

## **TAB 7**

### **Expressions of Support for Maintaining the Existing Dual Escort Vessel Marine Safety System for Double- Hulled Tankers in Prince William Sound**

- Senator Lisa Murkowski
- Senator Mark Begich
- Honorable Don Young
- Alaska Governor Sarah Palin
- Alaska State Legislature
- Alaska Representative John Harris
- Anchorage Daily News
- Alaska Department of Environmental Conservation
- Oil Companies International Marine Forum
- City of Seldovia
- Chenega Native Corporation
- City of Valdez
- City of Seward
- Mayor Jerome Selby, Kodiak Island Borough
- Rep. Scott Kawasaki, Alaska House District 9
- Old Harbor Native Corporation
- Kenai Peninsula Borough
- Alaska Wilderness Recreation and Tourism Association
- Chugach Alaska Native Corporation
- Chenega IRA Council
- City of Homer
- City of Cordova
- Kodiak Island Mayor Association
- City of Whittier
- Kodiak Chamber of Commerce
- Oil Spill Region Environmental Coalition
- Prince William Sound Aquaculture Corporation
- City of Kodiak
- Cordova District Fishermen United
- Fairbanks Daily News-Miner
- Anchorage Daily News

## **Expressions Of Support:**

### **For Maintaining The Existing Dual Escort Vessel Marine Safety System For Double-Hulled Tankers In Prince William Sound**

***“Mr. President, today I am introducing a bill with my colleague from Alaska Senator Mark Begich that will require all oil laden tankers in Prince William Sound to be escorted by at least two towing vessels . . . The legislation . . . will maintain the existing escort system in place for all tankers . . . The success of the escort system over the last 20 years has shown us that it must not be compromised. We can’t forget the lessons of the Exxon Valdez oil spill and allow ourselves to become complacent.”***

Senate Floor Statement by Senator Lisa Murkowski upon the introduction of S. 1041, May 2009.

***“The dual escort coverage of tankers operating in Prince William Sound has helped ensure we have the best oil transportation system in the world . . . Their [tractor tugs] continued use is inexpensive insurance to protect the environment of Prince William Sound and maintain the flow of oil.”***

Press Release from Alaska Senators Mark Begich and Lisa Murkowski upon the introduction of S.1041,  
May 2009.

***“Why would anyone want to weaken the marine oil transport system we have in place now in Valdez which is the safest in the world.”***

Hon. Don Young, 2006

***“He wants to make sure regulations don’t loosen in Prince William Sound. He agrees with the Prince William Sound Regional Citizens’ Advisory Council and he wants to see a two tug escort system kept in place.”***

Reporter for APRN in an interview of Rep. Don Young, March 2009

***“Twenty years ago today, the state of Alaska suffered the worst tragedy of its history . . . The disastrous effects were felt not only on our natural marine life and subsistence resources but on Alaskan families as they watched their livelihoods destroyed, and their businesses close . . . [in OPA 90] We increased requirements for planning and response that fundamentally changed the standard of care at the marine terminal and in the shipment of oil through Prince William Sound.”***

Press Release, Hon. Don Young, on the Anniversary of the Exxon Valdez Oil Spill, March 2009

***“Congressional action is required to amend OPA 1990 to extend the dual escort requirement beyond the phase-out of single-hulled tankers, and I am asking your assistance in taking this action. Together, we must remain vigilant in ensuring the safest possible transportation standards in Alaska.”***

Letter from Alaska Governor Sarah Palin to Congressional Delegation (April 2009)

***“BE IT RESOLVED that the Alaska State Legislature supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether single-hulled or double-hulled, with at least two escort vessels.”***

Resolution passed by the Alaska State Legislature, signed by Governor (July 2009)

***“These [escort tugs], together with the double hull, double-engine ships and better tracking systems, make the Sound’s tanker traffic the safest in the world.”***

Anchorage Daily News Editorial (March 2009)

