

Port of Mobile, Alabama, After Action Report

Introduction.

A Port Risk Assessment was conducted for the port of Mobile, Alabama 9-10 August 1999. This report will provide the following information:

- Brief description of the process used for the assessment;
- List of participants;
- Numerical results from the Analytical Hierarchy Process (AHP); and
- Summary of risks and mitigations discussion.

Follow-on strategies to develop and implement unmitigated risks will be the subject of a separate report.

Process.

The risk assessment process is a disciplined approach to obtaining expert judgements on the level of waterway risk. The process also addresses the relative merit of specific types of Vessel Traffic Management (VTM) improvements for reducing risk in the port. Based on the Analytic Hierarchy Process (AHP)¹, the port risk assessment process involves convening a select group of expert/stakeholders in each port and conducting structured workshops to evaluate waterway risk factors and the effectiveness of various VTM improvements. The process requires the participation of local Coast Guard officials before and throughout the workshops. Identification of local risk factors/drivers and selecting appropriate risk mitigation measures is thus accomplished by a joint effort involving experts and stakeholders, including both waterway users and the agencies/entities responsible for implementing selected risk mitigation measures.

This methodology hinges on the development of a generic model of vessel casualty risk in a port. Since risk is defined as the product of the probability of a casualty and its consequences, the model includes variables associated with both the causes and the effects of vessel casualties. The model uses expert opinion to weight the relative contribution of each variable to the overall port risk. The experts are then asked to establish scales to measure each variable. Once the parameters have been established for each risk inducing factor, the port's risk is estimated by inputting values for the variables specific to that port into the risk model. The model also produces an index of relative merit for five VTM levels as perceived by the local experts assembled for each port.

¹ Developed by Dr Thomas L. Saaty, et al to structure complex decision making, to provide scaled measurements, and to synthesize many factors having different dimensions.

Participants.

The following is a list of stakeholders/experts that participated in the process (Ant Mobile combined with CWO Seymour):

Captain Dave Carey	Port of Mobile	Dcarey@asdd.com
Mike Cook	Bender Shipyard	Cook@bendership.com
BMC Decuire	OIC ANT Mobile	
Steve Gordon	Radcliffe Economy Marine	
Paul Hartman	Warrior and Gulf Navigation	phartman@tstarinc.com
Gordon Keenan	Midstream Fuel	Gkeenan@midstreamfuel.com
Howard Hickey	USCG Auxiliary	Flotrain@aol.com
Tommy Phillips	Coastal	Tommy.phillips@coastalcorp.com
CWO Steve Seymour	Group Mobile	
Gary Skinner	Commercial Seafood	
QM1 Greg Tanner	CGC Sweetgum	
Dean White	Orsouth	
Prentiss Willcutt	Crescent Towing	P.Willcutt@coopertsmith.com
Patrick Wison	Mobile Bar Pilots	
David Wittendorfen	Mobile Bar Pilots	

Numerical Results.

Book 1 - Factors (Generic Weights)

Fleet Composition	Traffic Conditions	Navigational Conditions	Waterway Configuration	Short-term Consequences	Long-term Consequences
10.4	22.2	14.2	26.4	11.9	15.0

Analysis:

- The participants contributed the above scores to the National Model. They determined that
- the Waterway Configuration was the most risky factor at 26.4 percent
 - followed by Traffic Conditions,
 - followed by Long Term Consequences.

Book 2 - Risk Subfactors (Generic Weights)

Fleet Composition 10.4	Traffic Conditions 22.2	Navigational Conditions 14.2	Waterway Configuration 26.4	Short-term Consequences 11.9	Long-term Consequences 15.0
% High Risk Deep Draft 7.7	Volume Deep Draft 2.6	Wind Conditions 2.3	Visibility Obstructions 5.9	Volume of Passengers 2.6	Economic Impacts 4.7
% High Risk Shallow Draft 2.6	Volume Shallow Draft 4.1	Visibility Conditions 7.2	Passing Arrangements 6.6	Volume of Petroleum 3.0	Environmental Impacts 5.7
	Vol. Fishing & Pleasure Craft 8.2	Currents, Tides, Rivers 3.0	Channel and Bottom 9.7	Volume of Chemicals 6.3	Health & Safety Impacts 4.6
	Traffic Density 7.3	Ice Conditions 1.8	Waterway Complexity 4.2		

Analysis:

The participants contributed the above results to the national model. In particular, they determined that the following subfactors provided the greatest risk of a casualty:

- For Fleet Composition, High Risk Deep Draft
- For Traffic Conditions, Volume Of Fishing And Pleasure Craft
- For Navigation Conditions, Visibility
- For Waterway Configuration, Channel And Bottom
- For Short Term Consequences, Volume Of Chemicals
- For Long Term Consequences, Environmental Impacts

