

PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL
MINUTES
REGULAR MEETING OF THE BOARD OF DIRECTORS
September 14-15, 2017
Whittier, Alaska

Members Present

Robert Archibald	City of Homer
Amanda Bauer	City of Valdez
Robert Beedle	City of Cordova
Mike Bender	City of Whittier
Melissa Berns	Kodiak Village Mayors Association
Al Burch <i>(via teleconference)</i>	Kodiak Island Borough
Alisha Chartier	City of Seldovia
Wayne Donaldson	City of Kodiak
Patience Andersen Faulkner	Cordova District Fishermen United
Mako Haggerty	Kenai Peninsula Borough
Luke Hasenbank	Alaska State Chamber of Commerce
Josie Hickel	Chugach Alaska Corporation
Melvin Malchoff	Port Graham Corporation
Thane Miller	Prince William Sound Aquaculture Corporation
Dorothy Moore	City of Valdez
Bob Shavelson	Oil Spill Regional Environmental Coalition
Orson Smith	City of Seward
Roy Totemoff	Tatitlek Corporation & Tatitlek Village IRA Council
Michael Vigil	Chenega Corporation & Chenega IRA Council

Members Absent

(None)

Ex-Officio Members Present

Shannon Miller	Alaska Dept. of Environmental Conservation
Lee McKinley	Alaska Dept. of Fish and Game
Kevin Kearney	Bureau of Land Management
CDR Mike Franklin	US Coast Guard MSU Valdez
Scott Pegau	Oil Spill Recovery Institute

Committee Members Present

Jim Herbert	OSPR Committee
Dave Goldstein	OSPR Committee
Gordon Scott	OSPR Committee
Trent Dodson	IE Committee
Cathy Hart	IE Committee
Savannah Lewis	IE Committee
Ruth E. Knight	IE Committee
George Skladal	TOEM Committee
Tom Kuckertz	TOEM Committee
Mikkel Foltmar	TOEM Committee
John Kennish	SA Committee

Steve Lewis
Cliff Chambers
Pete Heddell

POVTS Committee
POVTS Committee
POVTS Committee

Staff Members Present

Donna Schantz
Walt Wrede
Brooke Taylor
Jennifer Fleming
Lisa Matlock
Gregory Dixon
Amanda Johnson
Joe Banta
Linda Swiss
Jeremy Robida
Alan Sorum
Austin Love (*via teleconference*)
Roy Robertson
Nelli Vanderburg
Shawna Popovici

Executive Director
Director of Administration
Director of External Communications
Executive Assistant
Outreach Coordinator
Financial Manager
Project Manager/Webmaster
Project Manager
Project Manager
Project Manager
Project Manager
Project Manager
Project Manager
Project Manager Assistant
Project Manager Assistant

Others Present

Scott Hicks
Andres Morales
Kate Dugan
Mike Day
Mike Meadors (*via teleconference*)
Angelina Fuschetto (*via teleconference*)
Monty Morgan
Graham Wood
Pete LaPella
Rick Fox

Alyeska Pipeline Service Company
Alyeska Pipeline Service Company/SERVS
Alyeska Pipeline Service Company
Alyeska Pipeline Service Company
Alaska Tanker Company
SeaRiver Maritime
Polar Tankers
Alaska Dept. of Environmental Conservation
Alaska Dept. of Environmental Conservation
Edison Chouest Offshore

Chris Grundman	Alaska Dept. of Natural Resources/Joint Pipeline Office
Joe Levesque	Levesque Law Group, legal counsel
Frosty Leonard	Little River Marine Consultants
John Kotula	Little River Marine Consultants
Paula Cullenberg, Ph.D. (<i>via teleconference for Item 4-12</i>)	Alaska SeaGrant Program
John Incardona (<i>via teleconference for Item 4-7</i>)	NOAA
Eric Ward, Ph.D. (<i>via teleconference for Item 4-7</i>)	NOAA
Rich Brenner (<i>via teleconference for Item 4-7</i>)	Alaska Dept. of Fish and Game
Tim Robertson (<i>via teleconference</i>)	Nuka Research & Planning, LLC
Elizabeth Haskell	Alaska Public Radio Network/Alaska Energy Desk
Steve Russell	Local citizen
Elizabeth Skladal	Local citizen
Dan Blair	Mayor, City of Whittier
April Reeves	Local citizen
Elwood Brehmer	Alaska Journal of Commerce

Thursday, September 14, 2017

CALL TO ORDER, WELCOME AND INTRODUCTIONS

A regular meeting of the Board of Directors of the Prince William Sound Regional Citizens' Advisory Council was held September 14 and 15, 2017, at the Inn at Whittier, in Whittier, Alaska. President Amanda Bauer called the meeting to order at 9:05 a.m. on September 14, 2017.

A roll call was taken. The following 17 directors were present at the time of the roll call, representing a quorum for the conduct of business: Archibald, Bauer, Beedle, Bender, Berns, Chartier, Donaldson, Haggerty, Hasenbank, Hickel, Malchoff, Miller, Moore, Shavelson, Smith, Totemoff, and Vigil. Faulkner joined the meeting at 9:25 a.m. and Al Burch joined the meeting via teleconference after the lunch recess at 1:10 p.m.

Dan Blair, Mayor of the City of Whittier, welcomed the Council to the city.

Introductions and directors' reports followed.

1-0 AGENDA

President Bauer presented the agenda (green-colored sheet) for approval and noted that the Alyeska/SERVS activity report was omitted from the final agenda and should be added. The Board agreed by consensus that the Alyeska/SERVS activity report should be added to the first day's agenda under Opening Comments.

Mako Haggerty moved to approve the agenda (green-colored sheet) as amended with the addition of the Alyeska/SERVS activity report. Melissa Berns seconded, and the agenda was approved as amended.

1-1 MINUTES

Haggerty moved to approve the minutes of the Annual Meeting of the Board of Directors of May 4-5, 2017. Hickel seconded.

Michael Vigil noted a correction, as follows:

Correction: On page 17, under Nominations and Election of Officers and Executive Committee, "correct "Hearing no further nominations, *Present* Bauer ..." to "*President* Bauer"

The minutes of Annual Board of Directors Meeting of May 4-5, 2017, were approved as corrected.

PUBLIC COMMENTS

(None at this time.)

OPENING COMMENTS - PWSRCAC TECHNICAL COMMITTEES

OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)

Committee chair Jim Herbert delivered the OSPR Committee report and reported that the committee had met twice since the last Board meeting and had approved a final report summarizing the Incident Command (ICS) workshop in Seldovia and a number of individual drill reports. The committee was recommending that the Board approve

the 2016 Annual Drills and Exercises Report later in the agenda which summarizes all the 2016 exercise and training activity.

Herbert reported that the third and final block of the Port Valdez circulation study was completed during the spring. All of the data was currently being analyzed and the committee's goal was to present the final report at the January 2018 Board meeting.

Herbert reported that the committee was closely tracking the ongoing Alyeska marine services transition. He noted that staff had provided the committee with briefings and that some OSPR members were currently participating in the Marine Transition Project Team. Noting that there would be a separate agenda item and discussion later in the agenda, Herbert stated that the committee had read the report titled "*Recommendations to Verify and Sustain Prevention and Response System Readiness in Prince William Sound,*" and would be recommending the Board's acceptance of that report.

Herbert reported that two updates were provided on two Valdez Marine Terminal (VMT) contingency plan (c-plan) amendments: Scenario 4 and the marine transition, and the Tanker c-plan amendment for the marine transition. He said that the OSPR Committee had reviewed the draft comments for the Tanker c-plan amendment, which PWSRCAC was planning to submit to the Alaska Department of Environmental Conservation (ADEC) by September 15, 2017. *(This deadline was extended to Monday, September 18, 2017, by an ADEC announcement later during the meeting.)*

Herbert reported that the committee had been brought up to date by staff on the status of identifying Dispersant Use Avoidance Areas that are part of the Dispersant Use Plan for Alaska.

Herbert also reported that the committee was updated on the Alaska Regional Response Team (ARRT) meeting held in May. Staff member Jeremy Robida presented the surrogates project at that meeting with the hope that these conversations would lead to a logical path forward. Herbert added that unfortunately no new doors were opened at that meeting and the project has essentially been shelved.

Herbert reported that he had conducted a stakeholder visit to Edison Chouest Offshore's (ECO) Louisiana shipyards with Board member Patience Andersen Faulkner, IEC member Ruth Knight (representing the City of Valdez), and staff member Roy Robertson, and that the committee had approved the report on that trip.

Herbert reported that the Response Optimization Analysis project report was in the process of being peer reviewed at this time. He stated that once the peer review had been completed the contractors would discuss a way forward for additional model runs.

