



The Observer

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AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chugach Alaska Corp. - Cordova District Fishermen United - OSREC - PWS Aquaculture Corp.

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Tower for new ice radar system goes up on Reef Island

The efforts of the citizens' council to improve oil tanker safety in Prince William Sound took an important step forward last month when the tower for a new high-tech radar-based iceberg detection system was erected on Reef Island, near the site of the *Exxon Valdez* spill.

The radar will scan west toward Columbia Bay to detect icebergs from Columbia Glacier that drift into the tanker lanes in Prince William Sound. This information will be transmitted to the Coast Guard and Alyeska Pipeline Service Co for warning tanker captains and other mariners when icebergs could pose a threat to shipping.

See p. 2, **RADAR**



This tower on Reef Island will soon house a radar system for detecting icebergs in the tanker lanes. Photo by Rhonda Arvidson

Council seeks comprehensive environmental review in right-of-way renewal

The citizens' council in October called for a searching Environmental Impact Statement before the right of way permits are renewed that govern operation of the trans-Alaska pipeline and the Valdez tanker terminal.

In formal comments dated Oct. 19, the council said "any environmental impact statement should be a statement of reality based on scientific and technical observations and cultural considerations."

Alyeska Pipeline Service Co.'s current permits expire in early 2004. State and federal regulators are now considering what condi-

tions should be included when the permits are renewed to govern future operation of the pipeline and terminal. The Department of Energy's Argonne National Laboratory is preparing the environmental impact statement.

The council's concerns, according to the comment letter, can be separated into two categories: continuing environmental impacts from day-to-day operations of the terminal and tankers, and sudden impacts of catastrophic incidents.

Among the council's recommendations to Argonne:

- * Consider the pipeline, ter-

minal and tanker operations as a single system extending from Prudhoe Bay to the Gulf of Alaska. The council noted that a pipeline spill into a river could introduce oil into Prince William Sound, and that oil from the 1989 *Exxon Valdez* spill reached the Alaska Peninsula, more than 500 miles from Bligh Reef.

- * Identify the system's impacts over the past 30 years on air quality, water quality, land use, and reusability.

- * Identify the system's impacts on the socioeconomic and cultural well being of the peoples of Prince William Sound.

- * Consider the potential impacts of the system for the next 30 years, and the impact of regula-

tory tools in preserving environmental quality.

- * Consider the impacts of potentially catastrophic incidents and means of preventing and mitigating them. Such incidents include equipment failure; human error; natural disasters such as earthquakes and tsunamis; vandalism; and terrorism.

- * Consider the impact of citizens' oversight groups such as this council in mitigating the environmental impacts and risks of operating the system.

- * Evaluate the impacts, including long-term impacts, of oil pollution and air pollution released in connection with routine operations

See p. 2, **RIGHT OF WAY**



FIRE PROTECTION -- This truck participated in an October drill testing fire-fighting capabilities at Alyeska's Valdez tanker terminal. Photo by Tom Kuckertz.

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Volunteer Profile

Mild-mannered Seldovian in constant peril, professionally speaking

With his high forehead and scholarly demeanor, Ken Weaver may not look like the adventurous sort, but don't be fooled. The soft-spoken Weaver practices one of the most uncertain professions in Alaska, or any other state: small-town city manager, a line of work where the life expectancy often doesn't extend past the next election.

For the past year, he's been city manager of Seldovia, which is a member community of the citizens' council. Before that, he was city manager of McCook, Nebraska. Before that – from 1995-98 -- it was Bethel, Alaska. Before that, Clairton, Pennsylvania; Eagle Point, Oregon; and Etowah, Tennessee. "Etowah," he confides wearily, is supposedly the word for "trouble" in the Cherokee language.

The syndrome of rapid turnover in small-town city managers has actually been studied by social scientists, according to Weaver. Their conclusion: It's real, and it's everywhere.

"The average tenure of a city manager in the United States is two and a half years," Weaver said. "It tends to decrease the smaller you get, and increase the larger the community."

