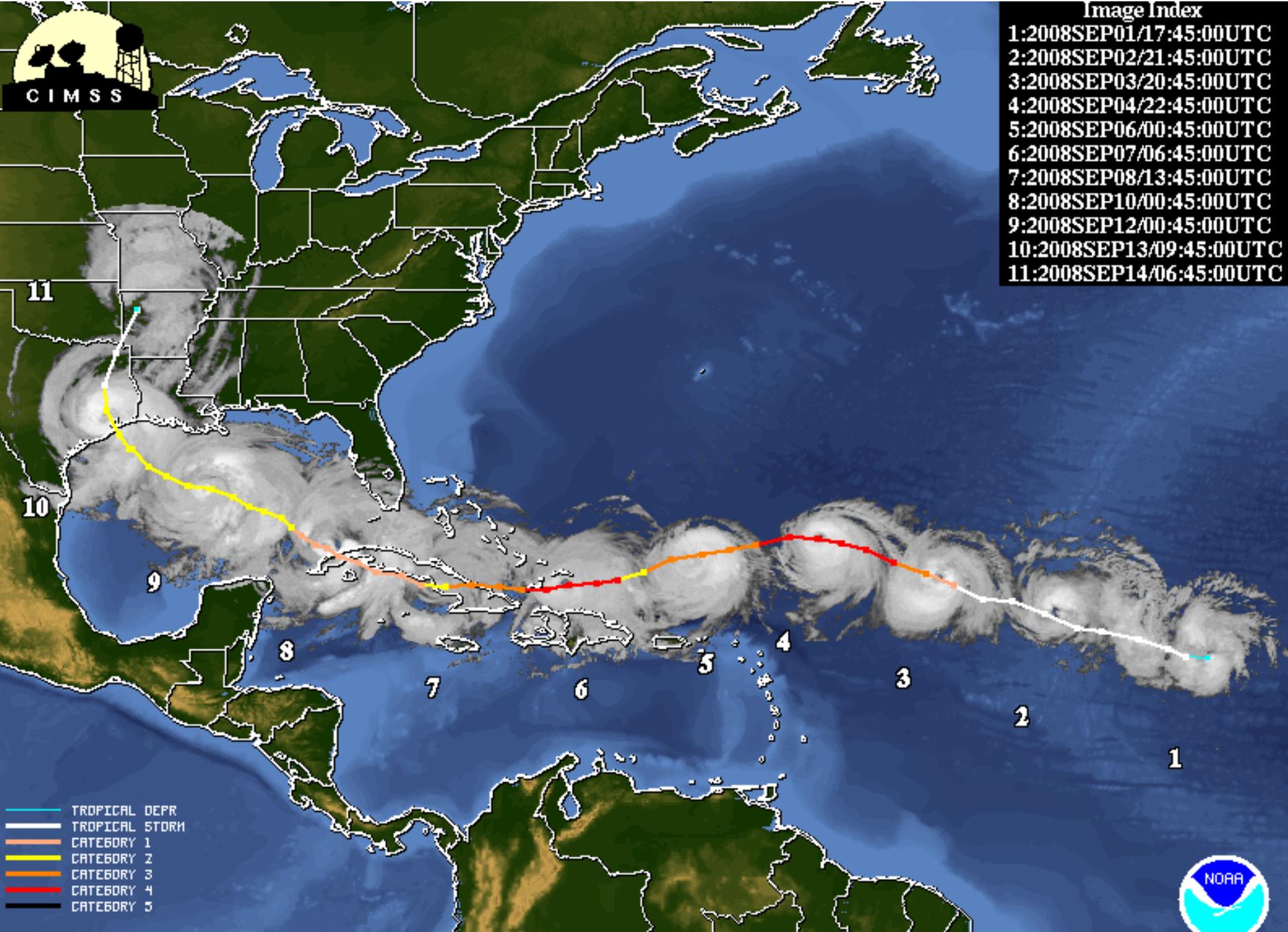
CHAIR: TAMMY LOBAUGH

The Maritime Education, Training & Outreach Subcommittee focuses on addressing training of current industry members, training of future industry generations, and aiding the LSHSC in broadcasting its missions and presence.



CIMSS

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- TROPICAL DEPR
- TROPICAL STORM
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