SCIENTIFIC ADVISORY COMMITTEE (SAC)

Chair John Kennish reported that the committee had met three times since the May Board meeting.

Kennish stated that some of the committee's work would be covered during separate agenda items. Those items were:

- Item 4-4: Approval of a report by the Smithsonian Environmental Research Center (Project 952-MIS) “*Bioblitz 2016: Re-assessing marine invasions in Valdez, Prince William Sound, Alaska.*” This project was designed to help advance citizen science and genetic methods to detect marine invasive species.
- Item 4-7: A panel discussion on the Prince William Sound Herring hydrocarbon toxicity analysis (Project 952).

Kennish went on to update the Board on the committee’s accomplishments since its last report at the May Board meeting, as follows:

- Project 900 – Environmental Monitoring Program: The annual Environmental Monitoring workshop was scheduled for October 11, 2017. SAC is taking suggestions for speakers and subjects for the 2017 Science Night scheduled for Thursday, November 30, 2017, and suggestions should be relayed to Project Manager Joe Banta.
- Project 951 – LTEMP: The LTEMP Draft Report is in its first review by the committee and will be available for consideration by the Board at its January 2018 Board meeting.
- Project 952 – Marine Invasive Species: The VIDA (Vessel Incidental Discharge Act) legislation remains active and SAC is interested in the Legislative Affairs Committee’s (LAC) report to the Board and will continue to track those activities. The committee is anticipating a second report from Moss Landing Marine Lab identifying invasive species using genetic analyses.
- Project 955 – Dispersants: Work on an updated, comprehensive dispersants research database and synthesis was nearing completion. The committee is reviewing the results and a draft should be available for consideration by the Board at its January 2018 meeting. The committee continued to review topics under the Coastal Response Research Center (CRRC) Panel State-of-Science for Dispersant Use in Arctic Waters Initiative. The final topic under review is Public Health and Food Security. Staff continues to track decisions on dispersant avoidance areas by the ARRT regarding adoption of avoidance areas in the Preauthorized Area in Alaska following submittal of public comments in January 2017.

(Faulkner joined the meeting at 9:25 a.m. – 18 directors present.)

PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)

Chair Steve Lewis reported that the POVTS Committee had been moving forward with several ongoing projects. These included:

- Recommending for approval two reports under Project 8020 Marine Services Transition. The first report titled “*Comparison of Capabilities between PWS Emergency Towing Package for Tankers*” was approved by the Executive Committee at its last meeting. The other report titled “*Recommendations for*

Initial and Ongoing Evaluation of New Prevention and Response System Readiness in Prince William Sound” would be an item for approval at this Board meeting.

- Keeping updated on the marine services contract transition information.
- Reviewing proposals in response to the RFP for the Hinchinbrook Entrance Wind and Waves Extremes project (Project #6533) and selection of Tetra Tech as the contractor for the project.
- Weather Buoy Demonstration (Project #6531):
 - All permits are in place except for the USCG and FCC permit to operate the Automatic Identification System Aid to Navigation. It is taking longer to get this permit because PWSRCAC is the first non-governmental organization to seek approval for the use of this type of equipment.
 - The buoy has been test-deployed in Cordova harbor and will be placed near Naked Island sometime during Fall 2017.
- Mesoscale Weather Modeling (Project #6532):
 - The contractor has lost research funding and the project has fallen by the wayside.
- Since the last Board meeting, the Marine Firefighting Symposium (Project #8050) in Homer was completed and the final report was approved by the Executive Committee.
- At its June meeting, the committee elected Steve Lewis as committee chair and Robert Archibald as vice-chair.

At the conclusion of the committee report, Lewis spoke about risk mitigation in the transportation of oil through Prince William Sound and the Council’s role as an adviser to minimize those risks. He quoted from Adm. Chester W. Nimitz on “the time for taking all measures for a ship’s safety is while still able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to be unnecessary.” Lewis said that just remembering what the admiral had to say about mitigating risk might be of value to the Council as it moves forward.

TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE (TOEM)

Committee member Mikkell Foltmar reported in the absence of Chair Harold Blehm and reported that since the last Board meeting the TOEM Committee, in conjunction with staff, had reviewed the first draft of the report on the air quality chronology report.

Foltmar reported that the committee had monitored progress of the current Valdez marine services projects and received bi-weekly project updates from Alyeska and conducted two site visits to observe progress of projects.

Foltmar reported that the committee finished its work on the VMT’s air quality permit review project and that no changes overall were identified in the draft permit that

should lead to increased air pollution from the VMT, and no changes were identified by the committee which could lower air pollution from the VMT. Comments on the draft air permit were submitted to ADEC in June. PWSRCAC's comments included recommendations to add contextual information to make the permit more comprehensible, to sustain certain monitoring and compliance requirements, and to ensure applicable federal regulations are incorporated into the permit requirements.

Foltmar reported that the committee's review of the VMT water quality permit renewal involved reviewing the current permit, reviewing Alyeska's renewal application, and requesting a meeting with Alyeska to address permit-related questions that had been identified to date.

INFORMATION AND EDUCATION COMMITTEE (IEC)

Vice Chair Trent Dodson reported that the committee had met three times since the last Board meeting and had approved three Youth Involvement proposals for Fall FY2018 and the final reports for ten Youth Involvement projects from FY2017.

Dodson stated that the committee's work involving the following items would be covered by separate agenda items at this meeting:

- Item 4-8: Connecting with Our Communities Project Budget Approval (Project 3620); and
- Item 4-10: FY2017 Youth Involvement Activities Update (Project 3530).

Dodson went on to update the Board on the committee's work in the following areas:

- Project 3410 – Fishing Vessel Program Outreach: The event in Whittier was cancelled due to the October spill drill schedule conflicting with the fall SERVS training. It will now be held in Homer in the spring – possibly April.
- Project 3500 – Community Outreach Program: A public reception was scheduled for 6:30 p.m. that evening aboard the *MV Klondike Express*.

Committee members and staff put on a youth outreach program at the Whittier school the previous day in which all (approximately 35) students participated. It was a fun day for the Whittier students.

- Project 3610 – Web Presence: A major upgrade to the committee extranet website (www.pwsrcac.net) was recently completed. This site is used to distribute meeting agenda and documents to support the work of the Council's volunteer committees and project teams. The new site uses WordPress Content Management System, the same technology that powers the Council's main website (www.pwsrcac.org). The contractor developed the basic framework and navigation, graphic design, and page templates. Staff developed the content. Staff also tested and adjusted the navigation and site user-friendliness with the help of several volunteers.

- Project 3903 – Youth Internship: SAC’s *Aquatic Invasive Species Monitor – Cordova*, Cori Pegau, will gather data in Cordova through September 2017 and she may attend the Alaska Invasive Species Conference in Anchorage in October.

OPENING COMMENTS AND UPDATES -- PWSRCAC BOARD SUBCOMMITTEES

LEGISLATIVE AFFAIRS COMMITTEE (LAC)

Committee Chair Dorothy Moore thanked Alyeska and ECO for hosting a visit to the ECO shipyards. She said it was extremely informative.

She reported that the committee had not met during the summer but was planning to meet in October to start work on legislative activities for the upcoming year.

She reported that legislative monitors Roy Jones (Washington, DC) and Doug Mertz (Juneau), along with staff, had been working on issues of interest to the committee over the summer. Those issues included:

- Oil Spill Liability Trust Fund (OSLTF): Jones consulted with key congressional and agency staff and other knowledgeable parties on legislation that would reauthorize the tax on petroleum products. He has produced a discussion paper that contains suggested legislative language. The amendments proposed are consistent with resolutions passed by the Council and are being circulated for comment.
- HB 177 (Invasive Species): Staff members were preparing to re-engage with the Alaska Department of Fish and Game (ADF&G) and the bill’s sponsor to talk about possible amendments. The bill is currently with the House Resources Committee. The LAC will discuss a strategy on this bill at its next meeting. Mertz is helping with this effort.
- Vessel Incidental Discharge Act (VIDA): Jones put in considerable work on amendments to the VIDA bill which addresses PWSRCAC’s concerns. He helped to develop amendment language that senators Nelson and Thune have inserted into the bill.
- AS 46.04.030(q): AS 46.04.030(q) is the statute by which transporters of TAPS oil are required to contract with Alyeska for spill response. ADEC has suggested that this statute section be amended. Mertz was preparing a discussion paper on liability issues and doing some reconnaissance with legislators. Executive Director Schantz wrote a letter to ADEC Commissioner Hartig requesting information and for an ADEC representative to be present and prepared to discuss the issue at this Board meeting.

