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Grays Harbor Vessel Traffic Risk Assessment

February 22, 2018

Spills Prevention and Preparedness



Agenda

- Introductions
- Grays Harbor Vessel Traffic Risk Assessment overview
- Hazard Identification
 - Hazard Identification workshops
 - Response Capability Assessment
 - Commercial Fishing, Tribal Fishing, and Recreational Vessel workshop
- Public participation opportunities
- Next steps



Why Are We Conducting a Study?

- Ecology is funded in the 2017-2019 biennium to conduct a vessel traffic risk assessment (VTRA) for Grays Harbor
- This study builds on previous legislature-directed work
 - Marine and Rail Oil Transportation Study, 2015
 - Salish Sea Oil Spill Prevention Workshop, 2016
 - Update to Puget Sound VTRA, 2017
 - Columbia River Vessel Traffic Evaluation and Safety Assessment, 2017
- Opportunity to:
 - Document current baseline of oil spill prevention and preparedness in Grays Harbor
 - Develop regionally specific recommendations for improvement



Grays Harbor VTRA - Goals

- Assess baseline and changing oil spill risks
 - Identify measures that could help reduce the risks of oil spills
- Assess oil spill response preparedness
 - Identify baseline response capability



GH VTRA Study Approach

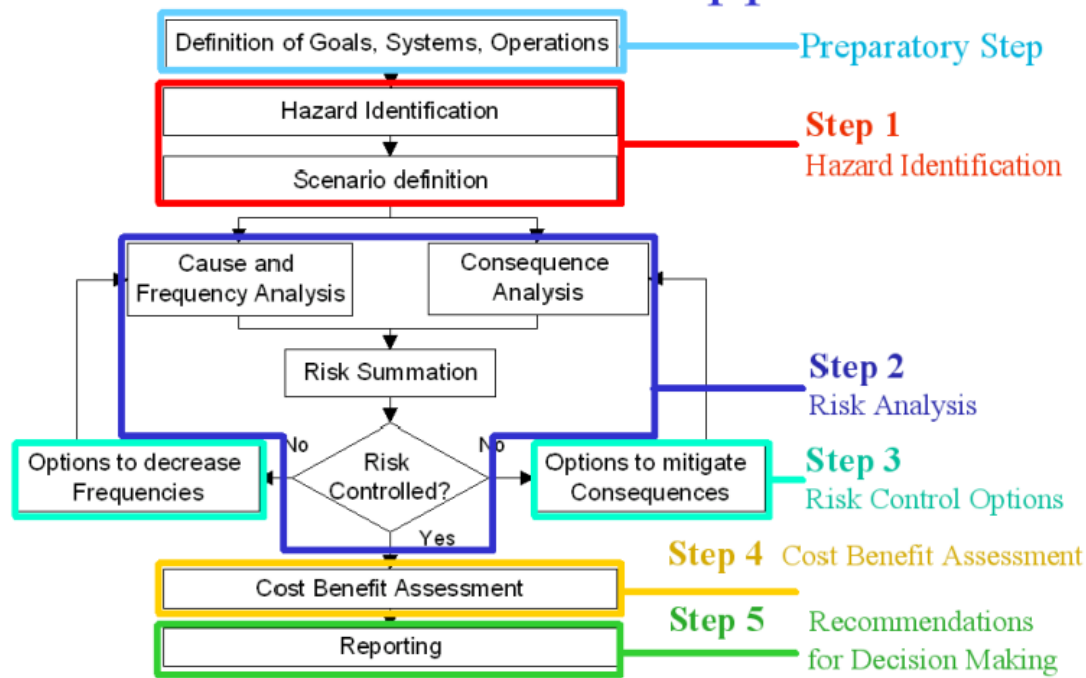
- Use a standard framework
 - International Maritime Organization (IMO) Formal Safety Assessment process
- Conduct a collaborative, deliberative assessment
 - Engage the Grays Harbor community
 - Deliverables and decision points at each step
- Focus on regionally specific improvements



International Maritime Organization (IMO) Formal Safety Assessment

- Reference: [IMO FSA](#)
- 5-step process

FSA - a risk based approach



IMO Formal Safety Assessment Steps

- Preparatory Step
 - Definition of Goals, Systems and Operations
- Hazard Identification
- Risk Analysis
- Risk Control Options
- Cost-Benefit Analysis
- Recommendations for Decision Making