Book 3 *Subfactor Scales - Condition List (Generic)*

	Scale Value
Wind Conditions	
a. Severe winds < 2 days / month	1.0
b. Severe winds occur in brief periods	2.9
c. Severe winds are frequent & anticipated	4.9
d. Severe winds occur without warning	9.0
Visibility Conditions	
a. Poor visibility < 2 days/month	1.0
b. Poor visibility occurs in brief periods	2.8
c. Poor visibility is frequent & anticipated	5.1
d. Poor visibility occurs without warning	9.0
Current, Tide or River Conditions	
a. Tides & currents are negligible	1.0
b. Currents run parallel to the channel	2.4
c. Transits are timed closely with tide	5.0
d. Currents cross channel/turns difficult	9.0
Ice Conditions	
a. Ice never forms	1.0
b. Some ice forms-icebreaking is rare	1.7
c. Icebreakers keep channel open	4.9
d. Vessels need icebreaker escorts	9.0
Visibility Obstructions	
a. No blind turns or intersections	1.0
b. Good geographic visibility-intersections	1.7
c. Visibility obscured, good communications	4.6
d. Distances & communications limited	9.0
Passing Arrangements	
a. Meetings & overtakings are easy	1.0
b. Passing arrangements needed-ample room	2.0
c. Meetings & overtakings in specific areas	5.8
d. Movements restricted to one-way traffic	9.0
Channel and Bottom	
a. Deep water or no channel necessary	1.0
b. Soft bottom, no obstructions	1.7
c. Mud, sand and rock outside channel	4.6
d. Hard or rocky bottom at channel edges	9.0
Waterway Complexity	
a. Straight run with NO crossing traffic	1.0
b. Multiple turns > 15 degrees-NO crossing	2.6
c. Converging - NO crossing traffic	4.8
d. Converging WITH crossing traffic	9.0
Passenger Volume	
a. Industrial, little recreational boating	1.0
b. Recreational boating and fishing	3.1
c. Cruise & excursion vessels-ferries	5.6

d. Extensive network of ferries, excursions	9.0
Petroleum Volume	
a. Little or no petroleum cargoes	1.0
b. Petroleum for local heating & use	2.1
c. Petroleum for transshipment inland	4.9
d. High volume petroleum & LNG/LPG	9.0
Chemical Volume	
a. Little or no hazardous chemicals	1.0
b. Some hazardous chemical cargo	2.1
c. Hazardous chemicals arrive daily	5.0
d. High volume of hazardous chemicals	9.0
Economic Impacts	
a. Vulnerable population is small	1.0
b. Vulnerable population is large	3.1
c. Vulnerable, dependent & small	5.2
d. Vulnerable, dependent & Large	9.0
Environmental Impacts	
a. Minimal environmental sensitivity	1.0
b. Sensitive, wetlands, VULNERABLE	3.0
c. Sensitive, wetlands, ENDANGERED	5.8
d. ENDANGERED species, fisheries	9.0
Safety and Health Impacts	
a. Small population around port	1.0
b. Medium - large population around port	2.3
c. Large population, bridges	5.1
d. Large DEPENDENT population	9.0

Analysis:

The participants contributed their determination of the degree of severity of risk the above subfactors on the national model. Each subfactor above has a high and a low severity limit of 9 and 1 respectively. Inside those limits, the participants determined the scale of risk for the two intermediate risk measures.

Book 4 *Risk Subfactor Ratings (Mobile)*

Fleet Composition	Traffic Conditions	Navigational Conditions	Waterway Configuration	Short-term Consequences	Long-term Consequences
% High Risk Deep Draft 4.6	Volume Deep Draft 5.2	Wind Conditions 5.3	Visibility Obstructions 2.2	Volume of Passengers 2.4	Economic Impacts 6.5
% High Risk Shallow Draft 4.5	Volume Shallow Draft 4.6	Visibility Conditions 4.4	Passing Arrangements 4.0	Volume of Petroleum 5.7	Environmental Impacts 6.4
	Vol. Fishing & Pleasure Craft 5.1	Currents, Tides, Rivers 4.2	Channel and Bottom 1.9	Volume of Chemicals 4.4	Health & Safety Impacts 3.8
	Traffic Density 4.8	Ice Conditions 1.2	Waterway Complexity 8.0		

Analysis:

Based on the input from the participants, the following top risks occur in Port Arthur (in order of importance):

1. Waterway Complexity
2. Economic Impacts
3. Environmental Impacts
4. Volume of Petroleum
5. Wind Conditions

	Risk Factors						Relative Merit Index
	Fleet Composition	Traffic Conditions	Navigational Conditions	Waterway Configuration	Short-term Consequences	Long-term Consequences	
VTS	23.2	19.9	17.5	24.5	22.1	20.0	21.4
VTIS	12.4	9.5	23.2	14.9	17.1	25.9	16.5
EAIS	24.8	19.3	21.1	25.3	23.7	23.9	22.9
AIS	20.6	32.6	19.5	16.2	16.0	14.1	20.4
Improve Current System	19.1	18.6	18.7	19.0	21.1	16.2	18.7

Analysis:

This table shows that the participants believe that the tool of EAIS will contribute the greatest potential for risk mitigation. This is followed closely by AIS and VTS.

