



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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Industry's proposed rollback muddies the c-planning picture

At Observer press time in late February, the council was grappling with an effort by North Slope crude oil shippers to eliminate planning for oil-spill response outside Prince William Sound.

The industry move surfaced when the companies filed their proposed new tanker contingency plans in February with the Alaska Department of Environmental Conservation. Unlike contingency plans filed in 1995 and 1998, the new plans assume that even in a catastrophic spill larger than the *Exxon Valdez*, no oil would escape Prince William Sound, and therefore no cleanup planning is required outside the Sound.

During the Valdez spill of 1989, large quantities of oil did escape the Sound, fouling beaches



PEER LISTENERS—Cordova was the first council member community to receive Peer Listener Training with the council's new video. Here, residents watch the video at the Pioneer Igloo. See *Community Corner*, p. 6. Photo by Linda Robinson.

along the Gulf of Alaska, in Lower Cook Inlet, and on Kodiak Island. The geographical reach of the 11 million gallons that escaped the *Valdez* is reflected in the makeup of the citizens' council, which includes members from all areas touched by oil from the spill, inside and outside the Sound.

"This is willful blindness to history on the shippers' part," said John Devens, executive director of the council. "Our one experience with a catastrophic oil spill clearly shows that oil will leave the Sound."

See p. 4, **C-PLANS**

Early results of ozone tests on ballast water look promising

The first findings of an experiment in using ozone to kill ocean hitchhikers in tanker ballast water suggest the technique may work.

In a briefing to the citizens' council board at its December meeting in Anchorage, project manager Joel Kopp reported that ozone appears highly effective at killing zooplankton, bacteria and some minnows. For example, Kopp reported, 10 hours of exposure to ozonated water killed essentially 100 percent of the bacteria in ballast tanks on the BP-chartered tanker *Tonsina*, where the experiments were conducted.

BP started the experiment last year in the search for a way to combat the problem of invasions of new waters by harmful marine species traveling in tanker ballast water. Tankers carry bal-

last for stability when traveling without a load of oil.

Valdez-bound tankers take on ballast water, usually in West Coast ports, and discharge it into Prince William Sound so they can load at the Alyeska terminal. Earlier research sponsored by the citizens' council showed that marine organisms were surviving the trip north in ballast tanks and winding up in the Sound, though no harmful invasions by tanker-borne species have been documented.

BP's system involves an ozone generator on board the tanker, and a system for bubbling the ozone through into the *Tonsina's* ballast water tanks. The final report on the experiment is still in

See p. 4, **OZONE**



This module was installed on the *Tonsina* to generate ozone for the experiment in controlling non-indigenous species invasions. Photo by Rica Salvador.

Supreme Court tosses out the state's requirements for oil-spill technology

State regulators are scrambling to fashion new Best Available Technology regulations after the Alaska Supreme Court invalidated key parts of the old ones.

The regulations implement a state law requiring the oil industry to use the best technology available to prevent and clean up oil spills.

Under the old regulations, tanker companies were considered

to be using Best Available Technology if their contingency plans showed they could meet another requirement of state law: being able to clean up a spill of 12.6 million gallons (or 300,000 barrels) in 72 hours. The companies were not required to do a specific analysis to show that their tugs, barges, boom and skimmers actually were

See page 5, **TECHNOLOGY**

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Volunteer Profile

Valdez eagle-lover has seen ups, downs of committee system

If a big bird needs rescuing in Valdez, the odds are it will be Bob Benda who gets the call from local police. Benda, a long-time committee volunteer for the citizens' council, is an expert at dealing with injured birds.

"I love eagles," Benda said. "Whenever people call, I go out and capture injured eagles and ship them to Anchorage."

The rescue shown in the picture with this article occurred in a wooded area near the Valdez container dock in 1999. Benda got the call at night, and went out searching in the dark, but couldn't capture the bird. He went back on skis the next day and tried again.

Things looked grim. Benda found coyote tracks in the area where the eagle had been reported.

"I figured a coyote got it because it couldn't fly," Benda said. "I saw this clump of feathers and I thought it was a carcass. But it got up."

The eagle was a huge female, unable to fly because of a badly bruised breast and wing. But not unable to fight, apparently.

"You could see where coyotes had circled it, you could see all the tracks," Benda said. "It must have gotten up and flapped its wings and made itself look really big, and the coyotes didn't get it."