FINANCE COMMITTEE

Treasurer Wayne Donaldson reported that the Finance Committee met once since the last Board meeting, on August 4th, and focused on the following items:

- Reviewed the draft FY2017 (June 30, 2017) financial statements with Financial Manager Gregory Dixon.
- Heard a presentation from Alex Beckman of the accounting firm BDO (the Council's auditors), regarding the audit of the FY2017 financial statements and additional procedures to be performed in conjunction with the audit fieldwork.
- Reviewed proposed budget modifications that will be presented to the Board for consideration at a later date.
- Reviewed contracting policies as they pertain to sole source contracts and briefly discussed Orson Smith's request for projects proposal.

Donaldson reported that the committee planned to meet September 26 to receive the results of the BDO audit of the FY2017 financials and audit report. The audit will be presented to the full Board for acceptance during a special meeting in October.

BOARD GOVERNANCE COMMITTEE (BGC)

Chair Dorothy Moore said that the BGC had met twice since the last Board meeting. She noted that the BGC would present a Volunteer Social Media Policy and Guidelines for Board consideration at this meeting (Item 4-9).

LONG-RANGE PLANNING COMMITTEE (LRP)

Patience Andersen Faulkner reported that the LRP committee met on August 30 to start the planning process for the next long-range plan cycle (FY2019-FY2023). The committee approved the LRP Guidance Memo and supporting documents at that meeting for distribution to the technical committees. The committee will elect a chair at its next meeting.

Faulkner reported that a letter was sent to stakeholders soliciting project ideas for the next fiscal year. Those responses were due to PWSRCAC by September 25. The technical committees will start their long-range planning in October.

ALYESKA/SERVS ACTIVITY REPORTS

Valdez Marine Terminal Director Scott Hicks presented the Alyeska/SERVS' activity report (as of August 31, 2017). Hicks stated that it had been a very busy summer with all the project work that Alyeska has going on at the present time.

VMT Operations: (As of 8/31/17)

	<u>2017</u>
• Tankers Loaded	173
• Tankers Escorted	185
• Barrels loaded	121,954,288
	<u>Since start up</u>
• Tankers Loaded	22,074
• Tankers Escorted	13,357
• Barrels Loaded	16,881,601,949

Safety: (Total 2016)	Days away from work cases	0.00
	Recordable incidents	0.30
(YTD 2017)	Days away from work cases	0.00
	Recordable incidents	0.13
Environment: (Total 2016)	9.57 gal. Total spill volume (hydraulic oils outside containment)	
	14 Spills	
(YTD 2017)	37 + 319 gal. acid spill. Total spill volume (outside containment)	
	8 Spills	

SERVS Highlights:

- **Marine Transition**
- **Dry Dock Completions**
 - Barge Allison Creek - Seward - March 1 through March 27
 - Fort Liscum - Valdez - May 1 through June 12
 - Barge 450-6 - Ketchikan - June 5 through June 12
 - Steel gauging the *Mineral Creek* in preparation for her 2018 ABS Special Survey and Dry Docking - August 20 through September 10
- **Scheduled UWILD (Underwater Inspection in Lieu of Dry Dock)**
 - Tug *Alert* - August 20 through September 8
 - Tug *Attentive* - October 3 through October 17
 - Tug *Aware* - October 24 through November 7

Fishing Vessel Availability by Port (as of 8/31/17):

<u>Port</u>	<u>Tier 1</u>	<u>Tier 2</u>
Valdez	21	28
Cordova	31 (8 Rapid Resp.)	167
Whittier	7	31
Seward		34
Homer		60
Kodiak		55
Totals	67	375

2017 Fall Fishing Vessel Training

- Cordova - September 16 through September 27
- Whittier - September 27 through October 4

2017 Drills, Exercises and Training (2Q and 3Q Highlights):

- VMT exercise (full IMT and selected equipment deployments) - May 11-12
- Solomon Gulch and Duck Flats GRS deployment - June 17 and 18
- Unannounced USCG Drill (50 bbl. to water at Berth 4) - July 13
- Barge 450-6 Crucial deployment exercises - August 9 and 15

- Open water tug “U” and “J” booming exercise – August 17
- Non-mechanical in-situ burn heli-torch exercise – August 24
- GRS deployments (Heather Bay, Glacier Island, Columbia Bay Stream, Columbia Island) – September 6-9

2017 Look Ahead

- **Drills, Exercises and Training Highlights:**
 - Vessel of Opportunity training in Whittier and Cordova – September 16-October 4
 - Operational readiness exercises in Whittier and Cordova – September 26-October 3
 - ConocoPhillips/Polar Tankers Prince William Sound exercise – October 3-5
 - Boom deployments at the Valdez Small Boat Harbor, City Dock, and Ferry Terminal – October 12-13.
 - Wildlife training for Kodiak fishing vessel crews – October 17-19
- **Contingency Plan Activities**
 - VMT Coordination Group meeting (3Q) was held on September 11
- **VMT Contingency Plan**
 - Amendment 2017-1 (introduction of crucial skimmers and Scenario 4 update)
 - Responses to RFAIs were distributed for public review August 14-23. ADEC decision letter is due by October 20
 - Amendment 2017-2 (ECO Transition)
 - Amendment was distributed for public review from September 5-August 18
 - ADEC to issue RFAIs to Alyeska no later than November 11
- **PWS Contingency Plan and SV-140**
 - ECO Transition Amendment out for public review August 2-September 15*

*(*ADEC announced later during the meeting that the September 15 deadline was extended until close of business on September 18.)*

VMT 2017 Projects Summary:

- **Ballast Water System**
 - Z753: Berth 4 and Tank 94 lateral, ballast header inspection
 - W008: Tank 80 modifications
- **Berth 4**
 - Z721: Crude header support saddle inspections
 - Z743: West Metering crude header to end of Berth 5 and 4
- **Power Vapor**
 - Z711: Power vapor boiler stack integrity
- **Industrial Waste Water System**

- Z744: East Tank Farm piping replacement
 - Cell 5 returned to service; Cell 1 on track for mid-September
- **Below Ground Crude Piping Internal Inspection**
 - Z716: Below ground piping inspection
 - No repairs required to backpressure header
 - MOV-746 (A header) complete
- **Tanker Inspection and Maintenance Program**
 - X217: Exterior coating of Tank 94 and Tank 56
 - Tank 56 complete; Tank 94 work suspended for 2017; completion 2018
- **Facilities**
 - W556: Communications buildings (Alyeska and Third Party)
 - Z742: Multiple building roof repairs, Phase 3
 - Z724: Road drainage improvements and paving
 - Road repairs complete
 - Dayville Creek culvert replacement

Recess: 10:30 a.m. - 10:45 a.m.

OPENING COMMENTS - EX OFFICIOS

ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)

Shannon Miller reported that ADEC's Valdez office had been involved in the two VMT c-plan amendments for Scenario 4 and the addition of the Crucial Skimmer and also the ECO transition amendment. Those amendments were currently under review and therefore she could not speak to them at this time. She reminded that if anyone in attendance had comments on the ECO transition they were due the following day to ADEC. *(This deadline was later extended verbally during this meeting to September 18.)* She reported that ADEC Valdez personnel had attended 13 SERVS deployment exercises since PWSRCAC's May meeting and three VMT site visits this summer, one of which was in conjunction with an ADEC staff engineer.

In response to a question from Thane Miller, Shannon Miller stated that ADEC will issue a decision by October 20 on the Scenario 4 amendment. It will be either approved, disapproved or approved with conditions by that date.

Thane Miller continued that one of his concerns under Scenario 4 is the booming of the hatcheries in Prince William Sound and specifically within the Port of Valdez, the Duck Flats and the hatchery. He said he was looking at the steps needed to file an administrative review if ADEC were to approve the amendment, which he believes is in the works for approval at this time. He said that the last spill in the port was the *Eastern Lion* spill, which was a much smaller spill than the 50,000 bbl spill in Scenario 4, and in that spill oil escaped from containment and was on site at the hatchery within 12 hours, which is much faster than the booming called for in Scenario 4. As a fisherman, Miller said he wanted to see a requirement in the c-plan that in the event of any crude oil spill at the VMT, booming of the hatchery will begin immediately.

ALASKA DEPT. OF FISH AND GAME (ADF&G)

Lee McKinley stated he appreciated being at the meeting and was available for any questions.

UNITED STATES COAST GUARD (USCG)

CDR Mike Franklin reported that two members of the Marine Safety Unit (MSU) Valdez had been deployed for hurricane relief in the southern US.

He reported that Admiral McAllister had visited Valdez recently and had met with Executive Director Schantz and Project Manager Alan Sorum during his visit. He said that Capt. McKenzie had also been to Valdez twice since taking command in July and is very interested in what is going on in Valdez. He visited the VMT, SERVS, BLM, and Polar Tankers. He will also be in Valdez during the area exercise in October.

