

RECOMMENDATIONS FOR THE SCOPE OF VESSEL TRANSPORTATION IMPACT ANALYSIS

The analysis of the potential impacts due to increased vessel traffic as defined in the table below resulting from the proposed expansions and potential maximum throughput.

	Current level (2012)	Maximum in Westway Proposal	Maximum in Imperium Proposal	Total Maximum from both proposals	Total Number including current level and cumulative
Number of Vessel Transits per year (loaded and unloaded vessels)	168	120	400	520	688

VESSEL TRANSPORTATION IMPACT ANALYSIS (VTIA)

Evaluate the potential adverse impacts to existing vessel traffic (commercial, tribal and recreational) in Grays Harbor resulting from projected traffic as defined by the traffic table provided above.

- Statistical evaluation of risk associated with each proposal’s traffic (including the number and size of ships) increase relative to existing conditions.
- Statistical evaluation of risk associated with combined Imperium and Westway Terminals traffic increase relative to existing conditions.
- Impact to navigation safety from the increase of future ships called to Terminal #1.
- Impact of potential increased commercial traffic on navigation safety throughout the navigation channel.
- Assess impacts on capabilities of vessel traffic management system to accommodate the additional growth in commercial traffic. Include information on any plans from the Port of Grays Harbor and WA Board of Pilotage Commissioners for additional pilots within the port.
- Describe how pilots and the Port of Grays Harbor will manage commercial vessel traffic in the harbor, including oil barges.
- Describe how pilots will communicate with barges to manage traffic inside Grays Harbor.
- Evaluate adequacy of anchorages and procedures for use.
- Evaluate adequacy of escort tug capability.
- Capability of current tugs to control disabled vessel movements under the most adverse prevailing weather conditions in the area and respond to incidents in the harbor and outside the harbor entrance.
- Emergency tug availability from Neah Bay and Columbia River, include availability during severe weather or bar closures.
- Describe how vessels will be managed offshore if the bar closes.
- Identify risks of incidents and measures to mitigate the risk for potential groundings, collision/allisions/loss of propulsion or oil spill while underway.
- Recommend mitigation measures to minimize risks identified above and possible solutions to vessel traffic impacts.