Benda threw his hat over the eagle's head and wrapped the bird in his coat. Then he and his son put it in a pet carrier, took it

home, and it was sent to the Bird Treatment and Learning Center in Anchorage. As the Observer was going to press in late February, Snowshoe — as the eagle is now known — was still at the center, but was about to be shipped outside to a zoo in Albuquerque.

Benda doesn't just rescue birds himself. He teaches commercial fishermen to do it, too, as part of Alyeska Pipeline Service Co.'s preparation for dealing with oil spills.

Besides his work with eagles, swans and other avians in peril,

Benda teaches math and science at Prince William Community College and chairs the citizens' council's Terminal Operations and Environmental Monitoring Committee, or TOEM. In fact, he's one of the earliest members, having received his ten-year service award from the council this past December.

In his decade on TOEM, Benda has seen big changes in the council's committee system. In the early days, the four standing technical advisory committees operated almost as mini-citizens' councils, running their own projects with their own staffers, contractors and budgets.

The council reorganized the system in the mid-1990s, significantly reducing committee autonomy. Projects were turned over to project managers and the committees became more advisory in nature.



SNOWSHOE THEN — Bob Benda, right, and son Stephan rescued Snowshoe in 1999. Photo by JoAnn Benda.



SNOWSHOE NOW — The eagle is ready to be shipped to a permanent home in an Albuquerque zoo. Photo by Stan Jones.

cooperatively."

Despite the changes, Benda still finds it worthwhile to stay on TOEM.

"Having been a part of the committee and council for ten years, I think it's been a service to the state of Alaska," Benda said. "It actually has done a lot in overseeing the oil industry."

Besides providing a chance to work on important environmental issues, the committee role puts him in touch with a wider range of conferences and experts in his

field than if his only professional outlet was his work at the community college, Benda said.

Benda came to Alaska in 1981 with the U.S. Forest Service to perform environmental oversight on a mining project. After that, he studied the impacts of forest practices on salmon. He has been in Valdez since 1984, when he started with the community

college.

Benda, who was born near Chicago, has a bachelor's degree in zoology and botany from Indiana State University, a masters' degree in zoology and botany from DePauw University, and a Ph.D. in ecology and systematics from Indiana State.

He lives in Valdez with his wife, JoAnn, who also works at the community college. They have two sons, both grown, who live and work in Valdez.

Stephens steps down from tour company job

Long-time board member Stan Stephens retired early this year from his post as president of Prince William Sound Cruises and Tours, the business he started some 30 years ago.

Stephens and his wife, Mary Helen, launched the enterprise in 1970 with the 26-foot vessel *Mary Helen*. They expanded the fleet in 1978 and named it Stan Stephens Cruises, offering glacier and wildlife sightseeing tours.

Anchorage-based CIRI Corp. bought the five-vessel company in 1997 and renamed it Prince William Sound Cruises and Tours.

Stephens' daughter Colleen will now run the company as gen-

eral manager. Stephens will stay involved as a consultant, according to a press release from CIRI.

Stephens will remain on the citizens' council board.

Council's application for recertification is filed

The citizens' council in late January filed its annual application for recertification with Coast Guard District 17 in Juneau. If granted, it will be good through January 2003.

The Coast Guard will publish a Federal Register notice requesting comments on the application, then review the comments before deciding on recertification.

ICE RADAR- Project Manager Rhonda Arvidson makes a presentation on the ice-detection radar project at the Alaska Forum on the Environment in Anchorage in February. The project is a multi-stakeholder undertaking led by the citizens' council. Its goal is to install an ice-detecting radar system on Reef Island to provide real-time warnings of icebergs in the tanker lanes to mariners, the Coast Guard and Alyeska's SERVS organization. The project is to be funded in part by a \$650,000 Congressional appropriation



to the Coast Guard arranged last year by U.S. Sen. Ted Stevens, R-Alaska. Photo by Stan Jones

Legislators should back conference on best oil-spill technology

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

Our lawmakers have a chance this year to do a very good thing for Alaska at very little cost.

The state Department of Environmental Conservation wants \$250,000 for a Best Available Technology Conference. As the name implies, the purpose of this conference is to review improvements in tactics and equipment for preventing and cleaning up oil spills, and to identify those that Alaska could use to better protect our land and waters. The environmental conservation department would use the money to plan the conference, to stage it, and, afterward, to analyze the technology ideas presented there to determine which are suitable for Alaska.

