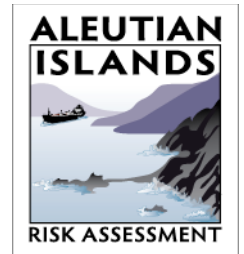


**Aleutian Island Risk Assessment Advisory Panel Meeting Summary**  
**Teleconference/Webinar**  
**September 17, 2009**  
**10:00 AM- 1:00 PM**



**Advisory Panel Member Attendance**

Brent Paine (Primary-Fisheries); Shirley Marquardt (Primary-Local Government); Bob Juettner (Alternate-Local Government); Mike Baker (Alternate-Mariner, Oil Barge/Tankers); Mike McGlothlin (Alternate-Mariner, Containership); Marc Smith (Primary-Mariner, Trampers); Ed Page (Primary-Marine, General); Tom Rueter (Alternate-Mariner, General); Bruce Wright (Primary-NGO, Local); Karol Kolehmainen (Alternate-NGO, Local); Jeff Williams (Primary- Resource Manager);

**Management Team Attendance**

Gary Folley (ADEC)

**Risk Analysis Team Attendance**

Laura Tesch; David Pertuz

**Facilitation Team Attendance**

Tim Robertson; Amy Gilson; Kathleen George; Leslie Pearson (Nuka Research & Planning Group)

**Public Attendance**

Amy Cox (NOAA); Tom Lakosh; Krista Milani (NOAA); Bev Niemann (Delta Western); Robin Waldren (Qawalangin Tribe)

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**Purpose:** The purpose of this session was Advisory Panel business, review the project schedule, re-cap action items and wrap-up the meetings conducted in Unalaska during the week of September 1-3.

**Presentation on the Wildlife Refuge- Jeff Williams, USFWS**

Jeff provided an overview on the purpose, size and resources at risk within the Alaska Maritime National Wildlife Refuge and specifically the Aleutian Island Chain (see: <http://www.aleutiansriskassessment.com/documents/AIRAUnalaska1USFWSJW.pdf> for slide presentation).

The USFWS-ANWR has a database that includes the scale and distribution of seabirds and seabird colonies. The agency also maintains a database on wreck locations and currently contains 190 known wrecks. In addition to vessels wrecks, environmental risk to seabirds and marine mammals can come from operational discharges, which was the case with the M/V Citrus in 1996. Birds were oiled at sea and washed ashore indicating that relatively small spills can have detrimental impacts. The scavenging of oiled, dead birds is also a significant issue during oil spills. Jeff suggested that the risk assessment also consider low-level chronic oiling from vessel operational spills.

Invasive species, such as rats, are also a great concern for the AMWR. One rat can cache over 100 birds and once introduced to an island decimate the population of birds and wildlife. Certain ships have a greater potential risk of introducing aquatic and terrestrial invasive species. Wildlife in the ANWR has a seasonality of distribution so the risk to natural resources is not constant or even across the Refuge. The entire coastline is vulnerable to oil spills. Risk to natural resources/wildlife is an additive risk to a spill and can increase risk assignment on a risk matrix. The risk assessment scenarios will certainly look at ways to reduce risk and the study should consider a scenario in a very remote location, not just the high-risk areas of Unimak Pass and the Buldir Island area.

### **Project Schedule Review- Tim Robertson, Facilitation Team**

The Management Team recognizes that the Advisory Panel (AP) members bring broad and deep knowledge to the project and that they are volunteers. The project schedule proposed is intended to be predictable and include structure to accomplish the project tasks. AP members are encouraged to provide input on agenda items and future meeting topics. Each AP member represents a stakeholder group and the expectation is that they will reach out and network with their stakeholders. The goal of the proposed schedule is to keep the project as close to the National Academy of Science (NAS) report. Meeting the NAS 8-month deadline is not as important as having good work products. At this time the Peer Review Panel has not yet been formed but the process is moving forward. The schedule allows for the AP to meet, discuss and establish consensus on each product generated by the Analysis Team. The AP will also have the benefit to review comments provided by the Peer Review Panel prior to finalizing their comments. Tim Robertson discussed each step on the proposed project schedule posted on the public website to those participating and opened the discussion to comments from AP members.

