

**Prince William Sound Regional Citizens' Advisory Council
RESOLUTION 18-01**

**Supporting Safe Tanker Transit Through Prince William Sound
DRAFT**

- (1) **WHEREAS**, the mission of the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is: "Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers";
- (2) **WHEREAS**, after several decades of successful tanker escort operations, Alyeska Pipeline Service Company Ship Escort/Response Vessel System (APSC/SERVS) is changing the Marine Service Contract, including crude oil tanker escort vessel services, from Crowley Maritime Corporation (Crowley) to Edison Chouest Offshore (ECO), effective July 1, 2018, a change that requires both federal and state approval before it can occur;
- (3) **WHEREAS**, the oil tanker escort system is an essential spill prevention measure that is vital to reducing the risk of another catastrophic oil spill capable of causing great harm to people and their livelihoods, to fish and wildlife, and to the environment; therefore, it is imperative that state and federal regulatory review and approval of any marine service contract transition be thorough and effective;
- (4) **WHEREAS**, PWSRCAC believes it is unsafe to require crews to respond to a vessel emergency in Prince William Sound (PWS) during adverse weather with inadequate or no training or experience in these conditions, and that new crews must receive training and experience in the full range of operating conditions in which they are expected to perform;
- (5) **WHEREAS**, it is reasonable, prudent, and safe to limit laden tanker transits through PWS and into the Gulf of Alaska to the same range of weather conditions in which escort vessels are certified and crews trained; and

NOW, THEREFORE BE IT RESOLVED:

1. Oil tankers and escort vessels should not be permitted to transit through PWS and into the Gulf of Alaska in weather conditions which APSC/SERVS and the PWS Tanker Owners/Operators (PWS Shippers) have determined to be unsafe for training. Limits of safe operation for vessels and crews should be clearly delineated. Transit in conditions exceeding those limits should not be allowed. If it is unsafe to train personnel, it is unsafe to transport oil; and
2. Crew safety is paramount. Escort vessel crews deserve and must receive training and experience escorting tankers and practicing disabled tanker towing saves throughout PWS over the full range of operating conditions in which they are expected to perform escort and disabled tanker towing services. Controlled training opportunities, including in adverse weather, can and should be stopped at any time that the risk to crews and/or vessels becomes unacceptably high.

3. The PWSRCAC Board of Directors hereby approves the detailed position paper entitled, "Prince William Sound Regional Citizens' Advisory Council Position - Safe Crude Oil Tanker Operation in Prince William Sound," dated January 19, 2018, which contains further information and history on this topic, a copy of which is attached and incorporated herein.

PASSED AND APPROVED by PWSRCAC Board of Directors.

Copies of this resolution were sent to the Governor of Alaska, Alaska Congressmen and Senators, Alaska State Legislature Representatives for the PWS Region and affected coastal communities, ADEC Commissioner, USCG Captain of the Port Valdez, USCG District 17 and Headquarters in Washington, D.C., mayors and tribal leaders of all affected coastal communities, all Council member entities, PWS Shippers, APSC/SERVS, Crowley, and ECO.