The conference, which is required by regulations mandated by state law, fulfills a promise to citizens made in 1996. After much controversy and debate, a broad-based working group agreed that a conference on oil-spill technology should be held every five years. This was in lieu of more comprehensive and stringent requirements envisioned by public interests, such as our council, on the working group.

The technology conference is a

practical tool to ensure that Alaska's environment benefits from the natural evolution of oil-spill technology. Today, Alaska has some of the best oil-spill technology on earth, thanks to improvements made after the Exxon Valdez spill. But that technology will inevitably become obsolete, so the state must have a process for identifying and adopting better technology as it comes along. In ten years, relying on mid-1990s oil-spill technology will be as unthinkable as relying on a mid-1990s computer.

The technology conference is a foundation stone of that process of steady review and improvement, and the oil industry was very much in support when the regulation was drafted six years ago. This 1996 comment from Alyeska Pipeline Service Co. was typical: "Establishing a process to periodically review the state of the art in oil spill prevention and response technologies will benefit all stakeholders." Alyeska has informed us that this remains its position.

The importance of this conference was heightened last month

when the Alaska Supreme Court tossed out much of the state's regulatory scheme for promoting Best Available Technology as hopelessly inadequate. The requirement for the Best Available Technology conference survived, however, and now is to a considerable extent the centerpiece of the state's efforts in that area.

If the state does not hold the conference as required, it will only worsen the problem flagged by the Supreme Court. In theory, every oil spill prevention and clean-up plan in the

state could be held illegal, because the Best Available Technology requirements under which those plans were written and approved have been held illegal. With the Legislature voting to spend a million dollars to make its case in Washington, D.C., to open ANWR for oil exploration, this is no time for another round of headlines in East Coast papers about gaps in Alaska's system of environmental protection.

The present situation is an open invitation to endless litigation, and the conference is a good first step toward fixing the prob-

lem. It will bring together a wide array of stakeholders – citizens' groups, the oil industry, government regulators, academics, technology vendors – in a process that will produce a consensus on Best Available Technology in the least time, at the least cost, and with the least threat of subsequent litigation.

Last month, a party of staffers and board members from our council visited to Juneau to meet with legislators on this issue. For the most part, we received a warm reception. Several legislators said they agreed the conference was needed, and that its modest cost was justified. Sen. Loren Leman in particular was supportive, assigning Annette Kreitzer, a top staffer, to try and see that the money comes through.

With money tight in Juneau, this appropriation, like all others, will receive close scrutiny. We believe it passes muster on every count. It's important, it keeps a promise made to Alaskans, it doesn't cost much, it will help restore Alaska's credibility as a dependable environmental regulator, and it will protect the state's natural treasures so precious to all of us.



John Devens

Three new board members join the council as two vets depart

The citizens' council seated three new directors at its December board meeting in Anchorage.

Louis Beaudry of Cordova replaced Bill Lindow as representative of the Prince William Sound Aquaculture Corporation. Carol Giliam of Anchorage replaced Cheryl Heinze as representative of the Alaska State Chamber of Commerce. And Mike Williams of Valdez replaced Bill Walker as representative of the city of Valdez.

Patience Andersen Faulkner of Cordova, who represents Cordova District Fishermen United on the board, was elected to the treasurer's seat. Blake Johnson of Kenai, who represents the Kenai Peninsula Borough, was elected as a Member at Large of the board executive committee.

Beaudry lived in Cordova for 19 years before moving to Washington, Juneau and Girdwood over a 9 year period. In the spring of 2001 he returned to Cordova. He is a commercial fisherman in Prince William Sound, and also fished previously in Bristol Bay.

Giliam has lived in Anchorage for 18 years, and is vice president and managing partner of Guest-



Carol Giliam



Louis Beaudry



Mike Williams

house and Aspen Hotels. She owns a hotel in Valdez.

Williams, a resident of Alaska since 1959, has lived in Valdez since 1972. He is a hotel owner.

Walker had been on the council since the its inception in 1989, shortly after the Exxon Valdez spill. He said he left not because of any frustration with the board, but because of the press of other responsibilities. In recent months, he has spent much of his time representing Valdez in a lawsuit over state legislative redistricting, and for several years has been intensively involved in efforts to get a North Slope natural gas pipeline routed through Valdez.

