

<b>Proposed Risk Reduction Options for Consideration</b>
<b>Mandate Vessel Traffic Flows</b>
Traffic Separation Scheme (TSS) and other routing measures
Establish IMO Particularly Sensitive Sea Area and Associated Protective Measures related to routing
<b>Monitor/Communicate Vessel Locations to Direct Vessel Movements and/or Identify Problems Early</b>
Automatic Identification System (AIS)
Satellite tracking
Vessel Traffic Service (VTS)
Long-range identification and tracking system (information about vessel location is not sufficiently timely to aid in vessel safety)
<b>Communicate Information about Conditions/Hazards to Vessels</b>
Improve navigational charts, current gauges
Improve aids to navigation
Share weather observations from ships and other sources
Mount enhanced radar on one or more platforms or ships to monitor ice and other conditions
Updates to Coast Pilot
<b>Remove Obstacles to Safe Navigation</b>
Remove out-of-service platforms and subsea pipelines
<b>Reduce Potential Human Error in Navigation</b>
Improve crew training, bridge staffing, and communication [how?]
<b>Mitigate Potential Accidents</b>
Increase tow rescue capability
Improve winter ice rules and guidelines
Establish Harbor Safety Committee to ensure ongoing improvement
Quick release mooring line hooks at Port of Anchorage
Local harbors notify USCG if they deem a vessel unseaworthy
<b>Reduce Consequences of an Accident by Ensuring Prompt and Effective Response</b>
Improvements to Subarea Plan
USCG promulgate final regulations requiring Vessel Response Plans for non-tank vessels
Increase spill response equipment in Cook Inlet that is appropriate for severe weather
[Position? Pre-approve use of?] Oil Spill Eater Product
<b>Other</b>
Cross-Inlet pipeline from Drift River to Nikiski (reducing vessel traffic)