Franklin reported that MSU Valdez had been busy since he took over command on July 10 and he was spending a lot of time in the small boat harbor responding to sheens, etc., and had responded to a truck rollover in the Duck Flats during the summer which could have posed a threat of a spill to water.

Franklin reported that he had attended the statewide planning committee and was just coming up to speed on those issues. He said that his unit was dealing with four area c-plans and took a presentation by Dr. Phil Johnson of the Department of the Interior on the dispersants avoidance areas.

Franklin reported that a salvage seminar that was scheduled for September 11-15 had to be postponed because the main presenter was currently involved in salvage efforts from hurricanes Harvey and Irma.

Franklin said that he would be in Cordova the following week for the Prince William Sound SubArea Committee meeting and the ARRT meeting. USCG will attend the shippers' exercise in October. USCG will also be involved with the Arctic Eagle exercise, a large statewide exercise in February 2018.

In response to a question from Robert Archibald, CDR Franklin confirmed that the Prince William Sound Vessel Escort & Response Plan (VERP) sets out the requirements for handling an inbound laden tanker in closure conditions. He stated the inbound laden tankers are allowed in to the Sound at any time.

ALASKA DEPT. OF NATURAL RESOURCES (ADNR)

Christopher Gunderman said he was available to answer any questions.

BUREAU OF LAND MANAGEMENT (BLM)

Kevin Kearney reported that it had been a busy summer for the BLM and JPO.

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)

LT Bart Buesseler, Navigation Manager for NOAA Operations Survey, introduced himself and stated that his role is to communicate to NOAA headquarters any Alaska navigational concerns that are in the area to make sure that areas get surveyed and any discrepancies in charts are addressed.

Buesseler and the Board entered a general discussion of various navigation and charting issues within Prince William Sound.

OIL SPILL RECOVERY INSTITUTE (OSRI)

(No report)

U.S. FOREST SERVICE

(No report.)

U.S. DEPT. OF THE INTERIOR (DOI)

(No report.)

ALASKA DEPT. OF HOMELAND SECURITY AND EMERGENCY MANAGEMENT (ADHSEM)

(No report.)

OPENING COMMENTS: SHIPPERS & OWNER COMPANIES

ALASKA TANKER COMPANY (ATC)

Mike Meadors (via teleconference) reported that ATC had had no accidents, injuries or environmental incidents since the last meeting.

SEARIVER MARITIME

Angelina Fuschetto (via teleconference) reported that all three of SeaRiver's main TAPS-trade vessels had undergone major shipyard periods this year. The *Liberty Bay* and the *Eagle Bay* completed their UWILD inspections (underwater inspection in lieu of drydocking) and then headed to Portland for visual inspections of the cargo and ballast tanks. While there SeaRiver received approval from the USCG for the use of drones for in-tank inspections, which went well and were the first such inspections for the TAPS trade. The ballast water treatment systems are still working on both the *Liberty Bay* and the *Eagle Bay* and SeaRiver was continuing to work with the manufacturer to get the USCG type-approval for the system.

The *American Progress* just finished its major shipyard period in Singapore and would return to Gulf of Mexico trade in a few days.

SeaRiver went to Tatitlek in May for their Annual Heritage Cultural Week festival. Fuschetto thanked everyone involved and for the invitation to attend.

POLAR TANKERS

Monty Morgan thanked SeaRiver for chartering the boat to Tatitlek for the Annual Heritage Cultural Week.

He reported that Hurricane Harvey closed down Polar Tankers' Houston office and it had only reopened that week. He relayed that 25-30 employees lost their homes and

corporate travel is finding them homes. The new corporate office that was to have been occupied next year was flooded and sustained other damage.

Morgan went on to report that Polar had loaded 68 tankers and transported 56,000,000 bbls of oil out of Prince William Sound in 2017.

Morgan reported the Polar Tanker area drill would take place in Prince William Sound in a few weeks and Polar personnel would be riding a Stan Stephens Cruises boat - the *Valdez Spirit* - from Whittier to Valdez during that time.

Morgan reported that Polar Tankers continues its bridge resource management course at AVTEC, and the Valdez operations manager for ECO is currently attending that course.

Morgan reported that Polar Tankers had had no spills or injuries since the last Board meeting. He said the company was starting to explore replacing all their bridge equipment once again and will issue an RFP for the upgrade work. He said the equipment needs to be upgraded every seven years or so. The last one was completed five years ago. He said that Raytheon had done these upgrades in the past, but even they could not keep up with all the regulation changes.

Robert Archibald thanked Polar Tankers for using AVTEC and the bridge management training for its personnel.

Dorothy Moore asked if Morgan foresaw any more foreign-flagged tankers coming into TAPS transport for Polar Tankers. He said that at this time there were none planned for Polar Tankers.

Herbert thanked all the shippers for welcoming ECO and working with the company for a smooth marine services transition.

CONSENT AGENDA

There were two items on the consent agenda:

- 3-1 Approval of Addition to PWSRCAC's Contingency Plan Contractor Pool.
- 3-2 Approval of Resolution Appointing Corporation Registered Agent.

Thane Miller pulled Item 3-1 from the consent agenda and it was placed on the following day's agenda under Item K.

Miller moved to approve the remaining item on the consent agenda (3-2). Melissa Berns seconded, and the consent agenda was approved as amended, as follows:

- **3-2 APPROVAL OF RESOLUTION APPOINTING CORPORATION REGISTERED AGENT**

Approval of Resolution 17-02, Appointing a Registered Agent for the Corporation, as follows:

WHEREAS, the Prince William Sound Regional Citizens' Advisory Council is a corporation organized under the laws of the State of Alaska;

WHEREAS, section 10.06.150 of the Alaska Statutes states that all corporations doing business in the State of Alaska must continually maintain in this state an appointed registered agent;

NOW, THEREFORE, BE IT RESOLVED, that Donna Schantz, the Executive Director of the Prince William Sound Regional Citizens' Advisory Council, be and hereby is designated and appointed the Registered Agent of the corporation, effective September 14, 2017, to replace Mark Swanson; and

BE IT FURTHER RESOLVED, that the Executive Director be, and hereby is authorized and directed to notice the foregoing change of its Registered Agent to the Department of Commerce, Community and Economic Development for the State of Alaska.

PASSED AND APPROVED by the Prince William Sound Regional Citizens' Advisory Council on the 14th day of September, 2017.

Amanda Bauer, President

Bob Shavelson, Secretary

4-10 2017 YOUTH INVOLVEMENT ACTIVITIES UPDATE

Outreach Coordinator Lisa Matlock made a presentation about the Alaska Geographic Prince William Sound Youth Expedition activities that occurred during the summer months. As outlined by Matlock, the Alaska Geographic activities are part of PWSRCAC's FY2017 Youth Involvement Project and have been supported by PWSRCAC since 2008. The *M/V Babkin*-based youth expedition included middle schoolers from throughout the Prince William Sound region and Anchorage. The participants explored western Prince William Sound and the project introduced them to the Council's oil spill prevention work and marine stewardship. Matlock explained the expedition activities in depth.

(This was an information item. No action was requested by the Board.)

Lunch Recess: 11:55 a.m. - 1:00 p.m.

(Al Burch joined meeting on teleconference immediately after the lunch recess - 19 directors present.)

4-1 MARINE SERVICES TRANSITION READINESS VERIFICATION REPORT

Project Managers Alan Sorum and Roy Robertson led an update on Alyeska's marine services transition and introduced an action request to approve an evaluation report by PWSRCAC's contractors on the readiness of the new response system to sustain prevention and response in Prince William Sound.

Sorum began PWSRCAC's update by emphasizing the breadth of expertise in the various consultants working on PWSRCAC's review of the marine services transition.

Sorum introduced the report titled "*Recommendations to Verify and Sustain Prevention and Response System Readiness in Prince William Sound*" which was co-authored by

Little River Marine Consultants and Nuka Research & Planning Group, LLC, and developed through a collaborative effort as part of PWSRCAC's Marine Services Transition Project with input from Robert Allan, Ltd, the PWSRCAC Marine Services Project Team, OSPR and POVTS committees, and PWSRCAC staff. The report recommends the modeling, field demonstrations, and training that should be conducted as part of the transition from Crowley Marine Services to Edison Chouest Offshore (ECO).

Frosty Leonard and John Kotula of Little River Marine Consultants reviewed the report in depth with the Board. Tim Robertson of Nuka Research & Planning was on teleconference for this presentation. A copy of the report and a briefing sheet were under Item 4-4 of the meeting notebook.