Walker said he regarded the mid-1990s risk assessment study that led to the current system

of tractor tugs as perhaps the council's most significant accomplishment. "It was very pivotal," Walker said. "It laid the groundwork for how it's possible for industry and citizens to work together in an area of mutual interest and reach a consensus."

Walker also noted as major council achievements the successful effort to get vapor controls on loading berths at the Valdez tanker terminal, and the ice detection project now coming to fruition in a radar system being installed on Reef Island.

"I'm as upbeat and positive about the council as when it started," Walker said. He said he probably wouldn't become a board member again, but indicated he might volunteer for one of the

council's four technical advisory committees.

Lindow joined the board in 1995. "I really liked being a part of the council," Lindow said. "It's a really effective group of committed volunteers and a great staff in pursuit of a noble mission: safe transportation of oil through our region."

But he said he just got too busy to keep up with all his commitments. "I was involved in too many things: the citizens' council, the National Invasive Species Advisory Committee, the Copper River Salmon Producers Association, Prince William Sound Aquaculture Corporation, plus helping with Cub Scouts and all the other things in my kids' busy schedules. Now, the only board I'm on is the Salmon Producers, which doesn't require me to leave Cordova."

Heinze, who joined the board in February 2001, left to run for the state Legislature.

The board meeting took place Dec. 6-7 at the Hilton Hotel.

In other business at the meeting, the board approved a five-year strategic plan to guide council operations from 2003 through 2007.

By every measure, 2001 was an outstanding year for Alyeska

By Greg Jones

Senior Vice President
Valdez Business Unit

Like every company in the oil and gas industry – indeed like every company in every industry – a rigorously competitive world compels Alyeska to find ways to work smarter and more efficiently. At Alyeska, we face the additional challenge of meeting our expectations and public expectations to move oil safely and efficiently for the life of pipeline operations under a right-of-way renewal term.

In this issue of the Observer, I want to call attention to the many ways in which the men and women of Alyeska's operations in Valdez pursued those objectives during 2001, a year of success and achievement for our team.

We concluded five years of operating the ballast water treatment facility under the rigorous standards of the EPA National Pollutant Discharge Elimination System permit without a single exceedance, compared to 30 in the previous five year permit term. These operations received a joint audit by EPA, the Alaska Department of Environmental Conservation (DEC), and the Joint Pipeline Office with no findings.

Our Oil Movements and Storage Team at the Terminal completed 2001 without a single lost time incident or recordable injury. This team processed and oversaw over 11,000 work permits during the year covering operations at every Terminal facility except the berths, the power house, and the ballast water system, including the tank farm, the east and west metering facilities, Petrostar and the fuel tanks and terminal fuel distribution system.

Our Incident Management Team carried out a major tabletop response exercise in November testing the worst case from the terminal contingency plan, an exercise pronounced a success by Coast Guard and DEC controller-evaluators. This exercise was notable for significant participation and collaboration by the City of Valdez. The Fire Safety Team completed a major live fire exercise in October, working with the citizens' council and its consultants, Loss Control Associates, with the State Fire Marshal's Office, and with the Valdez Fire Department.

Major maintenance work was completed on Berth 5 in September, meeting schedule and operational objectives, putting Berth 5 on a five year maintenance cycle, and receiving a commendation

from the Coast Guard on the safety and efficiency of the project work. Alyeska operated vapor controlled Berths 4 and 5 at greater than 99 percent reliability, and used only slightly more than half of its uncontrolled loading allowance at Berth 3.



Greg Jones

Our Engineering Team completed 60 percent more work order tasks in 2001 than in 2000, supporting both major projects and operations, and completed the once huge backlog of "legacy" as-built drawings, a backlog that had stood at 25,000 in 1998.

We field tested new inspection technology for evaluating condition of buried lines, and completed line-wide valve and registered pressure vessel inspections.

Alyeska Valdez employees set a new standard for safety, achieving an exceptional rate of one recordable incident for every

200,000 man hours worked. Our contractors performed well, too, with TCC completing 11 years without a lost time injury. In 2001 we recommitted to a procedure where every employee is empowered to stop work if he or she observes an unsafe condition. Employees actually took this action in several instances when they wanted to mitigate potential hazards before continuing work.

