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Subj: RE: Kahului Risk Assessment Draft Scope of Work  
 Date: Mon, 10 Jul 2000 3:02:00 PM Eastern Daylight Time  
 From: Fred Kraus <fkraus@hawaii.edu>  
 To: aholt@popmail.tnc.org, Stephen\_Miller@r1.fws.gov,  
 James.R.Kosciuk@usda.gov, Hilda.C.Montoya@usda.gov,  
 ||@yd\_loope@nbs.gov, WongLSR@aol.com

Folks,

So as to clarify a point or two for myself, I followed-up with Alan Holt regarding his email response to Steve Miller's draft scope-of-work for the Kahului risk assessment. I was especially curious about the perceived need to move from producing a (potentially) comprehensive analysis and report to a series of incremental assessments. In talking this over with Alan for a spell, it appears that some of his suggestions stemmed from a misunderstanding of current activities surrounding implementation of the Kahului ASAP. To cut to the chase, we agreed that the sort of risk assessment we are looking for would be bipartite and look like the following:

- 1) First part deals with a quantitative analysis of pathways and major taxa of pests to provide the necessary details of what risks are attendant upon each pathway. The pathways investigated can (and will) vary in specificity, scope, and geographic origin as available information allows. For example, the general pathway "cargo" is heterogeneous and can (and should) be analysed when possible by looking at the risk associated with constituent commodities and particular sources of origin.
- 2) Second part builds on the risks identified in the first part to provide a description of the operational improvements needed to protect Kahului Airport from these risks in a comprehensive fashion. Suggestions for operational improvements should include both immediate improvements in interdiction procedures (when clearly evident from the pathway analysis of Part 1) and details on how to permanently emplace AQIM-style sampling procedures so as to obtain those data needed to drive decision-making and further improvements in the interdiction system. It is expected that three categories of suggestions will result:
  - a) operations to continue,
  - b) operations to modify,
  - c) ~~further analyses to do.~~

Thus, this risk assessment should be a set of analyses identifying current gaps in interdiction protection, followed by a specific plan of attack for how to improve that interdiction system for Kahului Airport. We are in agreement that a risk assessment that solely covers Part 1 is insufficient for our needs. Given the need to include Part 2 in the risk assessment, we think it desirable to have Neil Reimer from HDOA and Jim Kosciuk from USDA intimately involved as co-PI's with the outside consultant(s) to be brought in to do these analyses so as to ensure that up-to-date knowledge of inspection operations is brought to bear in producing the risk assessment.

Hopefully, this serves to clarify what needs to be included in the scope-of-work. If there are any questions, please feel free to contact me.

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Cheers,  
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