

# Mid-Year Report - Greater Lafourche Port Commission 2015

## Technical Assistance Grant # DTPH5615GPPT16

**1 - A comparison of actual accomplishments to the objectives established for the period; The project was designed to take a phased approach to achieving two Objectives.**

**Objective 1** – Develop a “Dashboard” of marine pipeline information for mariners would realize the collective goal of our Port, marine operators, and oil and gas pipeline stakeholders in addition to the USCG and other key regulators and first responders. This “Dashboard” will enable mariners to obtain real time information on their risk of interacting with marine pipeline infrastructure, thereby greatly enhancing their situation awareness and thus lowering the likelihood of vessel interactions with pipeline infrastructure. The specific tasks required to assemble this “Dashboard” and the timelines projected in the project application are:

1. **October-December 2015** The collection and integration of radar data with AIS data to develop a complete picture of vessels moving through pipeline corridors. This includes the extraction of the radar data at the source, the software development to convert the radar target data into a NMEA format that can be processed jointly with the AIS vessel data into a live display, the ability to properly label these unidentified targets so that they can be displayed properly along with AIS data so that there is no repetitive or overlapping data, adjustment to current software to allow this new data to trigger real-time alerting the same as AIS vessel traffic, develop methods to archive the radar target data so that it can be retrieved historically for playback or reporting purposes.
2. **December 2015 – June 2016:** Development of software tools to analyze all available vessel crossing detail data collected around pipeline segments.
3. **April 2016 – July 2016:** Development of software tools to identify vessel owner/operator details for vessels and correlate that data to the AIS data that is actively monitoring for vessels that appear to be threatening a pipeline. Identify all open source databases like NOAA, Coast Guard, and commercially published vessel owner contact details. Construct and maintain a database that retains the most up-to-date vessel or fleet dispatch numbers or designated points of contact.

**Objective 2** - Conduct targeted outreach and communication efforts based on this comprehensive study with a focus applied on making positive communications with all regional pipeline operators, regional maritime training facilities and vessel owner/operators, and regional environmental and pipeline regulators. This includes the development of curriculum materials targeted for maritime training facilities and vessel owner/operators with the objective of the inclusion of this material in their safety systems and required trainings for employees. Additionally, local regulators (Coast Guard, PHMSA, state/federal environmental stakeholders) will be briefed on the findings and lessons learned from the development of the “dashboard” tool and how these systems may be used to actively monitor real-time threats. The pipeline vulnerability and risk assessments and statistics resulting from this effort will be developed into a report that can be presented to all pipeline organizations with infrastructure in similar

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### **Section 10.02 Federal Financial Status Report**

*During the performance of the grant, the Recipient must submit a mid-term Federal Financial Report, Standard Form 425 (SF-425), to report the status of funds. In addition to SF-425, the Recipient should provide a breakdown of costs for each object class category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual, Other, and Indirect Charges). This report must be submitted to the AA in electronic form via e-mail no later than thirty (30) days after the reporting period. The reporting period for the Federal Financial Status Report, is half-way through the grant Project/Period of Performance, as outlined in the grant agreement.*

coastal environments as a “best practice”. The specific tasks required to assemble this “Dashboard” and the timelines projected in the project application are:

1. **November 2015 – August 2016:** Stakeholder identification and outreach to marine stakeholder groups operating in near-shore waters, develop outreach materials, and deliver and measure the successful delivery of these messages. The pipeline vulnerability and risk assessments along with the statistics resulting from this effort will be developed and presented to pipeline organizations with infrastructure in similar coastal environments as a “best practice”. Material will be developed for maritime training facilities and vessel owner/operators with the objective of their inclusion of this material in their curriculum. Local regulators (Coast Guard, PHMSA, state/federal environmental stakeholders) will be briefed on project findings and how these systems are used to actively monitor real-time threats.

#### **Actual Progress to date as of 3/30/2016:**

##### **Objective 1: Develop a “dashboard” of marine pipeline information for mariners**

- **Phase 1 (Radar integration) 75% complete:**  
*The development work to ingest, process, and managing the additional radar data, as well as correlation with AIS data, should be completed shortly. Some additional work will be necessary prior to going-live in the PortVision system.*
- **Phase 2 (Development of software reporting tools) 10% complete**  
*Initial scope work and reporting logic discussed with no foreseen issues. This task is easy to accomplish once the radar and other streams of data are collected and integrated in to the upgraded PortVision system.*
- **Phase 3 (Vessel Identification tools) 50% complete**  
*The platform for capturing/displaying owner/operator data has now been developed. The next steps will be to integrate into the PortVision system and populate the system with accessible vessel owner/operator content.*

##### **Objective 2: Targeted Outreach and Communications Activities**

- **Stakeholder Engagement Activities 30% complete:**  
*Stakeholder identification and engagement at traditional forums is ongoing. The project included staffing a booth at the 2015 International Workboat Show, the peak trade show for mariners and vessel operators in the energy and marine safety industries. This show is attended by approximately 15,000 individuals each year, and served as a vital opportunity to make meaningful connections with mariners and vessel operators as well as distribute pipeline safety DVDs, printed materials, and other communications collateral to encourage marine pipeline safety. As part of this effort, reprints of existing DVDs, printed materials, and promotional items to drive traffic to the project website were made and distributed to a vital segment of the target audience. This project will also allow us to exhibit at the 2016 Workboat Show. Next steps include curriculum development to support the technical solutions and rollout of the “Dashboard” referenced in Objective 1 of this project. As such, this component of Objective 2 work cannot advance significantly until the “Dashboard” is near completion. We do not foresee any obstacles to completing the objective in the time remaining in the grant.*

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## 2. Where the output of the project can be quantified, a computation of the cost per unit of output;

Outputs have not been completed as yet, so these unit costs cannot be calculated at this time.

## 3. The reasons for slippage if established objectives were not met.

While this progress to date has been somewhat behind the original schedule of the grant, much of that delay can be attributed to the launch of PortVision360, which is a significant upgrade in the underlying vessel-tracking technology this project is designed to integrate with. Simply put, it was necessary to hold back on the development of the project until the underlying platform was upgraded so that this project would be compatible with the most updated version used by industry. It is important to note that other tasks, including stakeholder engagement, have continued to move forward, and that the overall project timeline should still be met before August 31, 2016.

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