

2019 Current Fiscal Year Report: Houston-Galveston Navigation Safety Advisory Committee

Report Run Date: 04/27/2024 03:21:36 AM

1. Department or Agency	2. Fiscal Year
Department of Homeland Security	2019
3. Committee or Subcommittee	3b. GSA Committee No.
Houston-Galveston Navigation Safety Advisory Committee	97

4. Is this New Fiscal Year?	5. Current Charter	6. Expected Renewal Date	7. Expected Term Date
No	12/14/2011		12/04/2018

8a. Was Terminated During FiscalYear?	8b. Specific Termination Authority	8c. Actual Term Date
Yes	Section 405 of the Frank LoBiondo Coast Guard Auth Act of 2018 (Public Law 115-282)	12/04/2018

9. Agency Recommendation for Next FiscalYear	10a. Legislation Req to Terminate?	10b. Legislation Pending?
Terminate	Yes	Enacted

11. Establishment Authority	Statutory (Congress Created)		
12. Specific Establishment Authority	13. Effective Date	14. Committee Type	14c. Presidential?
P.L. 102-241, Sect. 18	12/19/1991		No

15. Description of Committee Non Scientific Program Advisory Board

16a. Total Number of Reports No Reports for this FiscalYear

17a. Open 0 **17b. Closed** 0 **17c. Partially Closed** 0 **Other Activities** 0 **17d. Total** 0

Meetings and Dates
No Meetings

	Current FY	Next FY
18a(1). Personnel Pmts to Non-Federal Members	\$0.00	\$0.00
18a(2). Personnel Pmts to Federal Members	\$0.00	\$0.00
18a(3). Personnel Pmts to Federal Staff	\$0.00	\$0.00
18a(4). Personnel Pmts to Non-Member Consultants	\$0.00	\$0.00
18b(1). Travel and Per Diem to Non-Federal Members	\$0.00	\$0.00
18b(2). Travel and Per Diem to Federal Members	\$0.00	\$0.00
18b(3). Travel and Per Diem to Federal Staff	\$0.00	\$0.00
18b(4). Travel and Per Diem to Non-member Consultants	\$0.00	\$0.00
18c. Other(rents,user charges, graphics, printing, mail, etc.)	\$0.00	\$0.00
18d. Total	\$0.00	\$0.00
19. Federal Staff Support Years (FTE)	0.00	0.00

20a. How does the Committee accomplish its purpose?

HOGANSAC advised, consulted with, and made recommendations to the Coast Guard on matters relating to the transit of vessels and products through Galveston Bay, and to and from the ports of Galveston, Texas City, and Houston, Texas. It provides the Coast Guard with local expertise on such matters such as port security, communication systems, surveillance, traffic management, anchorages, and other topics related to navigation safety in the port complex. It also provides advice on the operation of Coast

Guard Vessel Traffic Service Houston/Galveston (VTS). Issues relating to navigation safety in the Houston/Galveston area are broad, diverse and of national and international importance, given the area's status as the nation's second-busiest port and the world's second-busiest petrochemical port. HOGANSAC is the only advisory committee in existence that has the local knowledge and experience to advise the Coast Guard on the important issues impacting navigation safety in the Houston/Galveston area. HOGANSAC is both a valuable source of sound, expert advice, and a hands-on, productive group with influence among all the stakeholders of the port community. The 19 members are all respected experts or mariners in the Houston/Galveston area and consequently bring a broad range of experience and knowledge to Committee deliberations. Looking to improve the safety of the Houston Ship Channel, HOGANSAC undertook several projects including the coordination a port-wide effort to bring electronic navigation technology to the Port of Houston; nationally set the standard for the work of port security committees; examined possible operating procedures changes to minimize the impact passing ships have on channel-side operations; evaluated boater education initiatives as they relate to commercial vessel safety and navigation issues on Galveston Bay; increased the number of Aids to Navigation knockdown that are self-reported to the Coast Guard; recommended locations and policy for a new anchorage and alternative channel in Bolivar Roads; and, identified possible procedural changes impacting the way channel closure requests are handled by the Coast Guard.

20b. How does the Committee balance its membership?

Committee members represented a wide-spectrum of waterway users: pilots associations, deep draft operators, port and refinery complexes, shallow draft interests, environmental groups, recreational boaters, the public, labor and academia are all represented. Categories of membership are dictated by the Committee's enabling statutory authority.

20c. How frequent and relevant are the Committee Meetings?

The full Committee used to meet three times a year.

20d. Why can't the advice or information this committee provides be obtained elsewhere?

The Houston Ship Channel (HSC) uniquely serves as the one of the busiest port complexes in the United States.

20e. Why is it necessary to close and/or partially closed committee meetings?

N/A

21. Remarks

The HOGANSAC has completed its business. HOGANSAC was abolished by section 405 of the Coast Guard Authorization Act of 2018, Pub. L. 115-282). Section 405 of Coast Guard Authorization Act of 2018 repealed section 18 of the Coast Guard Authorization Act of 1991 (Pub.L. 102-241), which established HOGANSAC.

Designated Federal Officer

Kevin D. Oditt Commander, CG Sector
Houston-Galveston

Narrative Description

Committee advised the Commander, Coast Guard Sector Houston-Galveston on major safety issues impacting the Houston-Galveston Port Complex.

