AIRA Advisory Panel Meeting
Advisory Panel, Management Team, Facilitation Team,
and Local Government Representatives
April 16, 2014

Advisory Panel Attendees: David Arzt (Primary-Mariner, Pilot); Louis Audette (Primary-Mariner in Local Trade, Oil Barges/Tankers); Doug Burn (Alternate-Resource Manager); Tom Gemmell (Primary-Fisheries); Layla Hughes (Alternate-NGO Environmental); Simon Lisiecki (Primary-Mariner, Innocent Passage); Shirley Marquardt (Primary-Local Government); Ed Page (Primary-Mariner, General); Mike Ruiz (Alternate-Mariner, Salvor); Whit Sheard (Primary-NGO, Environmental); Bob Umbdenstock (Primary-Mariner, Salvor); Jeff Williams (Primary-Resource Manager)

Stakeholder groups without representation included: Mariner, Containership; Mariner, Tramper; and Subsistence Users

Local Government Representatives: Julie Dirks, City of Atka; Layton Lockett, City of Adak; Andy Varner, City of Sand Point.

Management Team Attendees: Krystyna Wolniakowski, NFWF; Cdr. Gary Koehler, USCG, MSTC Jay Calkins, USCG; Cdr. Shane Montoya, USCG; Gary Folley, ADEC; Crystal Smith, ADEC; Jay Wright, NFWF.

Analysis/Facilitation Team Attendees: Tim Robertson, Sierra Fletcher and Michelle Prior, Nuka Research & Planning; Leslie Pearson, Pearson Consulting LLC; David Weiss, Northern Economics

Public and Other Attendees: Tom Lakosh; Kevin Kennedy, Pacific Petroleum Recovery; Rudy Tsukada, Aleut Enterprise; Catherine Berg, NOAA; Rick Bernhardt and Dale Gardner, ADEC.

Purpose of the Meeting

The purpose of this first meeting was to gain input from the Advisory Panel, Management Team, and Local Government representatives from the Aleutian Islands region on an optimal response system for the project study area.

Northern Economics, Inc. will conduct a benefit-cost analysis of the recommended system, which will be reported back to the Management Team and Advisory Panel and included in the final report.

Presentation

Tim Robertson (Nuka Research) presented a summary of the recommendation and associated analyses developed by the Analysis Team. While three tiers of options were initially presented to the Advisory Panel and Management Team in January, a single recommendation was put forward (with options for tug location) based on written comments solicited from the Advisory Panel members prior to the meeting.

The content of the slides is not repeated here, but the presentation will be posted on both public and internal project websites. All analyses conducted to date are posted on both public and internal project websites.

Public Comment
Three individuals participated in the public portion of the meeting and provided comments: Tom Lakosh (member of the public), Kevin Kennedy (Pacific Petroleum Recovery), and Rudy Tsukada (Aleut Enterprise).

Elements of Recommended System
The Analysis Team presented the Advisory Panel with their recommendations for 12 elements of an optimal response system for the Aleutians. Each element was discussed to ensure that all participants understood it and shared relevant information and perspectives. The Advisory Panel reached consensus on each element unless otherwise noted below. Items where there was disagreement are identified, and the different perspectives characterized.

It is important to note that these recommendations are not specific to any existing or proposed response services in the Aleutians; the Advisory Panel does not endorse any current or potential future service providers or Alternative Planning Criteria (APC) organizations. The focus of these recommendations is deep draft vessels transiting the Aleutian Islands region between North America and Asia.
While local operators, such as barges or fishing vessels, could potentially participate in and benefit from the system, they are not the focus of the recommendation and were not considered in the associated analyses.

This document includes discussion on the relevant topics that occurred on April 17, when the same group met to discuss potential routing measures.

1. Managing organization.

The Analysis Team proposed that a single non-profit organization managed by a board comprised of vessel operators covered under the APC's for tank and non-tank vessels, should ensure the provision of the services included in the proposed response system, either directly or through contracts. Deep drafts vessel operators subject to U.S. federal vessel response regulations are intended to be the primary members, though operators whose vessels pass through the area in innocent passage, or local operators, could also participate. A single entity could set priorities and coordinate among service providers, while also providing a single point of contact for members and the U.S. Coast Guard. Most Advisory Panel Members saw merit in this entity being a nonprofit organization, but a minority did not want to specify the business type.

2. Funding source.

The Analysis Team recommended that the primary funding for the response services should be collected through dues charged to members of the managing entity. The board of directors representing the membership should determine the structure and amount of dues. As noted below, additional funding could be obtained by support from the U.S. Government to cover vessels in innocent passage not subject to Vessel Response Plan (VRP) regulations. The Advisory Panel concurred with this recommendation.