We also worked hard on training and development for our managers and supervisors to improve business focus and foster principle-centered leadership and an open work environment.

Alyeska employees kept the oil moving, loading 334,673,563 barrels of oil onto 481 tankers, safely escorting those tankers and keeping TAPS reliability at greater than 99 percent, and meeting aggressive budget targets. All this plus a dramatic save of a tanker that found a fishing vessel in its path, and service as the Coast Guard's contractor during the Windy Bay response. By any measure, 2001 was a year in which outstanding Alyeska employees did outstanding work bringing America's energy home.

OZONE: Tonsina tests show promise

Continued from Page 1

preparation.

Ozone's effectiveness at killing small organisms in water was no surprise, as the gas – consisting of three oxygen atoms joined into a single molecule – has long been used for water purification in other industries. The real questions for BP were whether it could be made to work on an oil tanker, and whether the ozonated water would be safe to discharge into Prince William Sound.

The experiment did turn up some limits for the process, according to Kopp.

For one thing, ozone was almost completely ineffective against some crabs and other large organisms that are occasionally sucked in as the tankers take on the ballast water. That problem could be addressed, Kopp said, by filtering the incoming ballast water.

Another problem was that, even with bacteria and other minute organisms that were killed by the ozone, success depended on thorough diffusion of the ozone through all the water in the tank. For example, survival rates for a certain kind of shrimp in the ozonated water varied with depth.

On the *Tonsina*, diffusion was not always uniform throughout the tanks. Kopp said that might be because the tanks in the test were 70 feet deep, and the ozone diffusers were installed at the bottom.

Another problem that could arise is that ozone would have little effect on organisms living in the sediment that can collect on the bottom of ballast tanks as millions of gallons of seawater are flushed in and out. There is rela-

tively little percolation of ballast water through this sediment, once deposited.

That wasn't an issue in the case of the *Tonsina*, Kopp said, because BP uses a compound called a flocculent to prevent sediment from settling out of the ballast water.

One concern, Kopp said, was whether the ballast water would still contain enough ozone when discharged to be toxic to native

species in Prince William Sound. That turned out not to be a problem. Ozone has a short life expectancy, reverting fairly quickly to the ordinary form of oxygen consisting of two atoms per molecule. Some of the products of ozone's interaction with sea water are mildly toxic, but they, too, revert back to harmless compounds if kept in the tanks long enough after the ozone has broken down into ordinary oxygen.

C-PLANS: Rollbacks

Continued from Page 1

The new plans assume that even with a spill of 34 million gallons, three times as much as in 1989, wind would keep all oil inside the Sound. These assumptions are contained in the main oil-spill scenario built into the proposed new contingency plans. This scenario envisions a spill near Hinchinbrook Entrance, then lays out in some detail what would happen to the oil in succeeding days as cleanup efforts proceeded. The oil would not escape the Sound under the 11-day main scenario, or in any of the other scenarios.

In the 1995 and 1998 plans, however, one of the scenarios envisioned oil escaping the Sound

six days after a 40 million gallon spill. The scenario also specified response actions outside the Sound.

The shippers' new position is based on the claim they are required to prepare detailed cleanup plans only for Prince William Sound.

They contend the purpose of scenarios is to demonstrate the effectiveness of tactics and strategies for deployment of response equipment, regardless of the path of the oil or where the response occurs.

Outside the Sound, they claim, they are required only to promise to respond wherever a spill goes.

"A promise without a plan is meaningless," Devens said. "The

industry proved that conclusively in 1989. I'm terribly afraid that the bottom line is once again taking priority over safety with these tanker companies, and that's exactly the mentality that led to the Exxon Valdez disaster."

"For downstream communities like mine, this is a doomsday scenario," said Steve Lewis, who is vice president of the council board and represents the City of Seldovia. "I just hope the shipping companies come to their senses before it's too late."

The council board was expected to consider how to respond to the deficiencies in the new contingency plans at its March meeting in Anchorage.