Focus: Step 1, Hazard Identification

- Ecology's initial focus is on Step 1, Hazard Identification
- Accomplishing Hazard Identification through facilitated workshops
- Additional workshops will look at spill response capability, and oil spill prevention for smaller vessels
- Decision point in the spring of 2018 on the need to continue the Formal Safety Assessment
 - Process can stop after Hazard Identification
 - Decision based on the results of the Hazard Identification, and direction, funding and priorities from the 2018 legislative session



Workshop Schedule

Date	Event
January, 2018	Hazard Identification Workshop 1
February, 2018	Hazard Identification Workshop 2
April, 2018	Response Capability Workshop
April, 2018	Commercial Fishing, Tribal Fishing, and Recreational Vessel Oil Spill Prevention and Preparedness Workshop
June, 2018	Hazard Identification and Response Capability Preliminary Report



Hazard Identification Workshop 1

- Scope
 - Identify local factors associated with hazards to commercial vessel operations in Grays Harbor that could result in an oil spill
- Method
 - Facilitate collaborative brainstorming with workshop participants
- Outcome
 - List of local factors



Hazard Identification Workshops

Invited Participants

- Brusco Tug
- Confederated Tribes of the Chehalis Reservation
- City of Hoquiam
- Contanda
- General Steamship
- Grays Harbor Pilots
- Hoh Indian Tribe
- Jones Stevedoring
- Makah Tribe
- Marine Spill Response Corporation
- National Response Corporation
- NOAA
 - Office of Coast Survey
 - Scientific Support Coordinator
 - Olympic Coast National Marine Sanctuary
- Ocean Companies
- Port of Grays Harbor
- Quileute Tribe
- Quinault Indian Nation
- REG Grays Harbor
- Shoalwater Bay Indian Tribe