The report's recommendations outline activities that could help verify capabilities of the new tugs and crew, beginning in calm conditions and working up to the 90th percentile conditions for both wind and waves based on data from the Seal Rocks buoy near Hinchinbrook Entrance. After demonstrating that the tug vessels meet ABS and USCG requirements, one of the recommendations is that modeling/simulations and full-scale field demonstrations of the new tugs and crew should be conducted first in calm conditions, then repeated, as needed, in building conditions until at least the 90th percentile of closure conditions for both wind and waves (based on Seal Rocks buoy) have been demonstrated. (The 90th percentile is 21.58 knot winds or 12.2 ft. seas.) Leonard stated that the 90th percentile is a reasonable expectation in which one could exercise and at least test the system for vulnerabilities. He also added that exercising in calm conditions is fine for training but it does not really tax the system, and until one gets up into the 90th percentile there is nothing that really taxes the system or indicates any shortfalls in the system or any needs for improvement.

A general discussion followed the report's presentation.

Jim Herbert made note of the fact that ECO was not planning to do any significant field training/crew training on the new vessels either in the Gulf of Mexico or Puget Sound prior to their arrival in Prince William Sound in early spring 2018. He also noted that the sea state and wind measurements for "closure conditions" were an either/or measurement, and that both conditions did not have to exist simultaneously for Hinchinbrook Entrance to be closed, and that exercises and training could be conducted over time in the upper limits of one condition without the presence of the other. He said he recognized the value in training the crews in graduated or building weather conditions. He pointed out that the Seal Rocks buoy was thought to under-report some of these environmental conditions. When it is blowing hard and the seas are big the buoy is sometimes found in the trough and not getting the full force of the wind, so the capabilities may not be fully in-keeping with the models in past work. Likewise, data at that buoy is probably low compared to true conditions at the time. He advocated safety of the crew and saw a path forward in training in controlled conditions and slowly building over time. He noted that PWSRCAC had put a lot of time and money into this issue and he hoped PWSRCAC would convey the important points of the report in its comments to ADEC because it is ADEC who will ultimately set the stage in terms of the c-plans and the requirements to prove that the equipment and the crews work well.

Bob Shavelson noted that during training one can stop an exercise immediately and it was important to consider that aspect of training at the upper weather limits, whereas in an actual event one cannot halt the operation.

Leonard followed up that it is important to start training in calm conditions. As the conditions increase then it becomes validation of the equipment and the crews' ability to do the job. Leonard added that ECO is a top-notch company building top-notch boats. The difference is the new technology from what is currently in place; the maneuvers could be different, and there could be significant handling differences, such as going from direct to indirect mode, and Azimuth versus Voith drives. He said it is important to model, establish a baseline of the exercises and the maneuvers, and then prove and perfect those maneuvers. He said it is a team effort, particularly in tethering in indirect mode because the pilot is involved in that maneuver. He said you need the pilot to understand what happens and how to use those vessels. He said the crews need to understand the principles and vessels well enough to be able to make the right suggestion or the right maneuver. Leonard said it is important to do the modeling and the initial exercises to develop the maneuvers that everyone is comfortable with, and then validating them. He said the validating comes after the modeling. He said that around the 90th percentile is where the exercise starts to validate the system.

Steve Lewis pointed out that even though this discussion had centered on closure conditions, 90th percentile, conditions, and flat calm conditions that it is only a small portion of issues addressed in the Little River Marine Consulting report. The report contains a number of recommendations for proving up and continuing the capabilities and qualifications of both the prevention and response portions of the existing vessel support. He urged the Board to focus on those elements, as they are the elements that need to be carried forward. The discussion of exercising at closure limits, in his opinion, is a conversation that needs to be continued down the line.

Robert Archibald commented that there would be a huge learning curve for the crews of these new vessels, and that teamwork of the crew was paramount in safety. By his reckoning there will be 10 new vessels, 20 new captains, 40 new mates and possibly 40 new seamen. While they will all come from a mariner background, they will all be on new vessels. He emphasized that the only way to develop teamwork was to practice and drill the equipment and do hands-on training in controlled conditions.

In response to a question from Thane Miller about whether the five months from the arrival of the boats in Prince William Sound to the transition date was enough time to train all the new personnel, Leonard stated that it would be a challenge. He said it takes time. The thing that is important is that it is not only the captain but also the pilots that need to be trained. Simulators help a lot with training, but nothing is better than hands-on training. But he said that when you stagger the release of the boats and the crews, as ECO is planning to do, it allows time to have the assets available to train the crews. He added that was how the crews of the existing PRTs and ETTs were trained. He emphasized that the lower level exercises are the training, and then it is notched up to validate the system as crews are trained.

Miller added that the recommendations in the report are minimums, not maximums, and PWSRCAC has a long-standing position that exercises and training should be

conducted at or near closure conditions, and that level is achievable over time. He noted that even though this is a report commissioned by PWSRCAC, the recommendations are really for and to ADEC. What the Council will want to see in the c-plans, the validation process of each piece of equipment, and the approval process.

President Bauer noted that there are only about 20 tankers a month that come into the VMT now and so there are fewer tankers available to get that hands-on training for the tug crews.

Mako Haggerty **moved to accept** the draft report titled “*Recommendations for Initial and On-going Evaluation of New Prevention and Response System Readiness in Prince William Sound*” by Little River Marine Consultants and Nuka Research & Planning, LLC. Miller **seconded**. Discussion continued.

Roy Totemoff stated that all-around safety has to be the number one consideration.

Orson Smith stated that while the Board may accept the report and its recommendations, the Council needed to go on to discuss and make its own recommendations to ADEC, USCG, and Alyeska/SERVS about preparing for the responsibility of a stricken tanker at Hinchinbrook Entrance in closure conditions, and if it cannot be demonstrated that these crews can deal with those conditions then maybe the condition needs to be changed.

Archibald stated that the boats will be out in the weather conditions whether they want to be or not. He said crews will learn one way or the other, and you hope as a crewman you learn safely and you learn under a controlled environment; you cannot negate that doing it that way is so much safer than going out there and plunging into it.

Miller reminded everyone that the Council and everyone’s goal is to keep oil out of the water.

President Bauer noted that in upper weather limits, oil spill clean-up would be impossible and therefore prevention was the most important consideration, and this is the primary role of the tugs and the escort system. She emphasized that this marine services transition and the new equipment and crews is the most significant change to the prevention system since EVOS and she reiterated the Board’s position from 2003 that it is environmentally unsafe for SERVS to transport oil in Prince William Sound in conditions in which it is unsafe to exercise a tanker save. If Alyeska/shippers are going to operate in closure conditions, then they need to be able to prevent a spill. If Alyeska/SERVS cannot respond in it, then they need to prove they can prevent it. The risk does not go down just because there is a major change in the system. She said that it is not too much to ask that if industry is going to make its money in the TAPS trade, it has to prove that its prevention system (equipment and crew) can prevent a spill.

The **motion passed** without objection.

Recess: 2:45 p.m.- 3:00 p.m.

ALYESKA/SERVS MARINE SERVICES TRANSITION UPDATE

SERVS' Manager Andres Morales and Alyeska's Marine Transition Manager Mike Day updated the Board on Alyeska/SERVS' marine services transition plans.

Morales made note of the previous discussion of training at the 90th percentile of closure conditions and committed to doing training similar to that day's weather/waves in Whittier.

Day reported that the transition is basically the same processes as it was at the May meeting. ECO is into the recruiting process and then the next step is mission-specific training. He pointed out that SERVS had originally intended to keep the Barge 450-6, but a number of months ago the decision was made not to keep that vessel but to build a new one.

Day reported that the transition plans have been submitted for both c-plans. The VMT plan amendment was now closed for public review and RFAIs should be issued by mid-November; the Tanker plan public review was due the following day (*to be extended to September 18*). He said Alyeska had added two additional members to the Transition Team to assist ECO with the delivery of training, monitor the training they conduct, and monitor it at SERVS. As of that date, Day said there were nine fulltime members of Alyeska's transition team including himself, some SERVS response coordinators, and some support in the corporate office in Anchorage, as well as a project manager who is accountable for shipyard assurance schedules and the response equipment onboard the vessels. The personnel who have been taken from the SERVS organization on a day-to-day basis were backfilled, some of whom were Crowley personnel. SERVS has also recruited some personnel from TCC.

Day said that the Transition Team has worked on a training matrix, plan and a schedule. He said that there was effort put into the shipyard assurance schedule reviews to make sure that the vessels are on schedule. He said the training captains would be in Seward the next week for training on the response equipment on the boats that Alyeska owns, as well as other activities to include ECO in SERVS' operations. He said ECO had made a couple of trips to Valdez to become familiar with SERVS vessels that are already in the system and are not being replaced by ECO. He said there had been good coordination with ECO. He said there had been several stakeholder visits during the summer but there will be more in the coming months.

