

**Aleutian Island Risk Assessment Advisory Panel: Regulatory
Workshop Summary
Anchorage, AK
September 22, 2010
8:30 AM- 3:30 PM**

Advisory Panel Member Attendance

Tom Gemmell (Primary-Fisheries); Louise Audette (Primary-Mariner, Oil Barge/Tanker); Mike Baker (Alternate-Mariner, Oil Barge/Tanker); Gene Makarin (Primary-Mariner, Containership); Simon Lisiecki (Primary-Mariner, Innocent Passage); Marc Smith (Primary-Mariner, Trampers); Tom Rueter (Alternate, Marine General); Pete Garay via Webex (Alternate-Marine Pilot) Whit Sheard (Primary-NGO, Environmental); Layla Hughes via Webex (Alternate-NGO, Environmental); Karol Kolehmainen (Primary-NGO, Local); Jeff Williams (Primary- Resource Manager);

Management Team Attendance

Gary Folley (ADEC); Capt. Adam Shaw (USCG); Lt. Commander Mike Franklin (USCG); Krystyna Wolniakowski (NFWF); Jay Wright (NFWF)

Risk Analysis Team Attendance

Laura Tesch (ERM); Cheryl Stahl (DNV); Tim Fowler via Webex (DNV)
Facilitation Team Attendance

Tim Robertson; Amy Gilson; Leslie Pearson (Nuka Research & Planning Group)

Public Attendance

Tom Lakosh (Public); Judy Miller (Brendan Environmental)

Purpose: Identify and develop a list of initial risk reduction measures; assign frequency and consequence categories; assign risk numbers and rank accident scenarios.

Rank Accident Scenarios: The Risk Analysis Team provided a formula and approach for ranking the accident scenarios. One ranking approach examined only ranking scenarios where the probability was >50 %. Using this method ranked the scenarios in the following order: Scenario 15, 16, 1, 9, 14, and 13. Using the approach of ranking all scenarios regardless of probability resulted in the following rank: Scenario 15, 16, 9, 1, 13, 14. Advisory Panel members suggested a seasonal component be included as part of the ranking scheme as well as a socio-economic factor

- Action Item:** Prior to the October Advisory Panel meeting the Risk Analysis Team will provide a recommended approach for including a seasonal component to the scenario ranking and also a method and explanation for incorporating socio-economic impacts.

Discuss Risk Reduction Measures and NAS List: The following table summarizes key Advisory Panel and Management Team comments associated with each risk reduction measure. Additional risk reduction measures were added also added to this list.

Risk Mitigation Option	Category	Description	Advisory Panel Comments	Unintended Consequence
Waterway Mgmt & Traffic Control	Prevention	Enhance or expand vessel tracking and communication systems (a volunteer vessel traffic information system for Unimak Pass or a mandatory traffic management scheme)	Mandated VTS for Unimak Pass; Voluntary VTS throughout the Aleutians; Safety fairway already exists; Intent is to mitigate collisions in Unimak Pass	Akutan Pass vs Unimak Pass; Impact on routing
	Prevention	Expand the existing automatic identification system (AIS) network to encompass a larger region (Southern route); Possible use of weather buoys for mounting; Long range tracking AIS, LRIT	LRIT data has an inherent cost for obtaining. Used for international transits domain awareness	
	Prevention	Implement traffic separation scheme in and/or near Unimak Pass and greater Aleutians; Implement speed restrictions in shipping lanes	Last waterway review was conducted 3-years ago. Maritime collisions and accident records reviewed. No comments received. Consider dropping from list.	
	Prevention	Establish restrictions for certain sensitive areas of operation	IMO Particularly Sensitive Sea Area (PSSA) designation; research further for Oct. meeting	
	Prevention	Implement long-range vessel tracking, and use it to identify potential problems	See above AIS & LRIT comments	
	Prevention	Enhance requirements for voyage planning and safety features for vessels calling at US and Canadian ports and transiting Aleutians; Increase inspection and enforcement of safety requirements on vessels calling a US and Canadian ports and transiting the Aleutians	Need for inspections by Port States to ensure they meet requirements; Enhance & improve vessel response equipment o/b	
Inspection & Enforcement	Prevention	Increase inspection and enforcement of safety requirements on vessels calling a US and Canadian ports and transiting the Aleutians		

