

Cook Inlet Harbor Safety Committee Informational Meeting

November 12, 2014

1:00-4:00 PM

Kenai Visitor Center

Kenai, AK

Purpose: Provide an overview of the results of the Cook Inlet Risk Assessment and discuss the formation of a Harbor Safety Committee as a path forward to reduce the risks of marine accidents in Cook Inlet.

Attendees: LT. Will Albright, USCG; Marc Bayer, Tesoro; Heather Bielenbert, ALAMAR; Kate Blair, AOGA; Ben Boettger, Peninsula Clarion; Patrick Callahan, OSG; Vinnie Catalano, CIRCAC; Sven Christensen, Olympic Tug & Barge; LT. Eugene Chung, USCG; Aurora Courtney, AK LNG; Diane Dunham, Hilcorp; Peter Garay, SWAPA; Lynda Giguere, CIRCAC; Luke Hasenbank, ALAMAR; Eric Haugstad, Tesoro; Bryan Hawkins, City of Homer; Chuck Hyppa, OSGI; Capt. Jack Jensen, Tesoro; John Kotula, ADEC; Brad Kroon, CITB; Rachel Lord, Cook Inletkeeper; Dennis Maguire, AK LNG; Capt. Paul Mehler, USCG; Andrew Mew, ALAMAR; Peter Micciche, ConocoPhillips/State of Alaska; Mike Munger, CIRCAC; Wayne Olge, KPB Assembly; Greg Pavellas, Crowley; Todd Paxton, CISPRI; Leslie Pearson, Pearson Consulting; Curtis Pennington, Hilcorp; Jeff Pierce, SWAPA; Tony Prior, Kenai Fire Department; Peter Ribbens, Tesoro; Tim Robertson, Nuka Research; Jerry Rombach, CIRCAC; Tom Rueter, ALMAR; Steve Russell, ADEC; John Scheider, Tesoro; Ruchin Seth, Tesoro; Sharm Setterquist, Delta Western; Eric Smith, OSG; John Taylor, AK LNG; Jim VanWormer, Foss Maritime; Amy Gilson, Nuka Research.

Welcome: Capt. Paul Mehler, USCG Sector Anchorage

Currently there isn't a Harbor Safety Committee (HSC) for Cook Inlet. The goal of establishing a HSC would be to increase communication resulting in efficiencies. The research conducted via the risk assessment has identified areas where risks are and mitigation of risks. There are no set rules for establishing a HSC. There is a Coast Guard NVIC for guidance but this is only guidance. A HSC can be as small as having a webpage for sharing information to a more formal committee with subcommittee's working on specific issues. There are 85 HSC's in the U.S. and the opportunity exists to learn from others. Short term goal is to get input on how a HSC would be set up for Cook Inlet that would be efficient, expand communication and make it worth everyone's time.

Review of the Cook Inlet Risk Assessment: Tim Robertson, Nuka Research

See: <http://www.cookinletriskassessment.com/meetings.html> for presentation.

USCG Guidance on Establishing a Harbor Safety Committee: LT. Eugene Chung, USCG Sector Anchorage and LT. Will Albright, USCG Detachment Homer

The risk assessment study outlined some omissions and recommendations to enhance the maritime transportations in Cook Inlet. One recommendation from the risk assessment was to establish a HSC. HSC's have voting and non-voting members. The CG has been a non-voting member. Membership is diverse with vessel operators, recreational boaters and the general public. HSC's aren't owned by the Coast Guard or run by the Coast Guard, it's owned

by the Committee. Examples of potential sub-committee's are: ice guidelines, Cook Inlet risk assessment implementation, LNG, resource development and explorations. Successful HSC's in the lower-48 have a mission statement, bylaws, and management structure. Usually they have an executive secretary that tracks all action items, manage website, schedule and prepare for meetings and a funding system. Trigger points or past incidents that have lead to the request for a HSC are the T/V Seabulk Pride grounding, OSV Monarch sinking, and Chesapeake Trader.

Best marine practices, HSC are a great venue for sharing experiences. HSC is not another regulatory body but provides a non-regulatory solution to issues. The benefits of a HSC are:

- Open communication with a committee structure that develops action items for identifying and resolving issues;
- More partnership and a one-team approach with one voice, which is more effective and efficient waterway.
- Develops non-regulatory solutions and best practices.

NVIC: The basic overall construction of what a harbor safety committee can look like; robust group of individuals with expertise in a variety of fields. Structure is made up a full committee, ad hoc subcommittees. NVIC suggests the name of "harbor safety" committee but can be called something else. There's a 10-page guidance but the structure can be whatever those are interested in participating.

What's your view on voting and non-voting members?

Typically the government members (state and federal agencies) are non-voting members. Other members (industry, public, NGO's) are voting members.

What has worked and hasn't worked for HSC?

HSC's are inclusive, very structured. In LA-Long Beach, marine pilots typically took the lead with industry making up the majority of the membership. One of the problems in the past was that there were to many people involved. With to many people, nothing get's accomplished. There was a HSC in Cook Inlet in the early 90's or post- Exxon Valdez. It grew to large and quickly, which resulted in private meeting occurred. It eventually fell apart because we lacked organization and foundation because there were to many people interested and wanting to be involved.

Do you see this Steering/Management Team being developed to identify the organization and structure?

As far as steering or management team, someone is going to have to initiate some leadership to develop a HSC. Reviewing charters, a bylaw of other HSC's is the first step. Identify a group that's interested, what the needs are, and assign individuals to work on the issues. Need a strong group to come together and determine what would work for Cook Inlet, send the concept out for review and input.

How tied in are we to use the NVIC?

It's a good tool, provides guidance and worth everyone reviewing. The NVIC is just a structure and provides guidance on how to construct a HSC.

We've got various organizations, RCAC, NGO's, what's the goal or product?

It's an opportunity for an organization to improve standards, best practices for the safety of navigation in a collective and cohesive manner. The HSC would set the priorities rather than unilateral development of regulations. The HSC is a means of allowing ourselves to work smarter. It's an opportunity to turn methods into a standard of care and share it to a broader audience.

Need to have a leader that has the time to organize, coordinate and run the meeting.

CIRCAC perspective on developing a HSC

The general consensus coming out of the Safety of Navigation Forum was a comprehensive maritime navigational risk assessment conducted for the region. The RCAC identified funding for the risk assessment and now the project is concluding, a key recommendation was the development of a HSC. The HSC is a venue to bring in other stakeholders to focus in on key issues and allow an organization to speak as one voice.

The CIRCAC has been in contact with a number of companies to assist in getting this organization started.

The Arctic waterway safety committee is just bringing new and they're identifying members to represent stakeholder organizations. One thing they're struggling with is finding consensus since there's varying voices. What is going to be a standard for achieving consensus—super majority, percentage?

How are HSC's funded?

CIRCAC has commitments from entities to assist with beginning the process and developing a HSC. The Coast Guard prefers that another entity provide the fiduciary role.

Action Items:

- The Coast Guard will take the lead initially to develop the structure and identify steering/executive committee members.
- The Coast Guard will open up a portion of their webpage to begin the process.