The high turnover, Weaver says, reflects shifts in the factions that make up city councils, particularly in communities seeing a lot of growth and change.

"By going or coming, the city manager becomes the symbol of when those factions shift," he said.

Another, less scholarly, theory Weaver gives some credence to is that, in a small town, politics is a main form of recreation, particularly in winter. "It's true, people get involved. They'd rather do that than watch Monday night football."

For now, at least, Weaver is neither coming nor going. He hopes to be in Seldovia until he

retires.

Meantime, he's got plenty of irons in the fire. For one thing, he's a volunteer on the Port Operations and Vessel Traffic Systems Committee of the citizens' council, which closely watches tanker operations through Prince William Sound. Weaver saw the committee work as a chance to involve himself in a regional issue with implications outside as well as inside Seldovia.

"Just about everything we deal with in Seldovia involves marine affairs and natural resources policy," Weaver said.

Besides his job and his volunteer work with the council, Weaver is president of the Seldovia Chamber of Commerce, a board member of the Kenai Peninsula Borough Economic Development District, and a college student. He's working on a doc-

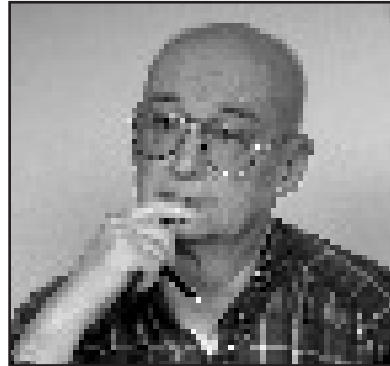
torate in management and ethics at Oxford Graduate School in Dayton, Tennessee.

Weaver's first exposure to Alaska was in the early 1960s, when he was a young Army medic with a cold-weather mountain unit during winter exercises. Thus it was no shock at all to move to Bethel for a city manager job some 30 years later.

"I liked it," Weaver said. "I'd had my Jack London experience chopping ice out of a frozen river in the Army, camping, and all that. The thought of working in Bethel didn't scare me. It should have, but it didn't at the time."

Weaver was born in Colorado and grew up in Oregon. He is divorced, with a daughter in Anchorage and a son and daughter in Nebraska.

So far, he doesn't have a boat, unless you count the city boat that just goes around the harbor in Seldovia. People are allowed to live there without a boat, he says, "but if you do, you're not really one of the guys."



Ken Weaver

RADAR: Project moves forward as tower rises

Continued from Page 1

The 50-foot tower was hauled into Valdez at no cost to the citizens' council on the Alaska Tanker Company vessel *Denali* and off-loaded at the city's container dock. After the tower was inspected in Valdez and determined to be complete and in good condition, it was hauled to Reef Island by an Army helicopter in early November and erected by soldiers from Fort Richardson and Fort Wainwright.

The radar system should be installed and ready for testing by early February of next year and in full operation by spring.

This innovative system relies on a conventional radar unit coupled to computers that analyze the incoming signals to filter out the sea-wave "clutter" that in the past has prevented

effective detection of icebergs by radar.

As is often the case with the work of the citizens' council, the radar project is the product of cooperation by a number of stakeholders. Beside Alaska Tanker Company, the council's

partners in the project include Alyeska' Ship Escort/Response Vessel System, the National Oceanic and Atmospheric Administration, the Alaska Department of Environmental Conservation, Prince William Sound Community College, the

Coast Guard, and Cordova's Oil Spill Recovery Institute.

In addition, the tower's arrival in Valdez was made possible by donated labor from men from North Star Terminal and Stevedore Company. Tugs from Crowley Maritime kept the *Denali* in place while the tower was unloaded.

Promotions, new hires, fill out staff rosters in council offices

A series of hires and promotions over the fall have brought the council staff back to full strength at 17 employees.

Gregory Dixon was hired as financial manager in the Anchorage office. He replaced Linda Robinson, who was promoted this summer to the job of Community Liaison.