Risk Mitigation Option	Category	Description	Advisory Panel Comments	Unintended Consequence
Emergency Operations and Procedures	Prevention	Station adequate salvage and lightering equipment and capabilities at key locations	Need to track via Federal Salvage & Firefighting regulations.	
	Prevention	Provide standby rescue tugs to respond to vessels in distress (large enough for prevailing conditions and ships in trade)	What size tug? Cost? Who operates the tug? Where would the tug be located? Inventory current tugs/type in area. Who pays for it?	
	Prevention	Enhance tug of opportunity network	Sub-header of rescue tugs, tug of opportunity (contractual issues), enhancing USCG vessels; Criteria for tugs;	
Emergency Operations and Procedures	Prevention	Station a multi-purpose vessel in Dutch Harbor with rescue tug capabilities but other uses (research) to help pay the cost	Discuss at October meeting	
		Provide escort tugs for certain vessels and conditions in Unimak Pass	Consider dropping from list	
		Enhance and expand USCG response capabilities for vessels in distress (added teams, rescue vessels and helicopters, located at Dutch Harbor, Cold Bay)	*Replace USCG Acushnet with Alex Haley class vessel/flight deck; *Add tow winch-USCGC Alex Haley Identify assets currently available in Bering Sea and future needs	
		Implement storm and severe weather rules for Unimak Pass and Greater Aleutians	COTP guidance and plan, protocols	
		Require pollution/response plans for all large vessels transiting sensitive areas similar to requirements for vessels calling at Alaska ports	Innocent Passage vessels-can anything else be done.	
		Require all large vessels to have tow packages	Review IMO guidance;	
		Expand upon emergency towing equipment currently implemented in Dutch Harbor	Review and identify other locations in the Aleutians	
		Identify a network of places of refuge and	Completed. PPOR's are housed in the Aleutian	

Risk Mitigation Option	Category	Description	Advisory Panel Comments	Unintended Consequence
		develop refuge plans for their use	Subarea C-Plan	
		Establish an incident and near-miss reporting system with safeguards for mariners	Consider dropping from the list.	
Vessel Personnel and Pilotage	Prevention	Expand pilotage areas and pilot services to Unimak Pass and other possible locations	Consider dropping from the list	
		Enhance requirements for vessel safety equipment and training and enforce existing requirements		
Vessel Enhancements	Prevention	Require redundant steering and propulsion for tankers	Redundant steering already exists. Consider dropping from list	
		Require redundant steering and propulsion for tugs towing tank barges	Required under State of AK alternative compliance agreement; Part of ship inspection program; Consider dropping from list	
		Require redundant steering and propulsion for all vessels	Consider dropping from list;	
		Require double hull protection for fuel tanks	Rulemaking, possibly IMO	
		Require double hull protection of cargo tanks and tank barges	OPA 90-Implementation 2015	
		Raise liability limits	Enhanced state civil penalty scheme; Research possible changes to federal; move into another category	Impact to in region and out-of-study region
Response Improvements	Response	Station adequate salvage and lightering equipment and capabilities at key locations	Review ACP for equipment list;	
		Finalize USCG salvage and firefighting requirements	Rulemaking completed. Implementation Feb 2011. Report back at Oct meeting	
		Enhance oil spill response, planning capabilities and training	Review capabilities for region; State community response agreements; Review Aleutian ACP	

Risk Mitigation Option	Category	Description	Advisory Panel Comments	Unintended Consequence
		Conduct emergency response training and salvage drills	New USCG salvage requirements; community protocols	
NEW Suggestions		HF Radar surface current mapping (www.cocmp.org)	Review cost, feasibility	
		Seasonal routing guidelines	IMO PSSA, sensitivity basis	
		Split or create another COTP zone for Western AK		
		Implement OPA90 in Western AK by eliminating alternate compliance	Impacts tank barges transiting through Unimak Pass; NTV's may be requesting alternate compliance in the future.	Cost to communities; Economic impact to industry

* New or expanded risk reduction measure.

Public Comment: Mr. Lakosh provided public comments to the Advisory Panel and Management Team. In general, he suggested discontinuing work on the risk matrix for the Phase A Risk Assessment and allocate the remaining time, energy and funds towards implementing risk reduction measures. The Advisory Panel should focus their time and energy on how to protect sensitive area, marine parks and endangered species. Federal law was passed to protect the environment and keep “fly-by-night” operators off the sea. The Alternate Compliance Agreement is thievery. The Coast Guard is obligated to respond to spills from all Non-Tank Vessels (NTV) and vessels in innocent passage from 12-200 nautical miles. You can’t subsidize shipping on the back of subsistence users.

Review Action Items:

- Action Item:** Prior to the October Advisory Panel meeting the Risk Analysis Team will provide a recommended approach for including a seasonal component to the scenario ranking and also a method and explanation for incorporating socio-economic impacts.
- Action Item:** Provide and post a list of potential mitigation measures on the Advisory Panel website for review and nomination of new ideas.

Meeting Adjourned at 3:00PM