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*A non-profit organization providing vessel traffic and maritime information service for Southern California*

27 January 2020

Dr. Clarissa Anderson  
Executive Director  
Southern California Coastal Ocean Observing System (SCCOOS)  
Scripps Institution of Oceanography  
9500 Gilman Drive, 0206  
La Jolla, CA 92093-0214

**SUBJECT: Letter of Support of Southern California Coastal Ocean Observing System**

Dear Dr. Anderson:

On behalf of the Marine Exchange of Southern California, which operates the Vessel Traffic Service (VTS) for the ports of Los Angeles and Long Beach, I enthusiastically endorse the valuable data and services provided by the Southern California Coastal Ocean Observing System (SCCOOS) at the Scripps Institution of Oceanography, University of California San Diego.

The Marine Exchange, in partnership with federal, U.S. Coast Guard, state, and local port partners, is a private, non-profit firm that provides maritime information and vessel traffic services for the maritime community in the waters of Southern California and the ports of Los Angeles and Long Beach. Our firm continually works to anticipate and fully meet the maritime information and vessel traffic requirements necessary to promote a safe, secure, efficient, reliable, and environmentally sound maritime transportation system.

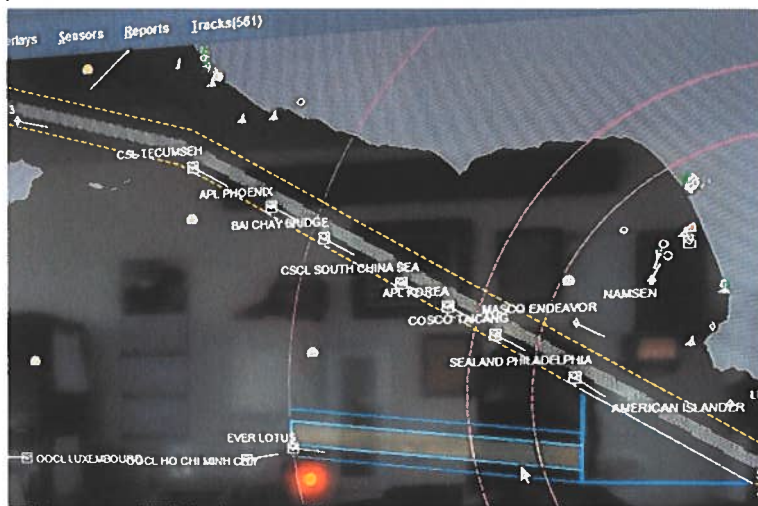


Tanker inbound and container ship outbound  
Long Beach.  
Both need SCCOOS information to transit  
safely.

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More than 28,000 vessels participated in the Vessel Traffic Service in 2018 and 4,547 large vessels arrived in the Los Angeles and Long Beach port complex. Each day, there are there are approximately 45 movements of some of the largest vessels in the world, and they are getting bigger. Container ships that are 1,300 feet long and carrying 14,000-18,000 containers are now common. Tankers that are 1,100 feet long, weigh 330,000 tons, and have a draft of 69 feet are now arriving in Long Beach routinely.

In addition to the ports of Los Angeles and Long Beach, 274 vessels arrived at the Chevron Offshore Terminal in El Segundo, 461 arrived in San Diego, and 409 arrived in Port Hueneme in 2019. Bringing these ships safely into port is only possible if there is extremely accurate and reliable wave information such as provided by SCCOOS.



**Busy traffic arriving LA/LB port complex**

The ports of Los Angeles and Long Beach are the #1 and #2 container ports in the country and together we're 9th in the world for the past two years. Together, the 2 ports moved 16.9 million containers in 2018. The value of all cargo moving through the ports is \$1.3 billion per day. California only has a 5-day supply of oil ashore, so keeping the tankers moving in and out of the ports and the offshore terminal in El Segundo is critical to preventing fuel shortages.

SCCOOS's products are used by the Marine Exchange and a wide variety of port partners.

1. Water observations such as temperature can help predict and analyze the movements of fish and mammals, which can be used to help prevent whale strikes by ships and other harmful impact to marine life.
2. Flooding and Storm surge models are used to plan future developments in the ports and adjacent coastal waters.
3. Tugs, barges, ferries, recreational vessels, harbor pilots, very deep draft tankers, all 5 large Southern California Ports, and the Coast Guard use wave buoy information from the Coastal Data Information Program to plan marine construction and conduct safer vessel movements, from the smallest pleasure boats, ferries, and fishing boats to the largest tankers and container ships.
4. Beach Erosion and Inundation information is used to analyze vulnerable areas, plan preventative and protective measures, plan responses, and plan where to best pre-stage equipment to keep it safe.

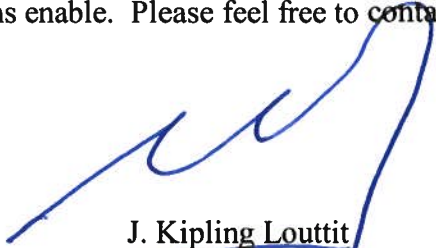
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- 5. The products of the Center for Climate Change Impacts and Adaptation are critical to making good, science-based decisions based on climate change and resulting impacts such as sea level rise. Do we build sea walls, flood gates, or buildings on stilts? How tall? How strong? What's the impact to the environment? These may be good ideas but all have pros and cons. The Center provides information that can help guide good decisions.

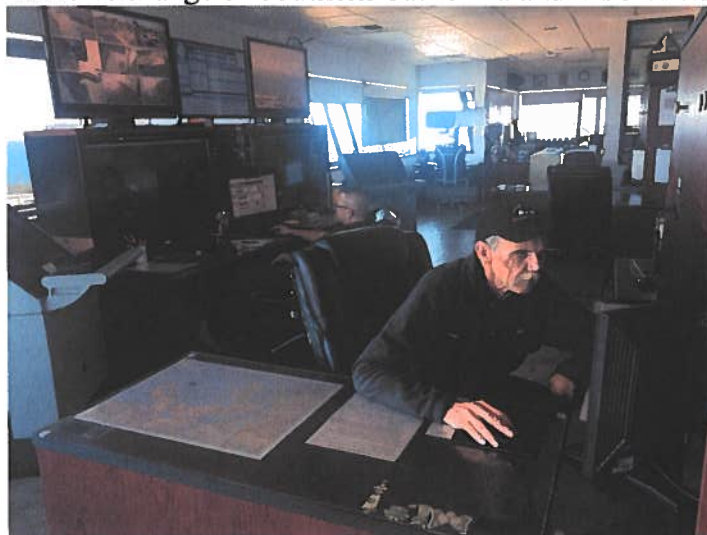
As a science-based decision support system, the Ocean Observing System's work interactively with local, state and federal agencies, resource managers, industry, policy makers, educators, scientists and the general public to provide data, models and products that advance our understanding of the current and future state of our coastal and global environment. SCCOOS focuses on coastal observations and product development to provide information necessary to address issues marine operations, coastal hazards, climate variability and change, and ecosystems, fisheries, and water quality

I understand that SCCOOS is funded primarily by the National Oceanic Atmospheric Administration (NOAA). Sustained funding for SCCOOS will be crucial to the maintenance of the program's ocean observing network and to the continuity of the important data products and services that these observations enable. Please feel free to contact me if you have any questions.

Sincerely,



**J. Kipling Louttit**  
**Captain, U.S. Coast Guard, Retired**  
**Executive Director**  
**Marine Exchange of Southern California and VTS LA/LB**



**MX VTS Watchstanders on duty providing maritime peace of mind and vessel traffic services 7/24/365 in part due to programs such as SCCOOS.**