

Chapter 2 - Appendix A

Converting Risk Model Scores

Converting Risk Model Scores

As of January, 2015, 50 PAWSA sessions have been held. The risk assessment model used during those sessions has evolved over time. For those communities who are doing a follow-on risk assessment to an earlier PAWSA session, there is the ability to compare the risk level scores produced in that earlier session to the scores derived using the methodology and the Waterway Risk Model described in this guide. This section tells how to insert the risk level scores from that earlier session into the quantitative assessment Excel™ workbook, so that those earlier scores can be compared to the results obtained from the present session.

In the table below, look up the date of the earlier PAWSA session and note both which risk model was used and the number of the assessment book that was used to evaluate the risk levels that existed at the time of the earlier session.

PAWSA Session Name	Workshop Dates	Risk Model Used	Risk Level Results
Mobile, Alabama	9 – 10 August 1999	Original	Book 4
Pascagoula, Mississippi	11 – 12 August 1999	Original	Book 4
Corpus Christi, Texas	30 – 31 August 1999	Original	Book 4
Port Lavaca, Texas	1 - 2 September 1999	Original	Book 4
Port Arthur, Texas	22 – 23 September 1999	Original	Book 4
Charleston, South Carolina	13 – 14 October 1999	Original	Book 4
San Francisco, California	16 – 17 November 1999	Original	Book 4
Honolulu, Hawaii	13 – 14 December 1999	Original	Book 4
Houston, Texas	25 – 26 January 2000	Original	Book 4
San Juan, Puerto Rico	7 - 8 February 2000	Original	Book 4
Ponce, Puerto Rico	9 – 10 February 2000	Original	Book 4
Morgan City, Louisiana	3 - 4 April 2000	Original	Book 4
Port Fourchon, Louisiana	5 - 6 April 2000	Original	Book 4
Lake Charles, Louisiana	25 – 26 April 2000	Original	Book 4
Sault Ste. Marie, Michigan	23 – 24 May 2000	Original	Book 4
Boston, Massachusetts	19 – 20 June 2000	Original	Book 4
Miami, Florida	24 – 25 July 2000	Revised	Book 4
Port Everglades, Florida	26 – 27 July 2000	Revised	Book 4
Texas City, Texas	21 August 2000	Revised	Book 4
Coos Bay, Oregon	7 September 2000	Revised	Book 4
Lower Columbia River, Oregon	11 – 12 September 2000	Revised	Book 4
Cook Inlet, Alaska	10 – 11 October 2000	Revised	Book 4
Philadelphia, Pennsylvania	11 – 12 December 2000	Revised	None
Cincinnati, Ohio	18 January 2001	Revised	Book 4
Baltimore, Maryland	21 – 22 February 2001	Revised	Book 4
Los Angeles / Long Beach, CA	21 March 2001	Revised	Book 4
Portland, Maine	1 - 2 May 2001	Revised	Book 4
Hampton Roads, Virginia	27 – 28 June 2001	Revised	Book 4

PAWSA Session Name	Workshop Dates	Risk Model Used	Risk Level Results
Louisville, Kentucky	13 – 14 February 2002	Final	Book 3
Haro Strait / Boundary Pass, WA	25 – 26 February 2002	Final	Book 3
Tampa, Florida	7 – 8 January 2003	Final	Book 4
Detroit, Michigan	12 – 13 February 2003	Final	Book 4
San Diego, California	12 – 13 March 2003	Final	Book 4
Buzzards Bay, Massachusetts	9 – 10 September 2003	Final	Book 4
Torres Strait, Australia	22 – 23 March 2004	Final	Book 4
Narragansett Bay, Rhode Island	7 – 8 September 2004	Final	Book 4
Long Island Sound, NY / CT	3 – 4 May 2005	Final	Book 4
Aleutian Islands, Alaska	24 – 25 July 2006	Final	Book 4
Passamaquoddy Bay, Maine	3 – 4 October 2006	Final	Book 4
Cincinnati, Ohio	29 – 30 July 2008	Final	?
New York Harbor, New York	9 – 10 September 2008	Final	?
San Francisco, California	12 – 13 August 2008	Final	?

Next, review the *Workshop Report* (sometimes called the *After Action Report*) from that earlier session and find the results for the risk level evaluation, i.e., the results for the book number found in the table above. Using the table below, determine the values to be used for each factor in the Waterways Risk Model. Insert those values into cells A4:F10 of the *All Books (waterway name) / Previous PAWSA* template. Leave empty the cell(s) for any risk factor(s) shown below as [Not Addressed].

