

Chapter 4 – Appendix D

Read Ahead Material

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1. Ports and Waterways Safety Assessment (PAWSA) Background

The PAWSA process grew out of the tremendous changes that took place during the 1990s in the United States Coast Guard (USCG) Vessel Traffic Service (VTS) Acquisition program. In September 1996, Congress terminated all VTS 2000 contracts and, through the 1997 Appropriations Bill, directed the Coast Guard “to identify minimum user requirements for new VTS systems in consultation with local officials, waterways users and port authorities” and also to review private / public partnership opportunities in VTS operations. As a result of this Congressional direction, the USCG established the Ports and Waterways Safety System (PAWSS) to address waterway user needs and place a greater emphasis on partnerships with industry to reduce risk in the marine environment.

As part of PAWSS, the USCG immediately convened a national dialogue group (NDG¹) comprised of maritime and waterway community stakeholders to identify the needs of waterway users with respect to Vessel Traffic Management (VTM) and VTS systems. Those stakeholders, representing all major sectors of the U.S. and foreign-flag maritime industry, port authorities, pilots, the environmental community, and the USCG, were tasked to (1) identify the information needs of waterway users to ensure safe passage; (2) assist in establishing a process to identify candidate waterways for VTM improvements and VTS installations; and (3) identify the basic elements of a VTS. The NDG was intended to provide the foundation for the development of an approach to VTM that would meet the shared government, industry, and public objective of ensuring the safety of vessel traffic in U.S. ports and waterways, in a technologically sound and cost effective way.

From the NDG came the development of the PAWSA process, which was established to open a dialogue with waterway stakeholders to identify needed VTM improvements and to determine candidate VTS waterways. PAWSA provides a formal structure for identifying risk factors and evaluating potential mitigation measures through expert input from waterway users. The process requires the participation of professional waterway users with local expertise in navigation, waterway conditions, and port safety. In addition, stakeholders are included in the process to ensure that important environmental, public safety, and economic consequences are given appropriate attention as risk interventions are selected.

Over 50 ports / waterways have completed the PAWSA process, which generally has been well received by the local maritime communities and has resulted in some resounding successes. The ultimate goal of PAWSA is not only to establish a baseline of waterways for VTS consideration, but to provide the local host and waterway community with an effective tool to evaluate risk and work toward long term solutions tailored to local circumstances. The goal is to find solutions that are both cost effective and meet the needs of waterway users and stakeholders.

2. Participant Selection

The PAWSA participant selection process balances several objectives. First, there is a need to draw into the process: a) navigation and traffic management expertise, and b) representatives of all significant stakeholder groups within the affected waterway community. This must be done while

¹ The Dialogue Group on National Needs for Vessel Traffic Services was a series of roundtable discussions which concluded May 11, 1998. Those discussions were sponsored by the USCG and hosted by the Committee on Maritime Advanced Information Systems (MAIS) under the auspices of The Marine Board of the National Research Council (NRC).

limiting the total number of participants actively involved in the deliberations and judgments on each of the numerous questions addressed during the workshop. There must be a balanced mix of waterway users and stakeholders. Waterway users are those who are actually involved in the movement of vessels in the waterway being assessed, such as vessel masters, pilots, officers of operating companies, and the like. Stakeholders represent all others whose livelihood and/or quality of life are affected by waterway activities.

The panel must represent a broad cross section of the waterway community that can speak as reliable and respected representatives of others engaged in similar work, or having similar interests. The panel must include members who have expertise and current knowledge in the following areas: pilotage, ship handling, aids to navigation, maritime law enforcement, vessel traffic management, protection of natural resources, marine casualty response and investigation, and waterway community planning and economics. The selected participants should be currently working in direct support of waterway-related activities, preferably for an extended period of time.

3. Workshop Agenda

Day One

8:00 – 8:30 a.m.	PAWSA Program Manager and Sponsor Introductions
8:30 – 8:45 a.m.	Participant and Observer Introductions
8:45 – 9:00 a.m.	Day 1 - Workshop Agenda Overview
9:00 – 9:30 a.m.	PAWSA Background
9:45 – 10:45 a.m.	Waterway Risk Model Explanation
11:15 – 12:00 a.m.	Baseline Risk Level Discussions
12:00 – 1:00p.m.	Lunch
1:00 – 4:00 p.m.	Baseline Risk Level Discussions / Evaluation
4:15 – 4:45 p.m.	Team Expertise Cross-Assessment
4:55 – 5:00 p.m.	Session Wrap-up

Day Two

8:00 – 8:30 a.m.	Day 2 - Workshop Agenda Overview
8:30 – 8:45 a.m.	Baseline Risk Levels / Results
8:45 – 12:00 a.m.	Existing Risk Mitigation Discussions / Evaluation
12:00 – 1:00 p.m.	Lunch
1:00 – 1:15 p.m.	Existing Risk Mitigations / Results
1:15 – 4:15 p.m.	Additional Risk Intervention Discussions / Evaluation
4:30 – 4:40 p.m.	Workshop Critique
4:40 – 4:50 p.m.	Additional Risk Interventions / Results
4:50 – 5:00 p.m.	Workshop Wrap-Up

NOTE: 10-minute breaks will occur approximately every hour and a half.