Donna Schantz in the Valdez office was promoted to Program Coordinator from her former job as Executive Assistant. In her new role, she will handle many of the duties formerly carried out by the Valdez Deputy Director position, which was eliminated in the reorganization.

Tamara Byrnes of Valdez was hired to replace Schantz in the Executive Assistant job.

Jennifer Fleming was promoted to Project Manager from her former job as Administrative Assistant. She was replaced in that job by Shannon Guthrie of Valdez, a new hire.

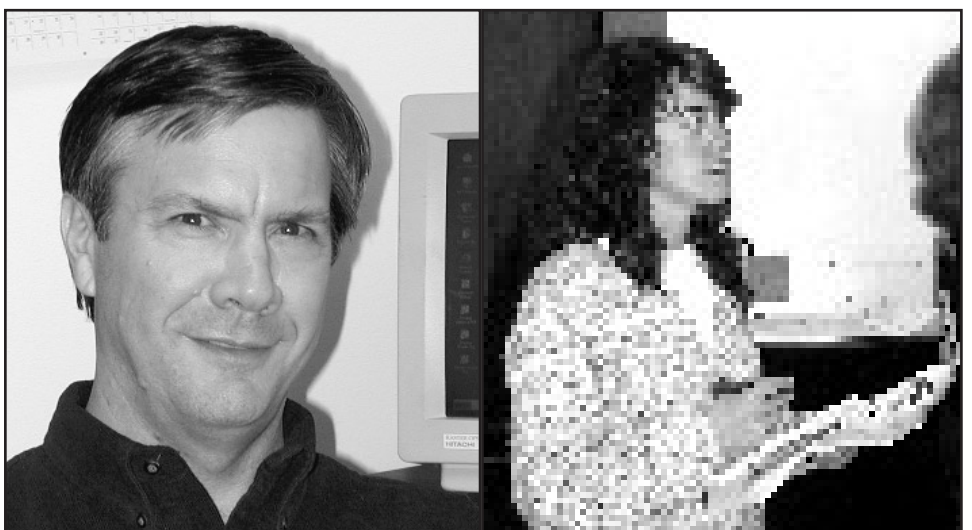
RIGHT OF WAY

Continued from Page 1

and minor spills.

* Consider the impacts of non-indigenous species being introduced into Prince William Sound, and the impacts of aquatic noise.

* Evaluate various agency plans to manage the aftermath of a catastrophic incident.



Clockwise from top:

Gregory Dixon, Financial Manager

Donna Schantz, Program Coordinator

Shannon Guthrie, Administrative Assistant.



What are the council's responsibilities during a time of terrorism?

By **John S. Devens, Ph.D.**
Executive Director

In 1988 the City of Valdez in cooperation with the U.S. Coast Guard, the FBI's Special Terrorist Unit, the Air Force, the Alaska State Police, the local police, Alyeska Pipeline Service Co., and others analyzed three terrorist attack scenarios to evaluate the ability of authorities to protect the Trans Alaska Pipeline System and the tankers that ship oil from the terminal in Valdez. The motivation for doing these scenarios – what we would call tabletop drills today -- was two instances of suspicious behavior by foreign nationals that summer that suggested there was some danger.

I was mayor of Valdez at the time and so was involved in these scenarios. As a result of the tabletop drills, we concluded it would be very difficult to stop determined terrorists from doing significant damage.

With the events of September 11 and the more recent bullet hole in the pipeline, we at the citizens council have considered our responsibility as it relates to potential threats to the terminal and the tankers. It wouldn't be appropriate for an open group such as ours to have all of the specifics of security measures being taken. However, we do have a responsibility to assure the citizens we represent that appropriate measures are in effect to protect the environment from terrorist threats as they relate to the terminal and to crude oil carriers.

Our concerns have been expressed to both Alyeska and the shippers. We have supported additional safety measures and the importance of having good coordination and cooperation between

Alyeska, the shippers, and agencies such as the Coast Guard. We have also suggested that in addition to the physical damage that can be done, there is also the potential for cyber-terrorism.

