Chapter 5 – Appendix K

Book 1: Baseline Risk Levels
Check the block that best describes the condition in this waterway

Vessel Conditions:
Deep Draft Vessel Quality

- Nearly 100% of the deep draft commercial vessels using the waterway are materially sound and are operated proficiently
- 90% of the deep draft commercial vessels using the waterway are materially sound and are operated proficiently
- 80% of the deep draft commercial vessels using the waterway are materially sound and are operated proficiently
- 70% or less of deep draft commercial vessels using the waterway are materially sound and are operated proficiently
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Vessel Conditions: Shallow Draft Vessel Quality

- Nearly 100% of the shallow draft commercial vessels using the waterway are materially sound and are operated proficiently
- 90% of the shallow draft commercial vessels using the waterway are materially sound and are operated proficiently
- 80% of the shallow draft commercial vessels using the waterway are materially sound and are operated proficiently
- 70% or less of the shallow draft commercial vessels using the waterway are materially sound and are operated proficiently
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Check the block that best describes the condition in this waterway.

### Vessel Conditions:
**Commercial Fishing Vessel Quality**

- [ ] Nearly 100% of the commercial fishing vessels using the waterway are materially sound and are operated proficiently.
- [ ] 90% of the commercial fishing vessels using the waterway are materially sound and are operated proficiently.
- [ ] 80% of the commercial fishing vessels using the waterway are materially sound and are operated proficiently.
- [ ] 70% or less of the commercial fishing vessels using the waterway are materially sound and are operated proficiently.
Check the block that best describes the condition in this waterway

Vessel Conditions:
Small Craft Quality

- Nearly 100% of the small craft using the waterway are materially sound and are operated proficiently
- 90% of the small craft using the waterway are materially sound and are operated proficiently
- 80% of the small craft using the waterway are materially sound and are operated proficiently
- 70% or less of the small craft using the waterway are materially sound and are operated proficiently
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Traffic Conditions:
Volume of Commercial Traffic

☐ Light commercial traffic (less than 10 vessel transits per day)

☐ Moderate commercial traffic (10-50 vessel transits per day)

☐ Heavy commercial traffic (more than 50 vessel transits per day)
   BUT waterway infrastructure handles load easily

☐ Heavy commercial traffic (more than 50 vessel transits per day)
   AND vessels regularly have to wait for berths
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### Traffic Conditions: Volume of Small Craft Traffic

- [ ] Light recreational use of the waterway
- [ ] Moderate recreational use of the waterway
- [ ] Heavy recreational use **BUT** seasonal
- [ ] Heavy recreational use **YEAR ROUND**
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Traffic Conditions:
Traffic Mix

- Predominantly a single use waterway serving one interest (i.e., government, commerce, or recreation)
- Multiple use waterway (government, commerce, and/or recreation) BUT no conflicts occurring
- Multiple use waterway (government, commerce, and/or recreation) AND some MINOR conflict occurring
- Multiple use waterway (government, commerce, and/or recreation) AND MAJOR conflicts occurring
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Traffic Conditions:
Congestion

- NO congestion ever occurs in the waterway
- Congestion ONLY occurs in small areas for limited times
- Congestion occurs regularly BUT flow of vessel traffic is NOT impeded
- Congestion occurs regularly AND flow of vessel traffic IS impeded
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Navigational Conditions: Winds

- Strong winds (20 knots sustained) occur LESS than twice a month AND well forecast
- Strong winds (20 knots sustained) occur MORE than twice a month BUT well forecast
- Strong winds (20 knots sustained) occur LESS than twice a month BUT without warning
- Strong winds (20 knots sustained) occur MORE than twice a month AND without warning
### Navigational Conditions: Water Movement

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fastest tidal and / or seasonal currents are <strong>WEAK</strong></td>
<td>(less than 2 knots)</td>
</tr>
<tr>
<td>Fastest tidal and / or seasonal currents are <strong>MODERATE</strong></td>
<td>(2 – 5 knots)</td>
</tr>
<tr>
<td>Fastest tidal and / or seasonal currents are <strong>STRONG</strong></td>
<td>(over 5 knots) <strong>BUT</strong> do <strong>NOT</strong> affect maneuverability</td>
</tr>
<tr>
<td>Fastest tidal and / or seasonal currents are <strong>STRONG</strong></td>
<td>(over 5 knots) <strong>AND</strong> affect maneuverability</td>
</tr>
</tbody>
</table>
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Navigational Conditions: Visibility Restrictions

- Restricted visibility (1/2 mile or less) occurs **LESS** than 24 days a year
- Restricted visibility (1/2 mile or less) occurs **MORE** than 24 days a year **BUT** usually persists **LESS** than 6 hours
- Restricted visibility (1/2 mile or less) occurs **MORE** than 24 days a year **BUT** usually persists **LESS** than 24 hours
- Restricted visibility (1/2 mile or less) occurs **MORE** than 24 days a year **AND** usually persists **MORE** than 24 hours
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Navigational Conditions: Obstructions