Hazard Identification Workshops

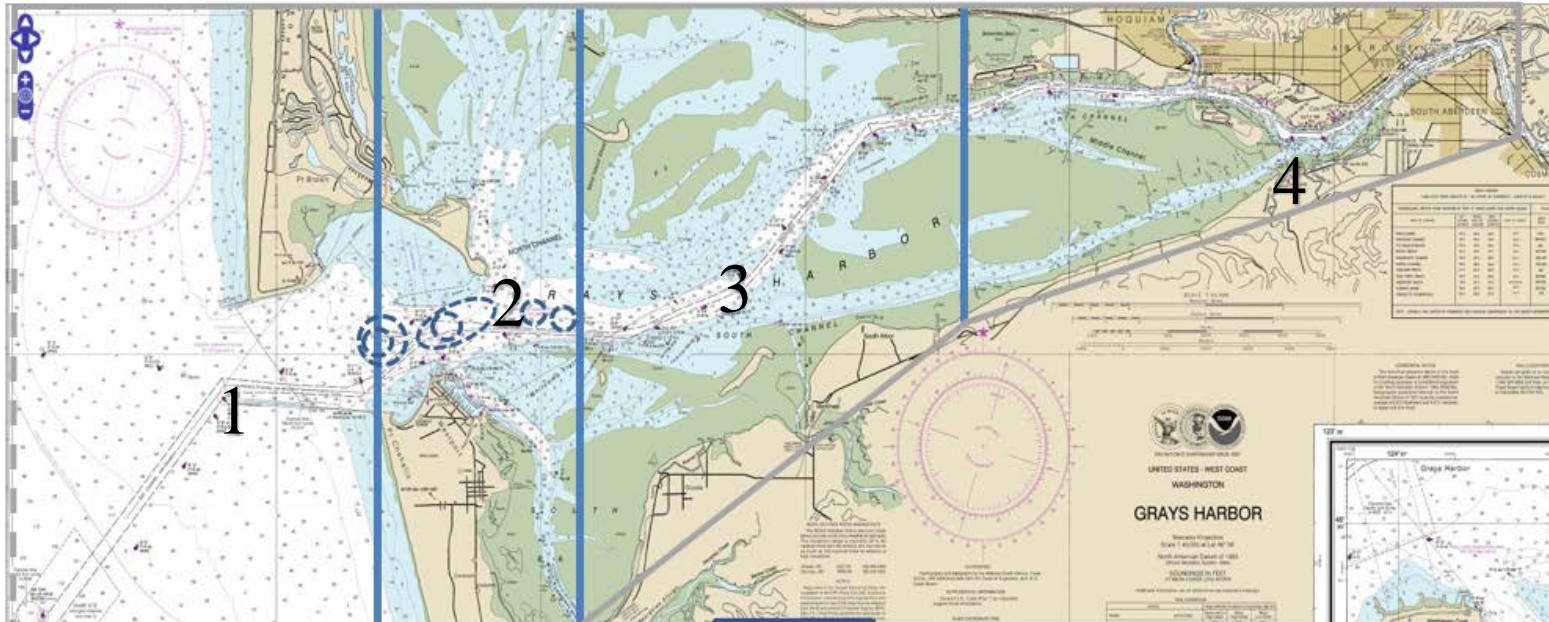
Invited Participants

- The Nature Conservancy
- US Army Corps of Engineers
- US Coast Guard
 - MSU Portland
 - Station Grays Harbor
- Washington Department of Natural Resources
- Washington Dungeness Crab Fishing Association
- Washington State Maritime Cooperative
- Washington Trollers Association



Hazard Identification Waterway Areas

Waterway Areas



- Hazard Identification focuses on the risk of spills throughout the commercially navigable waterway of Grays Harbor
- We divided the waterway into four areas to facilitate discussions
- Workshop participants systematically discussed the risks that could lead to an oil spill from a commercial vessel in each of the waterway areas

Hazard Identification Template Example

Template 1: Area 1, Underway, Collision

Area 1: Bar Channel and Entrance Channel to Point Chehalis Reach (inside buoy 11)

Vessel Activity: Underway

Incident Category: Collision

How could an incident occur (examples)?

- Contact with a fishing net or crab pot
- Difficulty crossing the bar
- Failure to maintain position in channel
- Failure to negotiate turn to entrance channel
- Failure to take action to avoid another vessel
- Incident related to vessels offshore, including areas westward of buoy “GH”

Possible immediate causes/contributing factors (examples)

- Environmental
- Equipment failure
 - Resulting in full or partial loss of electrical power
 - Resulting in full or partial loss of propulsion
 - Resulting in loss of navigational equipment
 - Resulting in loss of steering
- Human error
- Organization/maintenance failure
- Other

Local factors

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Hazard Identification Workshop 2

- Scope
 - Review local factors identified in Workshop 1
 - Describe safeguards and high-level recommendations related to the local risk factors
- Method
 - Facilitate collaborative brainstorming with workshop participants
- Outcome
 - For each local factor identified in Workshop 1 - a description of the safeguards intended to prevent the hazard, and any high-level recommendations to reduce the likelihood or consequence of the hazards
 - A list of any identified changes to safeguards or recommendations, based on current or potential future increases in vessel traffic



Response Capability Assessment

Study Goals

- Characterize the response systems capability (skimming) not the impact of the spill to the environment
- Use the Response Options Calculator – a modeling tool developed by NOAA
- Model parameters to account for risk scenarios identified by the workgroup in Hazard ID workshop 1 & 2
- Considerations include location, time of the spill, type of oil, season, wind speed, and spill volume - these impact the maximum capacity of response resources to recover oil
- Identify an estimated maximum potential response capacity for on-water recovery

Response Capability Workshop structure

- Propose parameters of response equipment assessment
- Discuss and agree on study scope and purpose of resulting recommendations



Commercial, Tribal Fishing and Recreational Vessel Workshop

- Planning a workshop for late April, 2018
- Intended audience is commercial fishermen, tribal fishermen, and recreational vessel operators
- Goal is to review historic oil spill incidents, and identify potential practices/solutions that could reduce oil spills



Public Participation and Comment Opportunities

- Review our progress
 - Information about the GHVTRA study will be posted on the Ecology webpage throughout the study process
- Attend Grays Harbor Safety Meetings
 - Meetings are public and will include regular progress updates about the study
- Review and comment on the draft report
 - Report will be posted at <https://ecology.wa.gov/Spills-Cleanup/Spills/Oil-spill-prevention/Oil-transportation-in-Washington>
 - Public comments will be taken for 30 days following posting
 - Ecology will consider all comments submitted



Next steps

- Complete Hazard Identification
- Conduct Response Capability Assessment
- Hold Commercial Fishing, Tribal Fishing, and Recreational Vessel Spill Prevention and Preparedness workshop
- Draft report with results from all four workshops
 - Post for public comment
 - Publish final report
- Determine whether to continue the Formal Safety Assessment process



Questions?

- Contact Brian Kirk (brian.kirk@ecy.wa.gov) with any questions about the Grays Harbor VTRA or the Hazard Identification process
- Contact Sonja Larson (sonja.Larson@ecy.wa.gov) with any questions about the Response Capability Assessment

