



FREQUENTLY ASKED QUESTIONS

FAQs Published 2016

1. What is the mission of the Cook Inlet Harbor Safety Committee (CIHSC)?

The mission of the Cook Inlet HSC is to enhance marine safety and environmental stewardship through collaboration of the maritime community and other stakeholders.

2. What is the purpose of the CIHSC?

The purpose of the Cook Inlet HSC is to provide a forum for identifying, assessing, planning, communicating, and implementing operational and environmental practices beyond statutory and regulatory requirements that promote safe, efficient and environmentally sound maritime operations in the Cook Inlet.

3. Why was the CIHSC established?

One of the critical recommendations to come out of the *Cook Inlet Risk Assessment*, published in January 2015, was to establish a harbor safety committee. The CIHSC was established to address that recommendation. Previously, there was an ad-hoc Safety and Navigation Committee that met prior to the winter ice season to discuss operations pertaining to the Kenai Pipeline Dock, but not necessarily operations within the entire Inlet. But the complexity of port areas and heavily used waterways means that there are multiple groups with different perspectives and information about risks and potential safety improvements in any given location. Harbor Safety Committees (HSCs) provide a venue for groups with an interest in safe maritime operations to share information and develop and implement policy. They can also play a key role in ensuring that changes in risk resulting from changes in operations or conditions are identified and addressed. HSCs are widely implemented and accepted around the U.S., require no regulatory changes, and require minimal expenditures. You may find a copy of this report at:

http://cookinletharborsafetycommittee.org/images/150127_CIRA_Final_Report_FNL_REV_1_no_attachments.pdf



4. Who is involved in the CIHSC?

The CIHSC is comprised of a long list of stakeholders committed to the shared safe and prosperous use of Cook Inlet. Member representation comes from:

- Ex-Officio Member Seat Holder Organizations:
- The U.S. Coast Guard Sector Anchorage
- Alaska Department of Environmental Conservation
- U.S. Army Corps of Engineers, Alaska District
- Headquarters Alaskan Command
- Ferry Operators (Alaska Marine Highway System Homer Office)
- Nikiski Fire Department

- Voting Members Seats (Holder Organizations):
- Salvage Organizations (Global Offshore Divers)
- Response Organizations (CISPRI)
- Tug & Barge Operators (Cook Inlet Tug & Barge)
- Harbor Tug Operators (Harley Marine)
- Marine Oil terminal Operator (Tesoro)
- Offshore Oil Production Operators (Hilcorp)
- Liquefied Natural Gas Carrier Operators (BP Exploration)
- Tanker Operators (OSG)
- Environmental Organization (Cook Inlet Keeper)
- Ships Agents (Alaska Maritime Agencies)
- Dry Cargo Ship Operators (TOTE Maritime of Alaska)
- Cruise Ship Operators (Holland America/Princess)
- Recreational Boaters (Selected Industry Representative)
- Commercial Fishing Industry (Selected Industry Representative)
- Small Passenger Vessel Operators (Selected Industry Representative)
- Southwest Alaska Pilots Association
- Cook Inlet Regional Citizens Advisory Council
- Port of Anchorage
- Port of Homer
- Port MacKenzie

5. How is the CIHSC organized?

The CIHSC has three organizational components: the Managing Board, the Harbor Safety Committee, and Work Groups.

The Managing Board consists of the following individuals:

- Two marine industry representatives from different sectors (to be selected for a three year term by the other members of the board)
- Representative from South West Alaska Pilots Associations (SWAPA)
- Director of Operations, Cook Inlet Regional Citizen’s Advisory Council (CIRCAC)
- Chairman of the Cook Inlet Harbor Safety Committee

The Harbor Safety Committee (HSC) is the deliberative body, responsible for carrying out the mission of the organization. They provide the forum for discussion of issues related to matters of waterway safety and management and they establish appropriate best practices and Standards of Care for safe operations in the waterway. The HSC is responsible for the development and adoption of a Harbor Safety Plan for the Cook Inlet Waterway. A Chairman and Vice Chairman are appointed by the Managing Board for a two year term to lead the HSC.

Two standing work groups are established through this charter:

- Navigational Safety Work Group, chaired by a SWAPA Pilot
- Harbor Safety Plan Work Group, chaired by U.S. Coast Guard Sector Anchorage Waterways Management Chief

6. Are there other work groups?

Yes, at this time there are two others:

- Marine Salvage Work Group, chaired by the CIHSC primary representative of the salvage organization group
- Marine Fire Fighting Work Group, currently chaired by the CIHSC primary representative of the LNG carrier group

7. On what issues is the CIHSC currently working?

Harbor Safety Plan, Cook Inlet navigation policy and procedures improvements, Marine Salvage Plan, and Firefighting Plan

8. Who can attend CIHSC meetings?

All CIHSC meetings are open to the public, and announced as such.

9. How is the CIHSC funded?

Currently, the CIHSC is funded through voluntary contributions from the committee members' parent organizations.

10. Is the CIHSC a 501c(3) non-profit?

Not yet. But the CIHSC has filed for 501c(3) status.