***... the Legislature passed and Governor Palin has signed HJR 19 ... dealing with oil tanker escorts in Prince William Sound. I was fully supportive of that measure and hope that ... the members of the PWSRCAC are assured that the State has addressed your concerns with this piece of legislation. . . all Alaskans share in the common vision that we can get it right here when it comes to resource development and the protection of our environment . . . we must . . . recognize that a healthy environment also provides numerous other jobs in the commercial fishing and tourism industries . . .thank you and your members for the contributions you have made to keeping Alaska moving forward with responsible resource development.”***

Alaska State Representative John Harris, regarding HJR 19 in support of escort tankers in Prince William Sound (July 2009)

***“Because of the Exxon Valdez accident we now have improvements in the oil transportation system and oil spill response... We must never allow ourselves to get complacent again regarding oil shipment in any of our coastal areas. We must retain and improve on the prevention measures which now exist in the Sound. Prince William Sound cannot handle another major spill. We must do everything possible to prevent it.”***

Anchorage Daily News COMPASS (March 2009)

***“Lest anyone be tempted to let down their guard, remember what happened 20 years ago when the Exxon Valdez hit Bligh Reef. Nobody thought that would happen either. Keep the tugs on the Sound and the oil out of it.”***

Anchorage Daily News Editorial (March 2009)

***“You should not expect favorable consideration of any proposal that significantly changes the present tanker escort system in Prince William Sound...”***

Correspondence from Alaska Department of Environmental Conservation to Prince William Sound Tanker Response Planning Group (July 2004)

***“Double hulled vessels are regarded by some as the answer to all the problems of transportation of oil at sea without pollution. Whilst it is acknowledged that double hulled vessels have some advantage over single hulled vessels...both designs will be inadequate if poorly maintained and operated. Double hulled tankers because of their complex design and structure are potentially more susceptible to problems of poor maintenance and operation.”*** [emphasis added]

Oil Companies International Marine Forum (2003)

***“Recognizing the 20<sup>th</sup> anniversary of the Exxon Valdez oil spill and supporting the continuation of the practice of dual tug escorts for loaded oil tankers that traverse Prince William Sound...whereas the Prince William Sound escort system is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors.”***

Resolution by the City of Seldovia (2009)

***“The Chenega community should not be subjected to another oil spill.”***

Chenega Native Corporation (2009)

***“In support of maintaining a strong and reliable escort fleet and preserving the practice of requiring two escorts, as currently practiced, for all laden tankers transiting Prince William Sound.”***

Resolution by the City of Valdez (2009)

***“The City of Valdez supports the continued operation of the Prince William Sound escort system in the configuration as depicted in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.”***

Resolution by the City of Valdez (2005)

***“The Seward City Council recognizes the 20<sup>th</sup> anniversary of the Exxon Valdez oil spill and supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether it be single-hulled or double-hulled, with at least two escort vessels.”***

Resolution by the City of Seward (2009)

***“The Kodiak Island Borough has concerns about discussions within the oil industry to reduce the number of escort vessels required to escort a laden tanker out of Prince William Sound.”***

Jerome Selby, Kodiak Island Borough Manager (March 2005)

***“Even 20 years after the Exxon Valdez disaster, it is imperative to continue the efforts of prevention. We cannot and should not dismantle any safety requirements simply because no incidents have occurred, because that is the very point of their implementation, so that no incidents will occur.”***

Rep. Scott Kawasaki, Alaska House District 9 Fairbanks (March 2009)

***“To weaken the current system that is working so well would be indefensible. Given that the system is the best insurance policy the public and industry could devise, we hope the oil industry will concur with the intent of your resolutions. Anyone who attempts to weaken the current system would be placing the entire region in serious jeopardy once again.”***

Emil Christiansen, Old Harbor Native Corporation (March 2009)

***“The Kenai Peninsula Borough Assembly strongly supports the continued operation of the Prince William Sound escort system...depicted in the Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.”***

