

Cook Inlet Risk Assessment  
Quarterly Project Report

July 1, 2013

The goal of the risk assessment is to answer the following questions:

- What can go wrong?
- How likely is it?
- What are the impacts?
- Can the impacts be mitigated?

The risk assessment will examine the current types and sizes of vessels plying Cook Inlet and dominant accident types, and attempt to identify future oil spill risks based on vessel size, type and frequency. The first phase of the risk assessment will be limited to a semi-qualitative analysis. The study will rely primarily on historical data, expert opinion, and lessons learned from prior studies. Study results will provide a basis for the identification and initial ranking of risk reduction measures.

The following list the key milestones for the project by Task as described in the work plan.<sup>1</sup>

***Task 1- Provide for Project Communications***

All project communication continues to be directed through the project website at <http://www.cookinletriskassessment.com/index.html>. The website was activated in March 2011 and has been updated on an as needed basis since activation. Private websites for the Management Team and Advisory Panel have also been updated on an as needed basis. The email contact list was expanded by adding individuals that have expressed an interest in being kept informed of the projects progress. A monthly newsletters was sent in April; the May and June newsletters were held pending completion of the first round of risk reduction options.

Team members have made presentations on this project at the Alaska Forum on the Environment in Anchorage, AK and Clean Pacific in Long Beach, CA. This task is ongoing throughout the project.

***Task 2- Facilitate and Provide Administrative Support to the Management Team and Advisory Panel***

The first Advisory Panel meeting was held in Anchorage on October 20, 2011 of which the Management Team members attended. The purpose of the meeting was to present administrative procedures and operations, orient the members to the

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<sup>1</sup> [http://www.cookinletriskassessment.com/documents/110426CIRADraftWorkPlan\\_rev2.pdf](http://www.cookinletriskassessment.com/documents/110426CIRADraftWorkPlan_rev2.pdf)

project work plan and provide an overview of the draft Vessel Traffic Study. Meeting summaries are posted on the Project websites.

A second meeting of the Advisory Panel was held in Anchorage on April 23, 2012. The purpose of this meeting was to review the draft report from Task 4.

The third Advisory Panel meeting was held on February 20, 2013 in Anchorage. The purpose of this meeting was to review and refine the list of proposed risk reduction options.

The Management Team continues to meet on an as-needed basis; in the second quarter of 2013, Management Team business was able to be conducted entirely over email as it focused on document review and approval.

### ***Task 3- Conduct a Traffic Study***

Cape International Services<sup>2</sup> was sub-contracted to perform the study and began analysis of the AIS vessel traffic data during the 2<sup>nd</sup> Qtr. of 2011. A draft report was submitted to the Management Team and Advisory Panel at their first meeting in October. Following the October meeting, the report was released for public review and comment. The public comment period ended on November 30<sup>th</sup>. Comments and suggestions received were incorporated into the final report. This task was completed February 7, 2012. The final report can be downloaded at:  
<http://www.cookinletriskassessment.com/documents/120206CIVTSvFINAL.pdf>.

### ***Task 4- Prepare a Baseline Spill and Accident Causality Study***

Glosten Associates<sup>3</sup> was sub-contracted to perform this task and they began reviewing data associated with the studies during the 4<sup>th</sup> quarter of 2011. Research and analysis associated with this task has been completed. A draft report was presented to the Advisory Panel and Management Team on April 23, 2012. The Advisory Panel members and public provided comments on the report. The final report was issued June 30, 2012 and posted on the project website at:  
[http://www.cookinletriskassessment.com/documents/CIRC\\_Task4RiskAssessmentRptRev-29June2012.pdf](http://www.cookinletriskassessment.com/documents/CIRC_Task4RiskAssessmentRptRev-29June2012.pdf)

### ***Task 5- Coordinate and Facilitate a Consequence Analysis Workshop***

The Consequence Analysis Workshop was held in Anchorage on October 30-31, 2012. The meeting information is available online at:  
<http://www.nukaresearch.com/projects/cira/meetings.html>. Forty experts participated in the workshop, representing a range of expertise and experience with Cook Inlet's wildlife, fisheries, subsistence, oceanography, spill response, shipping,

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<sup>2</sup> <http://www.capeinternationalservices.com/>

<sup>3</sup> <http://www.glosten.com/>

salvage, ports, and other areas. This included 14 members of the Advisory Panel (including some alternates).

The Consequence Analysis Report was finalized with Management Team approval in February 2013 after extensive review by the subject matter experts, Advisory Panel, and public. It is posted on the project website at:

[http://www.cookinletriskassessment.com/documents/130222\\_CIRA\\_CAWS\\_v1\\_lr.pdf](http://www.cookinletriskassessment.com/documents/130222_CIRA_CAWS_v1_lr.pdf)

### ***Task 6- Identify 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.

During the second quarter of 2013, the facilitation team drafted descriptions of the risk reductions proposed for immediate or ongoing implementation. Additional research, sometimes informed by Advisory Panel members, was conducted to develop the descriptions. The Preliminary Recommendations of the Advisory Panel were reviewed by the Advisory Panel and comments incorporated. With the approval of the Management Team, the document will be shared publicly in early July.

### ***Task 7- Evaluate Risk Reduction Options***

Nuka Research and Pearson Consulting have been working with potential subcontractors to develop workplans and budgets for the additional analysis needed for risk reduction options that warranted further consideration. The workplans and budgets will be proposed to the Management Team for approval prior to implementation and shared with the Advisory Panel for their input. The

results of the additional analysis will be used to inform the Advisory Panel and Management Team's consideration and recommendations about the additional risk reduction options. The risk reduction options warranting additional consideration or research relate to emergency towing, workboat inspections, two-way AIS communications, a cross-Inlet pipeline, and ice detection.

***Task 8- Prioritize Risk Reduction Options and Prepare Phase I Final Report***

This task will be conducted after Task 7. The outline for the final report is in draft form.