Cook Inlet Risk Assessment Advisory Panel
Anchorage, AK
April 23, 2012
1:00 - 5:00 PM

Advisory Panel Member Attendance

Bob Pawlowski (NGO Stakeholder), Owen Boyle, Jim Butler, Greg Duggin, Jack Harrald, Bryan Hawkins, Greg Lowery, Sarah Melton, Michael Opheim, Bruce Harland for Greg Pavellias, Jack Rasmussen, Marie Steele, Mike Stone, Marc Van Dongen, Rick Wilson

Management Team Attendance

Mike Munger (CIRCAC), Capt. Jason Fosdick (USCG)

Project Team Attendance

Tim Robertson and Amy Gilson (NUKA Research), Leslie Pearson (Pearson Consulting), Eleanor Kirtley and David Gray (The Glosten & Associates), Dagmar Edkin-Schmidt (Environmental Research Consulting), Jerry Rombach (CIRCAC)

Purpose: The purpose of the meeting was for Glosten & Associates and Environmental Research Consulting to present the draft Task 4-Baseline Spill and Accident Causality Studies report and findings.

Presentation on Draft Task 4 Spill Baseline and Causality Study (Eleanor Kirtley, The Glosten & Associates):

The focus of this presentation was to address the methodology for the spill baseline and projection (incident & accident baseline, vessel types, baseline and projected annual spill rate) and characterizing the spill factors and scenario risk matrix (spill factors, scenario definition, probability and impact for the risk matrix and highest risk scenarios). The vessel types identified in the Vessel Traffic Report were further grouped resulting in four categories: tank ships, tank barge, non-tank vessel and workboats. From 2006 to 2011, the Vessel Traffic Studies concluded that total traffic volume was stable; therefore it was assumed that vessel traffic data was stable going back to 1995. The incident rate from 1995 to 2010 of 55 spills and 114 incidents was very small and the main limitation. Essentially there isn't enough data to support a statistical analysis for vessel types with no prior incidents in Cook Inlet. The baseline spill rate projected from 2010 to 2014 is 3.42 and incident rate is 7.1 for all vessel types. The forecasted spill rate per year from 2015-2020 for all vessel types is 3.90.

The spill factors used to formulate the scenario risk matrix were: type of accident; type of vessel involved; type of oil spilled; representative spill size, likely geographic location(s); seasonality (likely time of year) and biological seasonality component. A total of 4,224 combinations can be derived based on the spill factors. If a vessel type had no recorded incident type, a nominal 1% chance of occurrence was assumed. The non-zero incident type probabilities are each proportioned to maintain a total of 100% summation of the

incident percentages by vessel type. Independent of vessel type an incident is more likely to occur in the winter per vessel trip due to sudden, severe weather, strong tides and large ice pans. The tank barge, non-tank/non-workboat vessel types show percentage of incidents during non-ice and ice seasons that are the result of the three-quarter/one quarter split of the calendar year into two seasons. Tank ship vessel type group shows an inverse relationship. Most of the highest probability scenarios also have a very low consequence.

Advisory Panel Comments:

Advisory Panel members were encouraged to submit written comments by the public review period deadline of April 27th. All comments will be consolidated into a spreadsheet and shared with the subcontractor team. A determination will be made by the Project Team regarding necessary changes to the report.

Meeting ended at 4:00 PM.