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20 October 2020

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

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.



Very deep draft
tanker inbound
and
container ship
outbound
the
Port of Long
Beach.

Both need
SCCOOS
information to
transit safely.

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.

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More than 28,000 vessels participated in the Vessel Traffic Service in 2019 and 4,550 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 up to 69 feet have been arriving routinely at the port of Long Beach since April 2017 due to SCOOS/CDIP products.



**MSC MIA Arriving Port of Los Angeles 1 April 2020.
The biggest ship to ever enter the Ports of Los Angeles and Long Beach.
23,756 TEUs, 1,300 feet long, and 52-foot draft.**

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.

The ports of Los Angeles and Long Beach are the #1 and #2 container ports in the country and together we are ninth in the world for the past two years. Together, the two ports moved 16.9 million containers in 2019. 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.

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2. Flooding and Storm surge models are used to plan future developments in the ports and adjacent coastal waters.
3. Wave buoy information from the Coastal Data Information Program is used by tugboats, barges, ferries, recreational vessels, harbor pilots, very deep draft tankers and container ships, all 5 large Southern California Ports, and the Coast Guard 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.
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 is the impact to the environment for each alternative? There may be lots of 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 interactively works 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 the information necessary to address issues such as marine operations, coastal hazards, climate variability and change, ecosystems, fisheries, and water quality.



Saturday 26 Sep 2020
Vessel Traffic Service
Radar Screen picture.

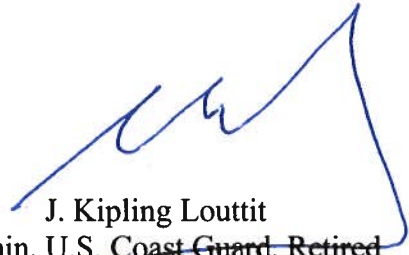
Typical morning
rush hour.

Each vessel,
big and small,
pleasure and
commercial, transited
more safely and
had reduced risk of
collision, grounding,
accident, or injury due
to SCCOOS
information.

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I understand that SCCOOS is funded primarily by the National Oceanic Atmospheric Administration (NOAA). Sustained funding for SCCOOS is crucial to the maintenance and modernization of the program's ocean observing network and the continuity of the critical 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 are on duty providing maritime peace of mind and vessel traffic service 7/24/365 in part due to programs such as SCCOOS.