Waterway Risk Model	Final Port Risk Model	Revised Port Risk Model	Original Port Risk Model
Deep Draft Vessel Quality	Average of: (Mariner Proficiency <u>or</u> Deep Draft Mariner Proficiency) and (Seaworthiness <u>or</u> Vessel Quality)	Percentage of High Risk Deep Draft and High Risk Shallow Draft	% High Risk Deep Draft Cargo & Passenger Vessels
Shallow Draft Vessel Quality	Average of: (Mariner Proficiency <u>or</u> Shallow Draft Mariner Proficiency) and (Seaworthiness <u>or</u> Vessel Quality)	Percentage High Risk Shallow Draft	% High Risk Shallow Draft Cargo & Passenger Vessels
Commercial Fishing Vessel Quality	Average of: (Mariner Proficiency <u>or</u> Shallow Draft Mariner Proficiency) and (Seaworthiness <u>or</u> Vessel Quality)	Percentage of High Risk Shallow Draft	% High Risk Shallow Draft Cargo & Passenger Vessels

Waterway Risk Model	Final Port Risk Model	Revised Port Risk Model	Original Port Risk Model
Small Craft Quality	Average of: (Boater Proficiency <u>or</u> Recreational Boater Proficiency) and (Seaworthiness <u>or</u> Vessel Quality)	Percentage of High Risk Shallow Draft	% High Risk Shallow Draft Cargo & Passenger Vessels
Volume of Commercial Traffic	Commercial <u>or</u> Volume of Commercial Traffic	Average of: Volume of Deep Draft and Volume of Shallow Draft	Average of: Volume of Deep Draft and Volume of Shallow Draft
Volume of Small Craft Traffic	Recreational <u>or</u> Volume of Recreational Traffic	Volume of Fishing & Pleasure Craft	Volume of Fishing & Pleasure Craft
Traffic Mix	Traffic Mix	[Not addressed]	[Not addressed]
Congestion	Congestion	Traffic Density	Traffic Density
Winds	Winds	Wind Conditions	Wind Conditions
Water Movement	Water Movement <u>or</u> Currents	Tide & River Currents	Currents, Tides and Rivers
Visibility Restrictions	Visibility Restrictions	Visibility Conditions	Visibility Conditions
Obstructions	Obstructions	Ice Conditions	Ice Conditions
Visibility Impediments	Visibility Impediments	Visibility Obstructions	Visibility Obstructions
Dimensions	Dimensions	Channel Width	Passing Arrangements
Bottom Type	Bottom Type	Bottom Type	Channel and Bottom
Configuration	Configuration	Waterway Complexity	Waterway Complexity
Personnel Injuries	Injuries <u>or</u> Personal Injuries	Volume of Passengers	Number of People on Waterway
Petroleum Discharge	Hazardous Discharge <u>or</u> Petroleum Discharge	Volume of Petroleum	Volume of Petroleum Cargoes
Hazardous Materials Release	Hazardous Discharge <u>or</u> Hazardous Materials Release	Volume of Chemicals	Volume of Hazardous Chemical Cargoes
Mobility	Mobility <u>or</u> [Not addressed]	[Not addressed]	[Not addressed]

Waterway Risk Model	Final Port Risk Model	Revised Port Risk Model	Original Port Risk Model
Health and Safety	Health and Safety	Health & Safety Impacts	Health and Safety Impacts
Environmental	Environment <u>or</u> Environmental	Environmental Impacts	Environmental Impacts
Aquatic Resources	Aquatic Resources	[Not addressed]	[Not addressed]
Economic	Economic	Economic Impacts	Economic Impacts
[Not addressed]	Significant Vessels		
[Not addressed]	Property Damage		
[Not addressed]	Port Impact		

Column B of the *All Books (waterway name) / Bk 4 Rslts* spreadsheet will show either the risk level results from the previous PAWSA session or, if one or more cells in the *All Books (waterway name) / Previous PAWSA* spreadsheet is empty because that risk factor was [Not Addressed], the *All Books (waterway name) / Bk 4 Rslts* spreadsheet will show the results from *Book 3: Baseline Risk Levels*. If the risk level results from the present workshop are higher than the results from the previous PAWSA session for any risk factors, then Column G:H of the *All Books (waterway name) / Bk 4 Rslts* spreadsheet will say **RISING**. **Note:** This red flag also will occur if the *Book 4: Mitigation Effectiveness* results are higher than the *Book 3: Baseline Risk Levels* results for any factor.