



COOK INLET RISK ASSESSMENT

Briefing to
Cook Inlet Regional Citizen's Advisory Council
Board Meeting
May 3, 2013

The Cook Inlet RCAC, U.S. Coast Guard and State of Alaska are conducting a risk assessment of maritime transportation in Cook Inlet, Alaska.



Cook Inlet Risk Assessment



This is a briefing on project activities since our last presentation to the CIRCAC Board in December





Tasks Completed

- Vessel Traffic Study
- Baseline Accident and Spill Study
- Consequence Analysis Study
- All Reports are posted on the website





Risk Reduction Options

- The Advisory Panel met in February to consider Risk Reductions Options
- Twenty-five Risk Reductions Reviewed
 - Eight RRO's for Immediate Implementation
 - Eight RRO's for Further Consideration
 - Nine RRO's for Exclusion

The logo for Cook Inlet Risk Assessment features a stylized sun rising over a mountain range, with the text 'Cook Inlet RISK ASSESSMENT' below it.

Immediate Implementation

- Continue to improve crew training, bridge team management and communication
- Continue to improve winter ice rules and guidelines
- Establish a Harbor Safety Committee to promote implementation of RRO's and support ongoing improvements of safety by maritime community
- Improve the Subarea Contingency Plan

The logo for Cook Inlet Risk Assessment features a stylized sun rising over a mountain range, with a small boat icon below the text. The text reads "Cook Inlet RISK ASSESSMENT".

Immediate Implementation

- Promulgate final regulations requiring vessel response plans for non-tank vessels.
- Continue to improve winter ice rules and guidelines
- Seek continuous improvements in spill response equipment appropriate for Cook Inlet conditions
- Maintain project depth in Cook Inlet, especially Knik Arm Shoal through dredging
- Improve cell phone coverage where there is none on marine waters in Cook Inlet



Further Evaluation

- Enhance vessel monitoring, situational awareness, and communications through application of AIS technologies
- Enhance current navigational charts, current gauges, and Coast Pilot
- Improve ice monitoring capabilities
- Increase rescue towing capability
- Encourage harbors to notify USCG if they deem a vessel unseaworthy



Further Evaluation

- Construction of a cross-inlet pipeline from Drift River to Nikiski
- Map sub-sea infrastructure (both abandon and active)
- Encourage alternate inspections or audits for workboats.



Next Tasks

Estimate the benefit, cost, ease of implementation and assess potential unintended negative consequence of the Risk Reduction Options





Questions?