What are the most significant program outcomes associated with this committee?

	Checked if Applies
Improvements to health or safety	<input checked="" type="checkbox"/>
Trust in government	<input checked="" type="checkbox"/>
Major policy changes	<input checked="" type="checkbox"/>
Advance in scientific research	<input type="checkbox"/>
Effective grant making	<input type="checkbox"/>
Improved service delivery	<input checked="" type="checkbox"/>
Increased customer satisfaction	<input checked="" type="checkbox"/>
Implementation of laws or regulatory requirements	<input checked="" type="checkbox"/>
Other	<input checked="" type="checkbox"/>

Outcome Comments

Subcommittees make local recommendations to enhance safety and the viability of the port. The 3rd convening of Brownwater University (BWU) will serve to enhance the professional rapport between industry and the Coast Guard (CG) through increased knowledge and understanding of their respective functions in the port complex and Gulf Intracoastal Waterway in supporting the Nation's transportation system and economy. BWU has been expanded throughout the Eight District and has received national recognition as a CG best practice. The Naval Operations/Incident Review Working Group has gathered and reviewed data to provide industry with information on locations and types of marine casualties and groundings. This information has pointed to repetitive root causes in marine casualties, which are being addressed with marine stakeholders to reduce future incidents and has caused mariners and industry to take corrective or preventive action. The Facility Visit Team comprised of key port stakeholders have visited many facilities to provide an assessment of mooring infrastructure in an effort to help reduce the number of unsafe moorings and parted lines to enhance safety of port personnel. The Commercial Recovery Contingency (CRC) Subcommittee was inaugurated to augment efforts of the Port Coordination Team (PCT) by providing contingency plans for various potential long-term waterway disruptions. The Dredging Subcommittee compiled a directory of local/regional dock side depth surveying assets to

assist facility owners with maintenance dredging and pre-hurricane depth surveys. Additionally, the subcommittee assisted in updating Sector H-G's Hurricane Preparation Marine Safety Info Bulletin (MSIB) 06-08, helped document facility depth restrictions with the VTS, pilot orgs, and Nav Ops Facility Visit Team, and worked with the Greater Houston Port Bureau and Houston Pilots to allow free online access to terminal information, previously published in the committee's Terminal Guide (72% of H-G facilities). The Outreach Subcommittee co-sponsored the port familiarization boat ride which was well attended and received by various port stakeholders and key CG representatives. The Waterway Optimization (now Waterways Safety and Utilization) Subcommittee was inaugurated and is working to improve navigation in the Bayport Channel through increased deep draft/brownwater coordination.

What are the cost savings associated with this committee?

Checked if Applies

None	<input type="checkbox"/>
Unable to Determine	<input type="checkbox"/>
Under \$100,000	<input type="checkbox"/>
\$100,000 - \$500,000	<input type="checkbox"/>
\$500,001 - \$1,000,000	<input type="checkbox"/>
\$1,000,001 - \$5,000,000	<input type="checkbox"/>
\$5,000,001 - \$10,000,000	<input type="checkbox"/>
Over \$10,000,000	<input type="checkbox"/>
Cost Savings Other	<input type="checkbox"/>

Cost Savings Comments

Based on port partnership in improving tow boat safety and communications on board vessels. Hundreds of thousands of dollars have been reduced in repair costs to the barges, and fines paid to the courts over the last three years. Safety measures have been instituted throughout the industry because of discussions held in HOGANSAC meetings to help reduce costs which could easily be mitigated through better practices and teaching the new mariners coming on board the new companies.

What is the approximate Number of recommendations produced by this committee for the life of the committee?

35

Number of Recommendations Comments

The committee did not meet, therefore, no recommendations were issued.

What is the approximate Percentage of these recommendations that have been or will be Fully implemented by the agency?

90%

% of Recommendations Fully Implemented Comments

NA

What is the approximate Percentage of these recommendations that have been or will be Partially implemented by the agency?

10%

% of Recommendations Partially Implemented Comments

NA

Does the agency provide the committee with feedback regarding actions taken to implement recommendations or advice offered?

Yes ☐ No ☐ Not Applicable ☒

Agency Feedback Comments

Feedback is supplied to the committee from the local Coast Guard and by the Eighth District Admiral.

What other actions has the agency taken as a result of the committee's advice or recommendation?

Checked if Applies

Reorganized Priorities	<input checked="" type="checkbox"/>
Reallocated resources	<input type="checkbox"/>
Issued new regulation	<input type="checkbox"/>
Proposed legislation	<input checked="" type="checkbox"/>
Approved grants or other payments	<input type="checkbox"/>
Other	<input type="checkbox"/>

Action Comments

HOGANSAC was abolished by section 405 of the Coast Guard Authorization Act of 2018 (Pub. L. 115-282).

Is the Committee engaged in the review of applications for grants?

No

Grant Review Comments

NA

How is access provided to the information for the Committee's documentation?

Checked if Applies

Contact DFO	<input type="checkbox"/>
Online Agency Web Site	<input checked="" type="checkbox"/>
Online Committee Web Site	<input type="checkbox"/>
Online GSA FACA Web Site	<input checked="" type="checkbox"/>
Publications	<input type="checkbox"/>
Other	<input checked="" type="checkbox"/>

Access Comments

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