3. Offshore routing measures.

The Analysis Team recommended that participating vessel operators should agree to adhere to offshore routing measures as a condition of participation in the tank and non-tank vessel APC's. The Advisory Panel recognizes that routing measures with identified areas to be avoided would be beneficial guidance to all vessels at all times and that details should be developed and proposed through the state and federal government to IMO. Routing measure recommendations will be made as part of Task 4 of the project. The Advisory Panel concurred with this recommendation.

4. Vessel monitoring.

The Analysis Team recommended that a vessel monitoring program be provided to identify vessels that are traveling outside the recommended routing, are traveling to or from a U.S. port but are not in compliance with regulations, or are in some way compromised or in distress. The Advisory Panel concurred with this recommendation.

5. Incident management system.

The Analysis Team recommended that the managing organization should ensure that an Incident Management Team be available in the region until the Responsible Party's own team arrives. . The Advisory Panel concurred with this recommendation.

6. Oil storage barge.

The Analysis Team recommended that a dedicated oil storage barge should be available in the Aleutian Islands region for salvage and spill response activities. The barge should have a capacity of 60,000 bbl and the ability to supply heat to its cargo. The barge can be used for lightering cargo from a stricken vessel and as secondary storage of recovered oil from a spill response. The Advisory Panel concurred with this recommendation.

7. Helicopter lightering.

The Analysis Team recommended that a heavy-lift helicopter-lightering package be staged in the region. The package would include everything, except the helicopter, to perform a lightering operation. Additionally a heavy-lift helicopter of opportunity program should be established to pre-contract for and monitor helicopter locations and expedite mobilization at the time of an incident. The Advisory Panel concurred with this recommendation.

8. Nearshore oil spill response task force.

The Analysis Team recommended that a nearshore spill response taskforce should be developed for the Aleutians, including a vessel-of-opportunity program for significant roles in implementing a nearshore response. The task force should include five strike teams, three nearshore free-oil recovery strike teams and two shoreline protection strike teams. This recommendation also includes developing a marine logistical support base necessary to support the taskforce in remote areas. Details of the composition of the task force and logistics base are setout in the Nearshore Operations Response Strategy section of the ADEC STAR Manual. The Advisory Panel concurred with this recommendation.

9. Oil spill response and Salvage, Marine Firefighting cascade program.

The Analysis Team recommended that an out-of-region spill response and salvage, marine firefighting mobilization program should be developed in the event of a major spill requiring additional response resources. This requires establishing a means of mobilizing resources from elsewhere in Alaska or the country. The Advisory Panel concurred with this recommendation.

10. Emergency towing.

The Analysis Team recommended that an Emergency Towing Vessel (ETV) with a minimum bollard pull of 110 MT and a service speed of 16 knots (or greater) be stationed at Adak, Alaska. The Adak location provides the best overall rescue coverage and takes into consideration that many tugs of opportunity are located in the eastern Aleutians

The Advisory Panel agreed that an ETV with these specifications is required to ensure an effective response to most disabled vessels in need of assistance in the region. They also recommended that the ETV contain a FiFi 1 or 2-class firefighting capability. They also recommended that the tug be allowed to be used for other services in addition to emergency response, as long as it meets its primary obligation to respond as an emergency-towing vessel when needed.

The Advisory Panel did not reach on agreement on the port for the tug. Some supported having it near the choke point of vessel traffic in Unimak Pass, where

logistics and housing for a crew are easier. Others saw the benefit of locating it at Adak, where it would be best able to reach parts of the region that are less likely to have the benefit of a tug of opportunity. The vessel could potentially be located in different ports at different times of the year.

11. Federal government role.

The Analysis Team recommended that because of the large number of vessels transiting the region, which are in innocent passage, the U.S. government should supplement the response system. The Advisory Panel agreed and suggested that the Federal government could best support the system by providing 50% of the cost of capitalizing the ETV, which represents the largest single cost of the overall recommended system.

12. Governance of system.

The Analysis Team recommended that regulation of vessel spill prevention and response should be conducted under alternative planning criteria (APC) for the Aleutian Islands area. This allows for the design of a system that is better suited to the Aleutian operating environment, with current technology, than the existing regulations. Any APC should be enforced and should be designed to incorporate periodic review and continuous improvement.

The majority of the Advisory Panel agreed that a single APC for large deep-draft vessels engaged in international shipping would be the most efficient. A minority did not want to specify a single APC, as they wanted to leave the opportunity for innovation and market competition.

Project Schedule

The AIRA Analysis team intends on having a draft report with a benefit-cost analysis and recommendations of the Optimum Response System for the Aleutian Islands completed in June for Advisory Panel and Management Team review and comment. The report will be completed by June 30th.