PARTICIPANT IDENTIFIED RISKS AND MITIGATIONS

FACTOR/ SUB-FACTOR	IDENTIFIED RISKS	SUGGESTED MITIGATIONS
<p>Fleet Composition % High Risk Deep Draft Vessels % High Risk Shallow Draft Vessels</p>	<ul style="list-style-type: none"> • Large pleasure craft moving too fast in confined waterways • Fishing (shrimping) vessels in waterway • “Snowbird” recreational boaters not familiar with area • Failure of vessels transiting ICW to communicate with local traffic • Tug operators turn down/off Channel 13 • Failure to communicate caused by distraction of operator 	<ul style="list-style-type: none"> • Improve security call procedures/requirements
<p>Traffic Conditions Volume of Deep Draft Vessels Volume of Shallow Draft Vessels Volume of Fishing and Pleasure Craft Traffic Density</p>	<ul style="list-style-type: none"> • Diverse mix of deep and shallow draft vessel types 	<ul style="list-style-type: none"> • AIS planning needs to include fishing (shrimping) vessels and recreational boats

FACTOR/ SUB-FACTOR	IDENTIFIED RISKS	SUGGESTED MITIGATIONS
<p>Navigational Conditions Wind Conditions</p> <p>Visibility Conditions</p> <p>Currents, Tides and Rivers</p> <p>Ice Conditions</p>	<ul style="list-style-type: none"> • Unpredictable thunder showers cause strong winds • Strong seasonal winds in winter and squalls in summer • Real time wind conditions at Dauphin Island not available • Fog conditions vary in port (mostly in spring) • Unpredictable thunder showers reduce visibility • Real time visibility conditions at Dauphin Island not available • Fog impacts scheduling of ship movements • Strong currents at bar • Strong currents in river during winter months require outbound vessels to travel at higher than normal SOA to maintain proper control • Tidal currents • Real time tide and current conditions at Dauphin Island not available 	<ul style="list-style-type: none"> • Provide real-time weather information from Dauphin Island and mid-way to Mobile • Increase number of tugs used during periods of high winds • Provide real-time weather information from Dauphin Island and mid-way to Mobile • Provide real-time tide and current information from Dauphin Island and mid-way to Mobile • Widen channel to minimize control problems
<p>Waterway Configuration Visibility Obstructions</p> <p>Passing Arrangements</p>	<ul style="list-style-type: none"> • Blind turn in vicinity of Atlantic Marine • Background lights in Theodore obscure range lights • Crossing traffic at ICW and Mobile Ship Channel intersection 	<ul style="list-style-type: none"> • Charts should show Mobile Cutoff at ICW and Mobile Ship Channel intersection • Remove dogleg at ICW and Mobile Ship

FACTOR/ SUB-FACTOR	IDENTIFIED RISKS	SUGGESTED MITIGATIONS
<p>Channel and Bottom</p> <p>Waterway Complexity</p>	<ul style="list-style-type: none"> • Obstacles (debris) floating in waterway • Narrowness of channel in vicinity of Atlantic Marine • Deep draft vessels moving too fast in narrow channel causing allisions with drydocks • Configuration of Mobile Ship Channel and Theodore Channel intersection • Tows frequently damage ICW fixed ATON structures • Configuration of Theodore Channel and Mobile Ship Channel junction requires difficult turn for southbound traffic to Theodore 	<p>Channel intersection</p> <ul style="list-style-type: none"> • Widening Mobile Ship Channel to 550 ft may be more effective than any other mitigation measure discussed • Widening Mobile Ship Channel to 550 ft may be more effective than any other mitigation measure discussed • Reconfigure Theodore intersection • Install turning ranges for Theodore intersection • Improve Theodore range light visibility
<p>Short-Term Consequences</p> <p>Number of People on Waterway</p> <p>Volume of Petroleum Cargoes</p> <p>Volume of Hazardous Chemical Cargoes</p>	<ul style="list-style-type: none"> • High volume of petroleum products moving on tankers and barges • High volume of hazardous material moving in ICW • Increasing volume of hazardous material 	

