

MOTION

On March 26, 2024, a cargo ship ran into Baltimore’s Francis Scott Key Bridge, causing the span to collapse and presumably killing six construction workers. The ship, the Dali, is a 985-foot Singapore-flagged vessel, according to the National Transportation Safety Board, investigating the collapse. A day after the early-morning crash, officials with the National Transportation Safety Board boarded the ship and planned to recover information from its electronics and paperwork while divers searched for the bodies of workers who were still missing.

The governor declared a state of emergency, and Baltimore Mayor Brandon Scott announced that the City had deployed its emergency operations plan. Vessel traffic into and out of the Port of Baltimore was “suspended until further notice.” The sudden loss of a highway that carries 30,000 vehicles a day and the port disruption will affect thousands of dockworkers, commuters, and U.S. consumers, who are likely to feel the impact of shipping delays.

From 1960 to 2015, there were 35 major bridge collapses worldwide due to ship or barge collisions, according to the World Association for Waterborne Transport Infrastructure. Understanding how these collapses occur and why, or why not, we should be concerned is a necessary exercise for the Port of Los Angeles. Any additional mitigation measures that can—and should—be taken must be actively pursued to ensure that this tragic event doesn’t occur in the future.

I THEREFORE MOVE that the City Council request the Port of Los Angeles to report with an analysis of the conditions and circumstances that led to the collapse of Baltimore’s Francis Scott Key Bridge. This report should include comparative and contrasting analyses of the conditions and circumstances associated with the Vincent Thomas Bridge in the Port of Los Angeles. Such analyses should include the presence or absence of shields, or “diverters” at the base support of bridges, that can be used to prevent damage from ship collisions.

I FURTHER MOVE that the City Council request the Port of Los Angeles, in consultation with the Port of Long Beach, to report on the existing coordinated emergency planning response plans, should such an event similar to the collapse of Baltimore’s Francis Scott Key Bridge occur in the San Pedro Bay Complex.

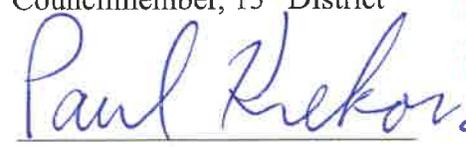
PRESENTED BY:



TIM McOSKER

Councilmember, 15th District

SECONDED BY:



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