- [ ] **NO** obstructions, that is: ice never forms, no floating snags / deadheads, no dredging, and no fixed fishing gear
- [ ] Some obstructions **BUT NOT** affecting navigation
- [ ] Obstructions affecting **SOME** navigation
- [ ] Obstructions affecting **ALL** navigation
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Waterway Conditions: Visibility Impediments

- [ ] NO visual impediments on the waterway
- [ ] Areas of the waterway where aids to navigation are obscured
- [ ] Areas of the waterway where vessel movements are obscured
- [ ] Areas of the waterway where BOTH vessel movements AND aids to navigation are obscured
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**Waterway Conditions: Dimensions**

- Open roadstead; no waterway constrictions
- Constricted waterway where passing arrangements are routinely needed
- Constricted waterway with some **SHORT** stretches where large vessels generally avoid passing each other
- Constricted waterway with **LONG** stretches where some large vessel passing can’t be avoided **AND** involves close quarters encounters
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Waterway Conditions: Bottom Type

- Deep water throughout the waterway; no channel is needed; vessel breakdown unlikely to result in grounding or allision
- Soft bottom with **NO** hard obstructions outside channel
- Sand, shale, or some hard obstructions outside of channel
- Hard or rocky bottom lines the channel edges
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Waterway Conditions: Configuration

- No turns over 45 degrees AND no convergences
- One or more turns over 45 degrees BUT no convergences
- No turns over 45 degrees BUT waterway has convergences
- One or more turns over 45 degrees AND waterway has convergences
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Immediate Consequences:
Personal Injuries

- **NO** passenger vessels (i.e., dinner cruises, charter fishing, passenger ferries, cruise ships) using the waterway
- **ONLY** small passenger vessels (less than 150 persons on board) using the waterway
- Large passenger vessels (more than 150 persons on board) using the waterway **OCCASIONALLY**
- Large passenger vessels (more than 150 persons on board) using the waterway **DAILY**
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Check the block that best describes the condition in this waterway

Immediate Consequences: Petroleum Discharge

- [ ] NO bulk petroleum cargo movements
- [ ] Bulk petroleum cargo movements via tank barge ONLY
- [ ] Bulk petroleum cargo movements via tank ships UNDER 40,000 GRT
- [ ] Bulk petroleum cargo movements via tank ships OVER 40,000 GRT
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Check the block that best describes the condition in this waterway

Immediate Consequences: Hazardous Materials Release

- [ ] NO bulk hazardous material cargo movements
- [ ] Bulk hazardous material cargo movements via tank barge ONLY
- [ ] Bulk hazardous material cargo movements via tank ships UNDER 40,000 GRT
- [ ] Bulk hazardous material cargo movements via tank ships OVER 40,000 GRT
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<table>
<thead>
<tr>
<th>Immediate Consequences: Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>Major marine casualty would NOT require a waterway closure</td>
</tr>
<tr>
<td>Major marine casualty would result in a waterway closure <strong>BUT NOT</strong> likely to disrupt the shoreside marine transportation system</td>
</tr>
<tr>
<td>Major marine casualty would result in waterway closure and cause <strong>MINIMAL</strong> disruption to the shoreside marine transportation system</td>
</tr>
<tr>
<td>Major marine casualty would result in waterway closure and cause <strong>SIGNIFICANT</strong> disruption to the shoreside marine transportation system</td>
</tr>
</tbody>
</table>
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Check the block that best describes the condition in this waterway

**Subsequent Consequences:**

**Health and Safety**

- [ ] NO bulk hazardous cargoes moving on the waterway
- [ ] Small population (under 50,000 people) near the waterway **WITH**
  bulk hazardous cargoes moving on the waterway
- [ ] Medium population (50,000 to 100,000 people) near the waterway **WITH**
  bulk hazardous materials cargoes moving on the waterway
- [ ] Large population (over 100,000 people) near the waterway **WITH**
  bulk hazardous materials cargoes moving on the waterway
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Check the block that best describes the condition in this waterway

Subsequent Consequences: Environmental

- [ ] Less than 10% of the waterway is environmentally sensitive
- [ ] Between 10 – 50% of the waterway is environmentally sensitive
- [ ] Between 50 – 90% of the waterway is environmentally sensitive
- [ ] More than 90% of the waterway is environmentally sensitive
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Check the block that best describes the condition in this waterway

## Subsequent Consequences: Aquatic Resources

- [ ] Very little harvesting of aquatic resources from this waterway
- [ ] Moderate recreational fishing **BUT** little commercial harvesting of aquatic resources from this waterway
- [ ] Heavy recreational fishing **OR** moderate commercial harvesting of aquatic resources from this waterway
- [ ] Heavy recreational fishing **AND** heavy commercial harvesting of aquatic resources from this waterway
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Check the block that best describes the condition in this waterway

Subsequent Consequences: Economic

☐ Economic impact of waterway closure affects ONLY port area

☐ Economic impact of waterway closure affects metropolitan area

☐ Economic impact of waterway closure affects wide region

☐ Economic impact of waterway closure affects entire nation