He went on to outline the training that will start in October for the new crews and will be conducted with ECO personnel and the Train-the-Trainer program. Alyeska will be present during the training. Roy Robertson of PWSRCAC staff will also go to Louisiana to observe the training. At least one member of the SWAPA pilots will go to ECO for training. Each ECO captain will have at least one week on a Crowley tug to do some escort and tether drills to get an idea of what it is like to operate those vessels in Prince William Sound in the winter.

Day outlined the upcoming milestones for the transition as follows:

- October 2017 Begin ECO classroom training
- November 2017 First general purpose tug sea trials
- November 2017 First escort tug sea trials

- January 2018 First oil spill response barge sea trials
- February 2018 Barge 500-2 drydock
- February/March 2018 Prince William Sound tug and barge Demonstrations
- April 2018 Barge Mineral Creek drydock incorporating lightering and nearshore capabilities
- June 2018 Incorporation of ECO into SERVS operations

A general question/answer exchange and discussion with Day and Board members followed the presentation.

(This was an information item. No action was requested of the Board.)

(During this presentation Josie Hickel left the meeting for the day at approximately 3:50 p.m., leaving 18 directors present.)

For the Good of the Order

Item 4-4 was moved up on the agenda in the interests of time and the presenter's schedule.

4-4 QUANTITATIVE SURVEY OF NON-INDIGENOUS SPECIES IN PRINCE WILLIAM SOUND

Project Manager Joe Banta introduced the presentation of a report on a quantitative survey of non-indigenous species in Prince William Sound by the Smithsonian Environmental Center.

The Board was asked to accept the report "*BioBlitz 2016: Re-assessing marine invasions in Valdez, Prince William Sound, Alaska*" by Greg Ruiz of the Smithsonian Environmental Research Center. Specifically, the project conducted a bio-blitz and training event for detection of target non-indigenous species (NIS) by citizen scientists in Valdez, and training for PWSRCAC staff to collect zooplankton samples for detection of target NIS using genetic tools.

Linda McCann of the Smithsonian Environmental Research Center reviewed the report with the Board and reported that no new NIS was detected during this event. Project efforts detected one NIS (previously known in Prince William Sound) during this event and zooplankton sampling for genetic analyses was initiated. Genomic results were pending at this time.

Dorothy Moore **moved to accept** the report titled "*BioBlitz 2016: Re-assessing marine invasions in Valdez, Prince William Sound, Alaska*" by Greg Ruiz of the Smithsonian Environmental Research Center for distribution and posting on the PWSRCAC website. Melissa Berns **seconded**.

The **motion passed** without objection.

ADEC MARINE SERVICES TRANSITION UPDATE

ADEC's Pete LaPella announced that the public comment period on the Tanker c-plan amendments would be extended to Monday, September 18, 2017.

LaPella went on to review the timeline of the c-plan amendment reviews, as follows:

- Amendment 2017-2: (This amendment was submitted to incorporate the new oil spill response barges and the tugs for towing barges, docking and undocking.)
 - The amendment was found sufficient for review on June 16.
 - The initial 45-day public review process closed on August 18.
 - ADEC determined that more information is required and have until November 17 to issue Requests for Additional Information (RFAIs).
 - Planholders will need to respond to ADEC's RFAIs.
 - The public comment period will be extended 10 days for the additional information to be received from the applicant.

- Tanker Plan Amendments: (Six tanker companies submitted amendments to the Prince William Sound Core Plan and SV-140, to incorporate the new OSRBs tugs for escorting, barges for towing, docking and undocking.)
 - The amendments were found sufficient for review on July 20.
 - The initial 45-day public comment period was to close on September 15 (*extended to September 18*).
 - If additional information is required, ADEC can issue and RFAI.
 - Planholders will need to respond to any RFAI.
 - The public comment period will be extended 10 days for the additional information to be received from the applicant.

LaPella stated that ADEC will continue to attend training, exercises and perform equipment inspections. It will continue evaluation of SERVS' marine transition plans; will continue to review vessel reports, analysis, simulator studies and modeling; will review prevention and response training, and monitor bollard pulls and sea trials.

LaPella reported that ADEC staff had travelled to a Train-the-Trainer event in Galliano, LA, to observe ECO's personnel training, where SERVS response coordinators trained ECO trainers on oil spill response. ADEC personnel were able to visit the ECO shipyard, provide feedback on the proposed oil spill response program, and had an opportunity to learn about the ECO work culture.

(This was an information only item.)

4-5 2016 DRILL MONITORING ANNUAL REPORT APPROVAL

Project Manager Roy Robertson provided a briefing on the 2016 Drill Monitoring Annual Report summarizing drills and exercises that were attended by PWSRCAC staff in 2016. The report and a briefing sheet were included in the meeting notebook as Item 4-5. Staff and the OSPR Committee requested Board approval of this annual report.

Thane Miller moved to approve the report titled "Prince William Sound RCAC Annual Drill Monitoring Report, 2016," prepared by Roy Robertson of PWSRCAC staff for distribution and posting on the PWSRCAC website. Michael Vigil seconded, and the motion passed without objection.

4-6 UPDATE ON VMT CONTINGENCY PLAN AMENDMENT

Linda Swiss updated the Board on PWSRCAC's review of the status of Alyeska's two VMT c-plan amendments currently before ADEC.

- VMT Amendment 2017-1: Amendment 2017-1 was submitted for a sufficiency review in February 2017, and the public review process began in March. This amendment covers changes to Scenario 4, changes to the new Advancing Open Water Response System, incorporates new enhanced mechanical recovery technology, and responses to Condition of Approval No. 5 which require Alyeska to demonstrate resources needed to conduct assessment and monitoring of non-mechanical options.
- VMT Amendment 2017-2: Amendment 2017-2 was submitted for sufficiency review in May 2017, and the public review process began in July. This amendment covers the incorporation of Alyeska's new marine services provider, ECO, requiring changes to Volumes 1, 2 and 3 of the VMT c-plan. ECO will provide five new ABS-classed escort tugs, four new ship-assist tugs, and four new Open Water Response System Barges (OSRB).

Swiss reiterated PWSRCAC's concerns with Amendment 2017-1:

- Response training details and job roles were being removed from the plan
- Dispersants monitoring protocols under Condition of Approval #5
- Duck Flats/Solomon Gulch Hatchery protection and the decision matrix which was changed to delay booming of the hatchery and the Duck Flats.

Swiss reiterated PWSRCAC's concerns with Amendment 2017-2:

- Response training and job roles are being removed from the plan
- Work boats/support vessels requirements
- Barge storage capacity requirements

Thane Miller asked for a summary of RFAIs 7, 8, and 9, on Amendment No. 1 on the Duck Flats. Swiss did not have the information on hand but would research and report the following day.

Dorothy Moore said she was totally opposed to extending the timeframe for booming off the Duck Flats or the hatchery. Swiss said that PWSRCAC is on record as opposing the extending of that timeframe.

Miller expressed his disappointment that there was no one in the room from ADEC who could answer his question. Miller stated that any exposure of oil to salmon streams and hatchery locations not only carries the risk of destroying the ability of those areas from producing fish in the future, but it also carries the risk of destroying the marketability of future harvests of fish, such as occurred after the EVOS when it destroyed the marketability of fish even in areas that were never oiled or associated with the EVOS. Miller said the current planholder's amendments are unacceptable, and he was very disappointed that a ADEC representative was not able to speak to it at this time.

ADEC's Shannon Miller stated that the RFAI Thane Miller questioned was currently going through the review process and ADEC could not comment at this time. She stated that the department will issue a decision on October 20, and it will be either approved, disapproved, or approved with conditions.

Thane Miller asked Shannon Miller to provide PWSRCAC with a summary of the RFAIs 7, 8, and 9 on the Duck Flats/hatchery protection under Amendment 2017-1.

Swiss stated that she would research after the day's recess and report the next day.

(This was an information item. No action was requested of the Board.)

For the Good of the Order

In the interests of time, Item 4-3: Update on the Prince William Sound Tanker Contingency Plan Amendments was moved to the following day's agenda after Item 2-2.

Recess

The meeting recessed for the day at 5:30 p.m.

Friday, September 15, 2017

CALL BACK TO ORDER

Before the call back to order and roll call, President Bauer asked for a moment of silence in honor of Alaska's former First Lady Ermalee Hickel who passed away the previous day and was the mother-in-law of Board member Josie Hickel.

President Bauer called the meeting back to order at 8:30 a.m. on September 15, 2017. A roll call was taken. There were 16 directors present at the time of the call back to order: Archibald, Bauer, Beedle, Bender, Berns, Donaldson, Faulkner, Hasenbank, Hickel, Malchoff, Miller, Moore, Shavelson, Smith, Chartier, and Totemoff. Haggerty joined the meeting immediately after the roll call and Vigil joined at approximately 8:35 a.m.