At the same time, however, I have some fear that the security measures now in effect in Port Valdez may go too far if we are, as President Bush has urged, to get back to normal.

At present, most of the waters of Port Valdez are closed by the Coast Guard to commercial fishing activities, and to on-water oil-spill drills by Alyeska.

This issue doesn't need to be resolved immediately. With no fishing openers in prospect for months to come, fishermen aren't being harmed yet. And a few weeks without field deployment

during drills won't seriously compromise oil spill safety.

In the long run, however, these restrictions are unacceptable in their present form.

Life as we know it in Prince William Sound depends heavily on commercial fishing. When the summer brings the salmon back into the Sound, it will be necessary to find a way to allow commercial fishermen to ply their trade.

And it is utterly unacceptable to contemplate a long-term ban on exercising field deployment of equipment during oil-spill drills in Port Valdez. Without on-water drills, the oil-spill-response system can only lose its edge, as happened before the *Exxon Valdez* spill in 1989. We must not let our concern over terrorism put our environment at risk. If we do so, the criminals of September 11 will indeed have terrorized us into abandoning principles that are important to us.



John Devens

September 11 attacks bring new era, many changes, to Alyeska

By **Greg Jones**
Senior Vice President
Valdez Business Unit

Autumn ordinarily brings changes to Valdez as the tourist season ends and the first snow begins to fall. But with the terrorist attacks on our country on September 11 change took on a new meaning for Alyeska and its employees and contractors, as has been the case across America.

What does security mean for Alyeska and its operations? The short answer is that the heightened level of security at Alyeska facilities, including the Valdez Marine Terminal, will likely remain in place for the foreseeable future. We may be subjected to even more stringent adjustments based on changes associated with world events. But our commitment to safe and environmentally responsible operations, and to compliance with applicable laws and regulations, remains unchanged.

While rumors have surfaced from time to time from various sources, it's important to know at this time there is no credible information that TAPS has been or is

in any clear or present danger. *Observer* readers know there are many potential terrorist targets in the United States and energy-related industries like ours are included. Alyeska's security professionals continue to maintain a close working relationship and regular dialogue with the authorities responsible for assessing and determining threats to Alaska and to the pipeline.

In this new era, vigilance and communication by all our employees and contractors remain among the best tools we have to prevent incidents that could place people, assets, and the environment at risk.

The new security measures are for the most part widely known by now. The Coast Guard is using patrol boats to enforce a security zone around the Terminal that limits entry to oil tankers and to vessels engaged in SERVS and Terminal operations. The Coast Guard has also worked with FAA

to establish restrictions in the airspace over the Terminal. Access to the Terminal is now limited to badged personnel and to those with identifiable business purposes, categories that include persons on citizens'-council business. There are more security personnel present, asking more questions and inspecting vehicles that seek to enter the Terminal. My own vehicle has been inspected on several occasions.

We continue to maintain a focus on safety. Like Americans across the country, Alyeska employees and contractors reacted to the attacks on September 11 with shock, sorrow and anger. In the weeks that have followed, our supervisors and work team leaders have met the challenge to restore employee focus on the important work we have to do, and to manage the distraction created by the Afghan war.

September 11 has touched us in more profound ways. We

have been reminded that ours is an interconnected world, and that none of us is very far from the World Trade Center or the Pentagon. Family members of a Fairbanks employee and a contractor here in Valdez were killed in the attacks. A researcher for OSRI whom many of us knew from his work in Cordova perished in one of the plane crashes along with his family. Coworkers who have served in the reserve armed forces have been called to active duty. All of us have been inspired by the courage and commitment of men and women in uniform not only half way across the world, but also here in Valdez, not only with our armed forces, but serving in our police, security, fire and emergency response units.

Their example challenges us at Alyeska to do our best at the work we have to do: to move America's oil safely, and in a way that protects the environment of the country we treasure.