CAPITAL CONTINGENT — Council board member Dennis Lodge, right, met with Rep. Ken Lancaster, R-Soldotna, left, during a visit to Juneau by the council's Legislative Affairs Committee. The committee traveled to the capital in early February primarily to urge lawmakers to support funding for the Best Available Technology Conference proposed by the state Department of Environmental Conservation (see John Devens' column, elsewhere in this issue). The council contingent included board members Lodge, Pete Kompkoff, and Jim Nestic; and staffers John Devens, Marilyn Leland and Stan Jones. The team visited a total of 19 legislative offices as well as meeting with Larry Dietrick, director of Spill Prevention and Response for the Department of Environmental Conservation. Photo by Stan Jones.



VOLUNTEERS EXTRAORDINAIRE — At the council's December appreciation dinner, Steve Lewis, left, of Seldovia was named Volunteer of the Year and Board Member of the Year. Bill Conley and Tom Copeland, center and right, were named Volunteers of the Year for the Port Operations and Vessel Traffic Systems Committee and the Oil Spill Prevention/Response Committee, respectively. Not shown: Janice Wieggers and Peter Armato, Volunteers of the year for the Terminal Operations and Environmental Monitoring Committee and the Scientific Advisory Committee, respectively. Photo by Stan Jones.

PRESSURE — Entertainment at the volunteer dinner included dancers, fiddlers, accordianists and even a band of bagpipers who, like this one, gave their all for their art. Photo by Stan Jones.

BP to expand its double-hull tanker fleet

BP has ordered a fourth double-hull tanker for use in the Alaska trade.

Like its three sister ships ordered in September 2000, the newly ordered vessel will be able to carry 1.3 million barrels of oil and is intended to operate between Valdez and BP's refineries on the West Coast.

Delivery of the first of the new vessels is expected late next year. By 2006, BP plans to have converted its entire Alaska fleet to double-hull tankers, according to a company press release.

The Alaska Class tankers have double hulls, an important safety feature in preventing or reducing oil spills caused by groundings and collisions. The Oil Pollution Act of 1990, passed in response to the

1989 *Exxon Valdez* oil spill, bans single-hull oil tankers from U.S. waters after 2015.

For additional safety, the BP tankers will also be equipped with double engine rooms, double rudders and double propellers. They have a design life of 35 to 50 years. BP's tankers are operated by Alaska Tanker Co., of Portland, Ore.

BP is one of three major oil producers on the North Slope. Phillips Petroleum, another of the majors, has also announced plans for a fleet of double-hull tankers. The first of those, the *Polar Endeavour*, entered service last summer. ExxonMobil, the other major North Slope producer, has not yet announced plans for a new double-hull fleet.

TECHNOLOGY: Court rules against the state

Continued from Page 1

the best technology available.

But that wasn't good enough to satisfy the technology requirements in the law, the state Supreme Court ruled on Feb. 1. "The legislature plainly required that plan holders meet response planning standards and provide for the use of the best available technology in contingency plans," the court wrote. "Agencies are not free to disregard any of the standards the legislature has articulated."

The ruling came in a case brought by Alaska resident Tom Lakosh.

The state Department of Environmental Conservation (DEC) began drafting new regulations to comply with the ruling. They are expected to be out soon for public comment, but it could be six months before they are finished and formally adopted.

The ruling came just as the tanker companies were submitting new contingency plans to the state. In a Feb. 20 letter, DEC said the

companies could comply with the ruling in either of two ways. One was to modify their contingency plans now, using an evaluation matrix furnished by the state to identify best available technology.

The other approach is for the companies to leave their plans unchanged, but receive a conditional approval that will require them to go through the Best Available Technology process once the new regulations are in place.

The court ruling left intact another part of the state's Best Available Technology regulations. That part requires the state to hold a conference every five years to identify Best Available Technology. DEC has a request before the legislature for \$250,000 to hold the first Best Available Technology conference under the requirement. The council strongly backs the idea of such a conference, and is urging the legislature to approve the money. (See John Devens' column elsewhere in this issue.)



Tom Lakosh



SAC SERVICE — Cordova's Kelly Weaverling received a gift and certificate of appreciation for his work on the council's Scientific Advisory Committee. The award was made in Cordova during a visit by council staffers. Photo by Linda Robinson

Community Corner

Cordovans see Peer Listening Video

By **Linda Robinson**
Community Liaison

In January, project manager Lisa Ka'aihue and I traveled to Cordova for the premier presentation of the Peer Listener Training video. The video is one component of the Coping with Technological Disasters Guidebook and was funded by the citizens' council, the Oil Spill Recovery Institute in Cordova, and the Cook Inlet Regional Citizens' Advisory Council.