(Haggerty joined the meeting - 17 directors present.)

PRESIDENT'S REPORT TO THE BOARD

President Bauer thanked PWSRCAC staff and volunteers, as well as Alyeska, for their efforts on the marine services transition.

2-1 EXECUTIVE DIRECTOR'S REPORT TO THE BOARD

A written Executive Director's Report was in the meeting notebook as Item 2-1.

Executive Director Schantz said she was glad that many of the points in her report were raised and discussed the previous day and she would not repeat those points at this time. She noted that staff had been extremely busy. The marine services transition had taken significant time and effort on top of PWSRCAC's normal work, especially during the summer.

As to the c-plan amendments and the marine services transition issues, she pointed out that PWSRCAC's input into them was really at the core of the Council's mandate and its contract with Alyeska, and its comments into the plans were one of its most important roles. She pointed out that the c-plans provide the details for the training, the prevention measures, the response strategies in case the prevention measures fail, and that PWSRCAC tries to be reasonable and right and provide the best input it can to ensure that the system is as good as it can possibly be. She emphasized that it is the Council's mandate to advocate for the highest possible level of planning, training, vigor, and the details to protect against another oil spill. She stated that the organization had a very good staff and really good contractors supporting the effort and was doing very good work.

She recognized Al Burch (25 years) and Patience Andersen Faulkner (19 years) and George Skladal and Gordon Scott for their long service to the Council. She thanked everyone for their service to the organization and recognized the importance of every person's input.

(Michael Vigil joined at 8:35 a.m. - 18 directors present.)

2-2 FINANCIAL MANAGER'S REPORT TO THE BOARD

A Statement of Financial Position and Statement of Activities as of June 30, 2017, were distributed.

Financial Manager Gregory Dixon reported that the audit of FY2017 financial statements had been completed. He reported that there were no adjustments to the figures by the auditors. He said the Finance Committee would meet on September 26 to hear a report from the auditors and to review the audited financial statements and the notes. The audit will then be presented to the full Board at a special Board meeting yet to be scheduled. He said that there is currently \$152,216 in the contingency fund for the FY2018 budget, and another \$164,944 will be added to that, making the total contingency amount available for additional projects that were deferred in the FY2018 budget to \$317,160.

Going forward, Dixon said the Finance Committee will be looking at renewal of PWSRCAC's group health insurance policy. He said it will be interesting to see what the insurers will propose, given the uncertainties in health care insurance requirements at the present time. He said that the Finance Committee would also be looking at renewal of other insurance policies in the next few weeks, i.e., liability, workers' compensation, etc.

He reported that the Finance Committee planned to update the compensation study and would probably put out an RFP for that work so the work can start at the beginning of 2018.

(This was an information item. No action was requested of the Board.)

4-3 UPDATE ON THE PRINCE WILLIAM SOUND TANKER C-PLAN AMENDMENTS

Project Manager Linda Swiss briefed the Board on the status of the amendment to the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (Tanker C-

Plan). The Tanker C-Plan was approved on February 1, 2017, and will expire January 31, 2022.

Swiss reported that the RPG (on behalf of the shippers in Prince William Sound) submitted an application to incorporate the assets of ECO and complete the marine services transition by Alyeska. ADEC has determined that the shipper's c-plan amendment submittal is sufficient for review.

Swiss explained that Alyeska plans to transition the assets of ECO into the current system by following a provision in under 18 AAC 75.475 called a "notification of non-readiness."

Swiss said it is PWSRCAC's position is that there should be a well thought out and documented process to move the assets into the system and that there should be a written implementation process for replacing the assets that are already approved in the current plan. She said it is PWSRCAC's position that ADEC should stipulate each new asset prior to releasing one vessel for another. The process should also include a demonstration of asset and crew capability prior to the transition, and conditions of approval should be developed to document a clear pathway for the transition. Additionally, PWSRCAC does not believe that the "notice of non-readiness" regulation applies in this case. These points will be in PWSRCAC comments that will be submitted on September 18.

Swiss went on to outline the specific items in the proposed amendment and expanded on PWSRCAC's concerns that will be included in PWSRCAC's comments.

(This was an information item. No action was requested of the Board.)

4-7 PANEL DISCUSSION ON PRINCE WILLIAM SOUND HERRING

Joe Banta introduced three presentations on Pacific herring from a recent EVOS Trustee Council study looking into the status of Prince William Sound Pacific herring conducted by scientists with NOAA. This agenda item was a follow-on from a presentation by Dr. Scott Pegau of OSRI and PWSSC (Prince William Sound Science Center) from the September 2016 Board meeting and a request from some board members for more information on the subject.

Via teleconference, John Incardona, Ph.D., of NOAA gave an in-depth presentation on the effects of hydrocarbon exposure to the egg stage and juvenile herring.

Via teleconference, Eric Ward, Ph.D., of NOAA, and Rich Brenner, Ph.D., of ADF&G, briefed the board on a report titled "*Overview of herring related findings of NCEAS Portfolio Effects Working Group.*"

Scott Pegau made a presentation on the research sponsored by the EVOS Trustee's Council in which OSRI and PWSSC are currently involved. That research is trying to understand why the herring population in Prince William Sound has not recovered from the EVOS.

(This was an information item. No action was requested of the Board.)

Recess: 10:55 - 11:15 a.m.

4-8 CONNECTING WITH OUR COMMUNITIES PROJECT

PWSRCAC's Director of External Communications Brooke Taylor and IEC Co-Chair Trent Dodson introduced and presented the IEC's request for funding of Project 3620-Connecting with Our Communities project, as presented in the briefing sheet under Item 4-8 and its attachments, in the amount of \$50,000 for FY2018. This project was a rework of the project presented at the May meeting called the PR-Branding Project. The Board moved \$99,331 at the May meeting to the contingency fund and asked staff and IEC to revisit that project and return to the Board at this meeting with an updated project plan for the Board to consider.

Vigil moved to approve Project 3620 Connecting with Our Communities in the FY2018 Budget in the amount of \$50,000. Haggerty seconded.

Vigil moved to amend the motion immediately thereafter to "authorize a budget modification of \$50,000 from the contingency fund to Project 3620." Haggerty accepted the amendment.

Discussion followed. Taylor answered various questions from Board members on specifics of the project.

In response to a question about total cost of the project, Taylor stated that it was hoped that all of the planning pieces could be accomplished within the \$50,000 in FY2018. She said that she envisioned a two to three-year process to complete the entire project but it has been made clear to the contractors that PWSRCAC will want cost estimates for each component of the project going into FY2019 and beyond. She emphasized that the intent of the project is for contractors to develop plans that staff will then implement. There may be a need to bring in a contractor later, but on a consultant basis.

Donaldson commented that he felt the Board needed to look internally at some of its processes if it intended to promote more traffic to the website. He said there are some areas that have room for improvement, particularly in report preparation.

Shavelson said it is important for PWSRCAC to develop its own goals, not rely on the contractors. He talked about succession of the organization and institutional knowledge and getting more people actively engaged so that the knowledge can be passed on before it is lost.

The amendment passed without objection.
The main motion passed without objection.

4-9 VOLUNTEER SOCIAL MEDIA POLICY & GUIDELINES APPROVAL

Director of External Communications Brooke Taylor presented a volunteer social media policy and guidelines for Board approval. This followed guidance from legal counsel that the Council should have such a policy. The draft policy and guidelines were included in the meeting notebook as an attachment to the briefing sheet Item 4-9.

Herbert asked about the liability of the organization regarding social media use by volunteers or staff. Levesque responded having a social media policy and the guidelines would buttress a PWSRCAC position that an individual was speaking on behalf of his/herself and not on behalf of the organization.

Taylor pointed out there would be a line added to the annual Code of Conduct form acknowledging that a volunteer has read the Social Media Policy and Guidelines. Levesque added that the policy and guidelines were there to set out behavior to protect the organization and the organization's reputation.

Moore **moved to approve** the Volunteer Social Media Policy and Volunteer Social Media Guidelines, as presented (Item 4-8 in the meeting notebook). Bender **seconded**. The **motion passed** without objection.

4-11 LONG RANGE PLANNING

Executive Director Schantz reminded everyone that the LRP Committee had started the planning process for FY2019 and was encouraging maximum Board participation in the planning effort for this year. A schedule of deliverables for the current planning cycle was attached to the briefing sheet 4-11 as part of the guidance memo as well as a new project/initiative briefing template to be completed.

Orson Smith said he would like to invite the industry and state and federal agencies to submit ideas.