AP members indicated that the further past today's date for identifying meeting times make planning and participation more attainable. It was also noted that work schedules do begin to busy up in May. The proposed schedule recommends no meetings during the summer months recognizing it's the busy season for all involved.

The proposed schedule has been incorporated into a Google calendar and AP members can contact Amy Gilson for access to the calendar.

AP members were asked to review the schedule and submit any comments or suggestions to the Facilitation Team.

### **Review Action Items from Previous Meetings- Leslie Pearson, Facilitation Team**

The following action items from the May AP meeting are incomplete and require attention by the members:

- Each AP member needs to provide a "head & shoulder" photograph to the Facilitation Team for posting on the public website-AP webpage. Not all photos have been received.
- Identify potential AP members to fill vacant stakeholder positions
  - Rescue Tug (primary and alternate)
  - Mariner in Local Trade-Tramper (alternate)

- Marine Pilot (alternate)-obtain completed application from P. Garay
- Establish a Peer Review Panel via the NAS-Transportation Research Board

### **Communication Protocol- Tim Robertson, Facilitation Team**

Tim noted that developing a communications protocol, which describes the process and interaction between AP members, the Analysis Team and Management Team was recommended during the September 2<sup>nd</sup> meeting. A draft protocol has not been developed yet but is forthcoming in the next couple weeks. The AP members will have an opportunity to review and comment on the draft communication protocol.

### **Travel Reimbursement- Amy Gilson, Facilitation Team**

Amy acknowledged that she's working on the AP members travel reimbursement and has already been addressing questions received by some members. She asked if others had any questions or need clarification on the process. No questions were asked by participating AP members.

### **Recap Items for Future Action- Leslie Pearson, Facilitation Team**

The following action items were identified during the September 1-3 meetings in Unalaska:

- Follow-up with the Alaska Marine Pilots in obtaining the Severe Weather Guidelines and post on the AIRA websites.
- Update the AIRA websites by including a webpage on the Risk Analysis team, develop a "What's new and News" webpage that would be updated on a monthly basis, posting of all power-point presentations from meetings and explore the option for setting up a Blog.
- Develop a Communications Protocol

### **Public Comments (Limited to 5 minutes/per person)**

Tom Lakosh stated that he would like to have the opportunity to provide a 30-minute presentation at the AP's November regulatory workshop. He would like to discuss a system for gaining regulatory compliance for vessels and the shipping industry. Tom indicated that there are federal regulations for Tank Vessels (TV) and now Non-tank vessels (NTV), which require a planning and response capability while transiting through territorial seas (12-miles). TV/NTV not visiting U.S. Ports and truly in Innocent Passage through the Economic Exclusion Zone (EEZ) aren't required to have a plan. He stated that this allows for regulatory evasion by shipping companies. Mr. Lakosh believes that the regulatory responsibility falls to the U.S. Coast Guard under the National Contingency Plan for spill prevention and response. Again, Mr. Lakosh stated that he would like to address the AP at the end of the November workshop to discuss a mechanism for getting shipping and regulators in compliance with the oil spill prevention and response laws.

No additional public comments were made during this meeting.

### **Closing Comments- Advisory Panel**

Mike McGlothlin asked for clarification on the Severe Weather Guidelines and whether the sustained wind speed will be dropped from 45kts to 35kts and the movement of tramper vessels. Shirley Marquardt clarified that the Alaska Marine Pilots would like to see the sustained wind speeds dropped to 35kts and that there will be a follow-up meeting in Unalaska at City Hall to discuss further. The information will be passed onto the AP members.

Marc Smith asked the group if they had any local contacts for identifying an alternate for his stakeholder category- Mariner in Local Trade-Tramper. Tom Rueter stated that he'd give Marc a call in follow-up. Marc also indicated that he'd give Pete Garay, AMP a call too.

Ed Page stated that the Regulatory Workshop would be beneficial and that it should include discussion on IMO traffic routing for other parts of the world—have traffic routes been changed in the past and if so, clarification on the process. He's also interested in an update on International Treaties and Agreements.

### **Closing Comments- Management Team**

Gary Folley thanked the AP members for their participation. He indicated that operational spills were clearly excluded by the NAS committee. Gary also stated that if the AP members have concerns or recommended topics that were excluded by NAS that they be captured for future MT and AP discussion.

**Adjourned at Noon-ADT**