Resolution by the Kenai Peninsula Borough (2005)

***“A large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry, and economies of coastal communities in south central Alaska and cause major environmental damage.”***

Alaska Wilderness Recreation and Tourism Association (2005)

***“It is imprudent to reduce proven prevention programs.”***

Chugach Alaska Native Corporation (2005)

***“Whereas, the Chenega IRA Council...is the governing body of the Native Village of Chenega...be it resolved that the Chenega IRA Council supports the continued operation of the Prince William Sound escort system.”***

Resolution by Chenega IRA Council (2005)

***“The current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather, and human or organizational errors.”***

Resolution by the City of Homer (2005)

***“The current Prince William Sound escort system provides the capability of immediate, on-scene response of two escort vessels.”***

Resolution by the City of Cordova (2009)

***“The Kodiak Island Mayor Association supports the continued operation of the Prince William Sound escort system...as depicted in the 2001 Vessel Escort and Response Plan.”***

Kodiak Island Mayor Association (2005)

***“The City of Whittier supports...the continued operation of the Prince William Sound escort system in the configuration as depicted in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.”***

Resolution by the City of Whittier (2005)

***“Since 1989, the practice of requiring a two vessel escort for tankers in Prince William Sound has contributed to no other oil spills in Prince William Sound.”***

Resolution by the Kodiak Chamber of Commerce (2009)

***“...working to ensure that the Alyeska pipeline terminal and associated tankers operate safely in the unique environment of Prince William Sound and the Gulf of Alaska.”***

Oil Spill Region Environmental Coalition (2005)

***“The Prince William Sound Aquaculture Corporation supports maintaining a strong and reliable escort fleet and preserving the practice of requiring two escorts, as currently practiced, for all laden crude oil tankers transiting Prince William Sound.”***

Resolution by the Prince William Sound Aquaculture Corporation (2005)

***“It is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design.”***

Resolution by the City of Kodiak (2005)

***“The Cordova District Fishermen United supports the continued operation of the Prince William Sound [dual] escort system.”***

Cordova District Fishermen United (2005)

***“In the spring of 1989, this newspaper and those across the nation featured daily portraits of the liquid devastation sloshing around the sound and smearing its way westward down Alaska’s coastline. The crude oil badly oiled beaches as far distant as Kodiak Island. Such an accident should never happen again. Alaska Sens. Lisa Murkowski and Mark Begich have introduced legislation to help ensure it doesn’t. They want Congress to require all oil tankers in the sound to be escorted by at least two tugboats. Double-hulled tankers are safer than single-hulled. However, a hard hit on a rock could break through both walls. Two escort tugs are an absolutely essential tool to prevent such a hit. They must accompany the tankers, and two are necessary, given the often heavy winds and currents... The U.S. Senate should pass the Alaska delegation’s bill or similar language being advocated by Rep. Don Young in the House, and it should do so before someone cuts a corner we all end up regretting.”***

Fairbanks Daily News-Miner Editorial (May 2009)

***Alaska Sens. Lisa Murkowski and Mark Begich have not forgotten the lessons or legacy of the 1989 Exxon Valdez oil spill. That puts them on the same page with the majority of Alaskans who were here for that disaster. So it's no surprise they have co-sponsored legislation in the Senate to require two-vessel escorts for all tankers in Prince William Sound. Rep. Don Young is working on similar legislation in the House. Most important, the increased vigilance the tugs provide makes any accident less likely. They are one of the reasons Alaska's oil transportation is among the safest in the world. Prevention is gospel in protecting the Sound and Alaska's prosperity. Our senators have offered an "amen" with the force of law. Their bill deserves swift passage to assure safe passage of Alaska's oil. **BOTTOM LINE: Keep Prince William Sound protected. Keep the escorts for all tankers.*****

Anchorage Daily News Editorial (May 2009)