COOK INLET RISK ASSESSMENT PROJECT

Monthly Progress Report for Contract #HSCG84-12-C-B17024

Submitted by Nuka Research and Planning Group, LLC (Nuka Research)
March 1, 2013

This is a Monthly Progress Report submitted to the U.S. Coast Guard for the Cook Inlet Risk Assessment Project (#HSCG84-12-C-B17024). This report includes an account of the work completed from September 15, 2012 – February 28, 2013, as well as identification of any problems encountered or anticipated. Wherever necessary, we will also discuss any budget or scheduling impacts and proposed remedies.

Overview

The U.S. Coast Guard contracted Nuka Research to provide procedural expertise and project management during the preparation of the Cook Inlet Risk Assessment. This project began on September 15, 2012. The final project deliverable will be a report presenting recommended risk reduction options for vessel traffic in Cook Inlet.

Task Details

This section provides an update on the status of the eight project tasks identified in the contract. The tasks are sequential and build directly on each other.

Task 1: Plan and Conduct Consequence Analysis Workshop

This task is now 100% complete.

Task 2: Develop Consequence Analysis Report

The draft report was distributed on January 25 to the Management Team, Advisory Panel, and public for review and comment. The original February 4 deadline was extended until February 14 at the request of two commenters. A total of eleven comments were reviewed and changes were made to the report for those comments that were within the scope of the project and did not require re-doing the workshop or analysis.

The report is now final, pending Management Team approval on a scheduled March 4 teleconference.

Task 3: Solicit and Describe Risk Reduction Options

At a February 22 meeting in Anchorage, the Advisory Panel considered a list of 23 risk reduction options (RRO). Fifteen members of the Advisory Panel participated

in the meeting, along with the Management Team and 16 members of the public or other organizations and agencies.

In preparation for the meeting, the Project Team compiled a list of 23 potential risk reduction options from a public solicitation process (December 2012 – February 2013), the Coast Guard Authorization Act of 2010 (providing funding for this project), and two previous studies (the Cook Inlet Safety of Navigation Forum in 1999 and the Ports and Waterways Safety Assessment of 2000). During the meeting, four additional RRO were suggested by Advisory Panel members.

The Advisory Panel discussed each RRO to ensure that all participants shared the same *basic* understanding of what it meant, what it was intended to do, whether it was feasible, and whether it fit within the purview of this group and the current legal scheme. Based on this discussion, the Advisory Panel agreed on: (1) RROs that merit further consideration, (2) RROs that should be implemented immediately (or are being implemented already), and (3) RROs that should be excluded from further consideration in this project.

More detailed descriptions of the RROs the Advisory Panel found meriting further consideration or immediate action will be developed for subsequent review, discussion, and evaluation.

1. **RROs that merit further consideration at this time**
    - Enhance vessel monitoring, situational awareness, and communications through application of Automatic Identification System (AIS) technology, 2-way communications via AIS, and sharing weather observation from ships and other sources
    - Enhance current navigational charts, current gauges, and the Coast Pilot
    - Improve ice monitoring capabilities
    - Increase rescue towing capability
    - Encourage harbors to notify USCG if they deem a vessel unseaworthy
    - Construct cross-Inlet pipeline from Drift River to Nikiski
    - Map sub-sea infrastructure (both abandoned and active)
    - Encourage alternate inspections or audits for workboats
2. **RROs that should be implemented immediately, or are being implemented already**
    - Continue to improve of crew training, bridge team management, and communications.
    - Continue to improve winter ice rules and guidelines
    - Establish a Harbor Safety Committee to promote implementation of RROs and support ongoing improvement of safety by the maritime community
    - Improve Subarea Oil and Hazardous Substance Contingency Plan
    - Ask the federal government to promulgate final regulations requiring vessel response plans for non-tank vessels (USCG)

- Seek continuous improvements in spill response equipment that is appropriate for Cook Inlet conditions
- Maintain project depth in Cook Inlet, especially at Knik Arm Shoal through dredging
- Improve cell coverage on marine waters in Cook Inlet

3. **RROs that should be *excluded* from further consideration**
   - Traffic Separation Scheme (TSS) and Vessel Tracking Service (VTS)
   - Establish International Maritime Organization (IMO) Particularly Sensitive Sea Area (PSSA)
   - Satellite tracking of vessels
   - Long-range identification and tracking system (LRIT)
   - Improve aids to navigation
   - Remove out-of-service platforms and subsea pipelines
   - Place quick-release mooring line hooks at the Port of Anchorage
   - Position/pre-approve use of Oil Spill Eater Product

The Management Team met via conference call on February 12 to provide guidance on the meeting agenda and goals, as well as the public comments received on the draft Consequence Analysis report.

Task 4: Estimate the Benefits of Risk Reduction Options

The Advisory Panel and Management Team will review and refine the list above. The Project Team will then develop a workplan for the detailed evaluation of the final list of RROs for consideration.

Task 5: Estimate the Costs of Risk Reduction Options and Develop Cost-Benefit Ratios

This task relies on information to be developed earlier in the project and has not started.

Task 6: Assess the Ease of Implementation of Risk Reduction Options

This task relies on information to be developed earlier in the project and has not started.

Task 7: Assess Unintended Consequences of Risk Reduction Options

This task relies on information to be developed earlier in the project and has not started.

Task 8: Prioritize Risk Reduction Options, Develop Recommendations, and Prepare Final Report

This task relies on information to be developed earlier in the project and has not started.