Alyeska Viewpoint



Greg Jones

Board calls for vapor controls, approves budget at Cordova meet

The citizens' council directors in September repeated their long-standing call for vapor controls on a third loading berth at Alyeska's Valdez tanker terminal.

The board is concerned that two berths may be unable to handle all the oil that will come down the pipeline in the future,

particularly as the berths already equipped with vapor controls are taken out of service occasionally for repairs or routine maintenance.

The call came in the form of a resolution passed as the council met in Cordova. It is the board's fourth such resolution.

In other business, the council

approved a final operating budget of \$3.7 million for the current fiscal year and seated Stan Ste-

phens as representative of the Alaska Wilderness Recreation and Tourism Association.

THE OBSERVER is the free quarterly newsletter of the Prince William Sound Regional Citizens' Advisory Council. Except as noted,

articles are written by Stan Jones, Public Information Manager. Photo of Ken Weaver courtesy Savannah Lewis, *Seldovia Herald*.

Community Corner**Council web site to get new look, new features**

By **Linda Robinson**
Community Liaison

The council web site is being given a face lift. Our new Financial Manager, Gregory Dixon, has taken on the task in addition to his bookkeeping responsibilities.

Changes have already been made, with many more to be seen over the next month. And a Community Corner section will be added to keep everyone up to date on outreach activities. The web site address is www.pwsrca.org. Check it out!



Linda Robinson

into creating DVDs to use as an outreach tool. After board approval, staff plans to introduce the training video to mental health workers, emergency services personnel and other interested organizations. If you are interested in a presentation for your organization or community, please contact Lisa Ka'aihue or Linda Robinson at the Anchorage office.

Volunteer Appreciation Party

Directors, committee members and staff were given the opportunity to vote for the council's volunteers of the year, with awards to be passed out at our annual Volunteer Appreciation Party, December 6 at the Anchorage Hilton Hotel. Awards also went to those who have been with council for ten years. This year's long-timers are Bill Conley, Bob Benda, Michelle Hahn O'Leary and former staff member Daphne Jenkins. This is an annual event to honor and thank the volunteers who have donated their time and energy toward making oil transportation safer. The Cook Inlet Regional Citizens' Advisory Council joined us again this year in honoring volunteers.

And speaking of volunteers, it's nearing Volunteer Recruitment time. The council is seeking qualified volunteers to fill vacancies on its advisory committees: Port Operations and Vessel Traffic Systems; Oil Spill Prevention and Response; Terminal Operations and Environmental Monitoring; and Scientific Advisory Committee. Preference is given to residents of the area affected by the Exxon Valdez oil spill. For more information, email me at robinson@pwsrca.org. Or, you can visit our web site or call us at one of the numbers shown to the right of this column.

Council Booths

Fish Expo in Seattle once again was a very busy venue for the Council display booth, with approximately 300 visitors stopping to collect information on the council's issues and activities. Directors Patience Andersen Faulkner, Pete Kompkoff and Margy Johnson, and staff members Marilyn Leland and Linda Robinson, did booth duty this year. Several other board members came by during the event.

The annual Alaska Municipal League conference was held November 28-30 at the Anchorage Hilton Hotel, and our booth was on display. The municipal league is a consortium of mayors and members of borough assemblies and city councils, as well as municipal managers, administrators, attorneys, clerks, finance officers, and procurement officers. State and federal legislators and agency personnel also attend this conference.

Peer Listener Training Video

The Peer Listener Training video was reviewed by the council project team in October. In addition to the four part training video, a short presentation video has been prepared, and staff is looking



Board members Pete Kompkoff and Patience Andersen Faulkner greet visitors to the council booth at Seattle's Fish Expo. Photo by Linda Robinson.

Prince William Sound Regional Citizens' Advisory Council

The Prince William Sound Regional Citizens' Advisory Council is an independent, non-profit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet.

The council has 18 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing Alaska Native, aquaculture, environmental, commercial fishing, recreation and tourism interests in the spill region.

The council is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

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