Lewis suggested that the committee look at including ideas or input from ex officios and other interested entities into the LRP evaluation process. He said he would endeavor to do that with the POVTS Committee projects.

(This was an information item. No action was requested of the Board.)

CONSIDERATION OF CONSENT AGENDA ITEMS

- **3-1 APPROVAL OF ADDITIONS TO PWSRCAC'S CONTINGENCY PLAN CONTRACTOR POOL**

Thane Miller pulled this item from the Consent Agenda because of a conflict of interest he had in the action requested of the Board in that one of the contractors to be appointed is his spouse, Sharry Miller. He stated that he would abstain from voting on this action item.

Moore **moved** to authorize the addition of Sharry Miller and 152 Degrees West Environmental Services to the current pre-qualified pool for PWSRCAC's contingency planning process; and to authorize individual contracts with Sharry Miller and 152 Degrees West Environmental Services for professional services with the aggregate total of all pre-approved contractors not to exceed \$70,000. Beedle **seconded**. The **motion passed**. Miller **abstained**.

Lunch Recess: 12 p.m. - 1 p.m.

4-12 ALASKA SEA GRANT PRESENTATION

Orson Smith introduced a presentation of the University of Alaska Fairbanks Sea Grant's contracting procedures as a model for PWSRCAC to follow in its own contracting procedures. As outlined in briefing sheet 4-12, it was suggested by Board members at the May meeting that Smith put his suggestion for PWSRCAC to adopt similar contracting procedures into a formal proposal. Subsequently, Smith provided President Bauer with a refined proposal which included his reasons for recommending the change. At the August 30th LRP Committee meeting, the proposal was discussed and Smith requested that a representative from Alaska Sea Grant provide a short presentation to the Board at this meeting. As outlined in the briefing sheet, it was noted that staff have concluded that certain considerations would prevent PWSRCAC from fully adopting and implementing the Sea Grant model. However, implementing selected concepts and parts of the model might help the organization expand its pool of experts and proposers, generate new and fresh ideas on research and other projects, and reduce the number of sole source contracts. Smith's proposal was provided to PWSRCAC's five technical committees for their consideration as they develop project ideas for future years. Smith's formal proposal and the Alaska Sea Grant's Announcement of Funding Opportunity for 2018-2020 were included as Attachments A and B to the briefing sheet 4-12.

Paula Cullenberg, Ph.D., Director of the Alaska Sea Grant at the University of Alaska Fairbanks, via teleconference, outlined the program and its contracting procedures in a presentation and answered questions from the Board.

(This was an information item. No action was requested of the Board.)

4-2 PWSRCAC REVIEW OF THE MARINE SERVICES TRANSITION

Project Managers Alan Sorum and Roy Robertson updated the Board on the activities of PWSRCAC with regard to the marine services transition. Robertson is handling interactions within Alyeska's Participation Team and Sorum is managing the outside subject matter expert contracts supporting the project. Staff is working with volunteers and contractors and has completed a number of tasks since the last Board meeting in May and is monitoring the transition in three ways:

- Participating in Alyeska's transition Participation Team. The Participation Team is a forum for information exchanges and status updates throughout the transition process.
- The Council approved contracts with three providers to support staff and contractors in reviewing materials and making recommendations to Alyeska and the regulators. The three consultants under contract are Little River Marine Consultants, Robert Allan, Ltd., and Nuka Planning & Research, LLC.
- PWSRCAC has established a Marine Services Transition Project Team to track the process by reviewing information related to the transition provided by Alyeska, the regulators, PWSRCAC consultants, and staff. The Transition Project Team provides recommendations and input on issues to be researched, comments on reports and other materials, and make recommendations to the Board and staff on the advice and positions PWSRCAC provides to Alyeska and the regulatory agencies.

Sorum stated that the current project priorities are:

- To evaluate equipment specifications and performance
- To evaluate manning levels and organization
- To assess crew training and proficiency for the identified missions
- To review c-plans to provide advice and recommendations
- To observe live performance trials and provide recommendations
- To monitor the transition and performance.

Sorum outlined the work and tasks completed since the May meeting by PWSRCAC contractors. These included:

- Completed a report titled *“Industry and Class Standards for Escort Tugboats that Highlights the Standards Used Worldwide to Evaluate Escort Tug Design and Operation.”* This report was shared with ADEC and USCG.
- Conducted a review and secured user feedback on Rolls-Royce render-recover winches and Azimuthing thrusters. The Transition Project Team was able to follow up directing with ECO to address concerns that arose from this effort.
- Commissioned a report titled *“Development of the Current Prince William Sound Escort System: Regulations, Analysis and System Enhancements,* detailing development of the current Alyeska ship escort/response vessel.
- Completed a review of Alyeska/ECO’s *Master - Competency Assessment* document to be used for establishing ECO vessel crewmember qualification standards.
- Provided feedback to Alyeska on seakeeping analysis of the general purpose and escort tugs.

Robertson followed by outlining the tasks completed by PWSRCAC’s Marine Services Transition Project Team, as follows:

- Attended four Alyeska Marine Services Participation Team meetings and four PWSRCAC Marine Services Transition Project meetings since the May Board meeting.
- Attended ECO tours in May/June and there will be two more October/November.
- Project Manager Jeremy Robida attended the Train-the-Trainer classes held at the ECO training center in Louisiana and a report of the training was currently being drafted.
- PWSRCAC’s Marine Services Transition Project Team, along with its contractors, are completing the initial review of the Prince William Sound tanker c-plan amendments and will provide comments to ADEC.
- The PWSRCAC’s Marine Services Transition Project Team has reviewed and commented on reports by Alyeska and PWSRCAC contractors and provided feedback and direction as needed.

- Roy Robertson was scheduled to attend the ECO spill prevention and response training and simulator training in October.

Robertson went on to outline other topics and issues related to the marine services transition. These included:

- A potential Board workshop
- Review of past PWSRCAC activities related to Alyeska's marine services, such as past Board positions and actions; past marine services transitions; the Disabled Tanker Towing Study and Hinchinbrook Entrance Response Options Study.
- PWSRCAC input and advice to Alyeska, the shippers, and the regulatory agencies on equipment, training, and demonstrated performance.

Following the presentation, Lewis pointed out that there were no representatives in the room from ADEC, Alyeska or the USCG. He emphasized that the marine services transition is the most important thing that has happened to PWSRCAC in the last 10 years or longer. He said he did not understand Alyeska's Tom Barrett's claim that he could not put people at risk by asking them to exercise in conditions in which they are expected to respond. He suggested that the Council ask Tom Barrett to come to before the Board and explain why it is safe for Alyeska to operate tankers in conditions in which it is unsafe to practice the response that Alyeska is legally required to be able to implement if there is an issue with those tankers. Lewis also took exception to Barrett's stance that he would ask employees to perform a function which he will not allow them to practice in realistic conditions. Lewis urged the Board to get involved in that conversation and ask for that explanation. He said that Barrett's position runs contrary to everything else that industry is required to do with testing and training.

Shavelson concurred with Lewis and added that there is a gap between what Alyeska is required to do and what it is prepared to show it can do, and that gap equals risk to the resource. The risk has a cost, and the cost would be borne by people of Alaska as the owners of the resource. He said it was important for the Council to understand that Barrett's position is an economic decision and that it was simply a matter of dollars.

Archibald also concurred with Lewis' comments. He commented that training in controlled conditions is much easier to control risk. As to the new boats, he added that he would like information on what individual tests each vessel will have to go through to get the ABS (American Bureau of Shipping) certification, the entity that is going to class the vessels. He reminded the Board that if PWSRCAC does not ask the question, Alyeska is not going to volunteer information, so PWSRCAC needs to push Alyeska on the information it wants.

Robertson said he had heard rumor recently that "someone" is requiring Alyeska to do tank tests. He said it could be the shippers or the owners, but Alyeska originally was not going to do tank tests. He commented that Alyeska is not being as transparent as its presentation at this meeting suggested.

Donna Schantz said she was putting together talking points for a workshop, such as a better understanding of how the closure limits were established, looking at the legal

requirements to test, and also developing some questions and refining the Board's position. She noted it would take some time to put a workshop together, but asked the Board to provide other ideas it wants to discuss. She also noted that in order to ask Tom Barrett to address the Board, it would be important to have questions and issues framed up before the January meeting, which may mean holding the workshop in December, on a date to be settled after this meeting.

Shavelson said he would really like to get information on how the closure limits were determined.

(This was an information item. No action was requested of the Board.)

CLOSING COMMENTS

Directors were given the opportunity to make closing comments.

ADJOURNMENT

There being no further business to come before the Board, **the meeting was adjourned at 2:45 p.m.**

Secretary