Linda Robinson

ciation and a gift for his work on the committee. We were joined by Bill Lindow, former board member representing the Prince William Sound Aquaculture Corporation, and Michelle Hahn O'Leary, former board member and current member of the Scientific Advisory Committee. Other Cordova volunteers on the citizens' council are John Williams, Scientific Advisory Committee, and Natasha Edwards, Oil Spill Prevention and Response Committee.

The training teaches people to be counselors, advisors, friends and referral agents for individuals within a community who may not seek professional services, or may not know help is available. Our first group of peer listeners are still active in Cordova today, six years after their initial training, and an excellent turnout at the Pioneer Igloo indicated interest is still strong in the community.

Cordova is located at the southeastern end of Prince William Sound. The population is approximately 2500 and supports a large fishing fleet, fish processing plants, a community hospital and four schools. A 35 mile drive culminates at Childs Glacier, the site of the "Million Dollar Bridge." In the early 1900s, copper ore from the Kennecott Mine was shipped by railroad to Cordova, and then shipped out by sea. The mines closed in 1938. There currently is no road access to Cordova.

Three seats on the citizens' council are held by Cordovans. The City of Cordova is represented by Margy Johnson, owner of the Reluctant Fisherman Inn and mayor of the city. Patience Andersen Faulkner represents Cordova District Fishermen United, and Lou Beaudry represents the Prince William Sound Aquaculture Corporation.

We visited Orca Books Company, owned by former board member and former Scientific Advisory Committee member Kelley Weaverling. In the midst of an interesting selection of books, and an odd selection of toys (rubber octopus, train whistles and Nerd glasses), Kelley was presented with a Certificate of Appreciation and a gift for his work on the committee.

We look forward to presenting the Peer Listening Video, either the full two and a half hour training session, or a ten minute preview, to our communities. If you are interested please contact either Linda Robinson or Lisa Ka'aihue.

Volunteer Awards

Awards were presented to our volunteers of the year at the annual Volunteer Appreciation Party in December. This year's volunteers were Bill Conley for the Port Operations and Vessel Traffic Systems Committee, Janice Wieggers for the Terminal Operations and Environmental Monitoring Committee, Tom Copeland for the Oil Spill Prevention and Response Committee, and Peter Armato for the Scientific Advisory Committee. Steve Lewis got awards for both Board member of the year and Volunteer of the Year. Lewis is vice president of the board of directors, and chair of the Legislative Affairs Committee.

Display Booth

The display booth was assembled for the Alaska Forum on the Environment at the Egan Center in February. Rhonda Arvidson addressed the conference with a presentation on "Mitigating Oil Spill Risks", specifically the radar system on Reef Island that will detect icebergs in the tanker lanes.

In March, the booth was assembled at the Alaska Wilderness Recreation and Tourism Association (AWRTA) annual conference in Fairbanks. Stan Stephens, AWRTA's representative on the citizens' council, assisted at the booth and made a presentation before the conference.

For pictures from the Volunteer Awards and Cordova, see page 5!

THE OBSERVER is the quarterly newsletter of the Prince William Sound Regional

Citizens' Advisory Council. Contact the council for a free subscription.

**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.

Board of Directors

President: John Allen - Community of Tatitlek
Vice-President: Steve Lewis - City of Seldovia
Secretary: Marilyn Heddell - City of Whittier
Treasurer: Patience Andersen Faulkner - Cordova Dist. Fishermen Un.

Louis Beaudry - Prince William Sound Aquaculture Corp.
Sheri Buretta - Chugach Alaska Corporation
Wayne Coleman - Kodiak Island Borough
Tom Copeland - Oil Spill Region Environmental Coalition
Jane Eisemann - City of Kodiak
Carol Giliam - Alaska State Chamber of Commerce
Blake Johnson - Kenai Peninsula Borough
Margy Johnson - City of Cordova
Pete Kompkoff - Community of Chenega Bay
Dennis Lodge - City of Seward
Paul McCollum - City of Homer
Jo Ann C. McDowell - City of Valdez
Jim Nestic - Kodiak Village Mayors Association
Stan Stephens - Alaska Wilderness Recreation & Tourism Association
Mike Williams - City of Valdez

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