



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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Council team finds flaws in proposals for TAPS renewal

Government studies produced to justify new right-of-way permits for the Trans-Alaska Pipeline System contain serious deficiencies, according to a lengthy analysis by the citizens' council.

The council analysis found, among other things, that the studies largely ignored environmental impacts already caused by the system in Valdez, and failed to adequately assess likely future impacts if right-of-way permits are renewed for another 30 years, as proposed.

The main document reviewed by council staff and contractors was the Bureau of Land Management's 1,700-page draft Environmental Impact Statement on renewing right-of-way permits across federal lands. The council team also reviewed a statement from the Alaska Department of Natural Resources justifying



RESOLUTION — Phillips Petroleum's second new-build double-hulled tanker, the *Polar Resolution*, takes on its first load of North Slope crude at the Valdez Marine Terminal in July 2002. Phillips' first new double-hull, the *Endeavour*, started service a year earlier. The vessels will help Phillips comply with the Oil Pollution Act of 1990, which requires double-hull tankers to be phased in by 2015. Photo courtesy of Phillips Petroleum.

New air quality rule would exempt Valdez terminal from pollution limits

The citizens' council is opposing a proposal from the Environmental Protection Agency that would end efforts to control hazardous vapor emissions from onshore sources at the Valdez Marine Terminal.

While existing regulations that require Alyeska to control vapors from tankers loading oil at the terminal would survive, the new rule would permanently exempt the company from having to control emissions of dangerous vapors from such on-land sources as the

Ballast Water Treatment Facility, smokestacks at the power plant and vapor incinerators, leaks in various pieces of equipment, and pressure relief valves on the huge crude oil storage tanks.

EPA is developing the rule as required under the federal Clean Air Act.

"This new rule is supposed to protect public health and safety by regulating major sources of these dangerous vapors," said John

See page 3, **POLLUTION**

Coast Guard simplifies recertification

The council's annual recertification process will become considerably faster and easier, thanks to a new Coast Guard policy announced in September.

Under that policy, the council will be allowed to file a smaller, simpler recertification application two years out of every three. Only in the third year will a comprehensive application, like those the council has filed annually since the early 1990s, be required.

The Coast Guard announced

the new process in the Sept. 16 edition of the Federal Register, saying the citizens' councils for Prince William Sound and Cook Inlet had evolved "from new, untested organizations to stable, functioning organizations." Accordingly, the Coast Guard said, recertification should be streamlined to reduce the administrative burden on itself, the citizens' councils and the public.

See page 4, **RECERT**

renewal of rights-of-way across state lands.

Among the other problems identified by the council:

- The studies understate the potential impacts of catastrophic incidents like the Exxon Valdez oil spill.

- The studies rely too much on obsolete literature and incomplete oil-industry data, while ignoring data from government and citizen-sponsored research. As a result, many of the impact assessments are suspect.

- The impact of inadequate maintenance programs is not considered in depth.

- The studies cite compliance with regulations as evidence that environmental impacts have been benign. That is not a safe assumption, the council noted in its com-

ments: "In fact, new rules and regulations originate from situations wherein an adverse environmental impact is being caused by a process that is in full compliance

with existing rules and regulations."

The council made several recommendations to make future operations safer. In addition to revising the studies to fix the specific defects identified in the council analysis, the council urged regulators to:

- Create a citizens' group to oversee pipeline operations, much as the Prince William

Sound Regional Citizens' Advisory Council oversees tanker and oil terminal operations in Prince William Sound (see Executive Director John Devens' column, p. 3).

See page 4, **RENEWAL**



Council board member Stan Stephens testified at a July right-of-way hearing in Valdez. Photo by Linda Robinson

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Volunteer Profile

SAC chief tries not to let career interfere with passion for public service

Dick Tremaine's biggest problem lately is that his day job threatens to cut into his public service work.

Tremaine, 50, is not only chairman of the council's Scientific Advisory Committee but also a member of the Anchorage Assembly.

Sometimes those roles add up to a full time job, he says, making it hard to find time for his economic consulting business.

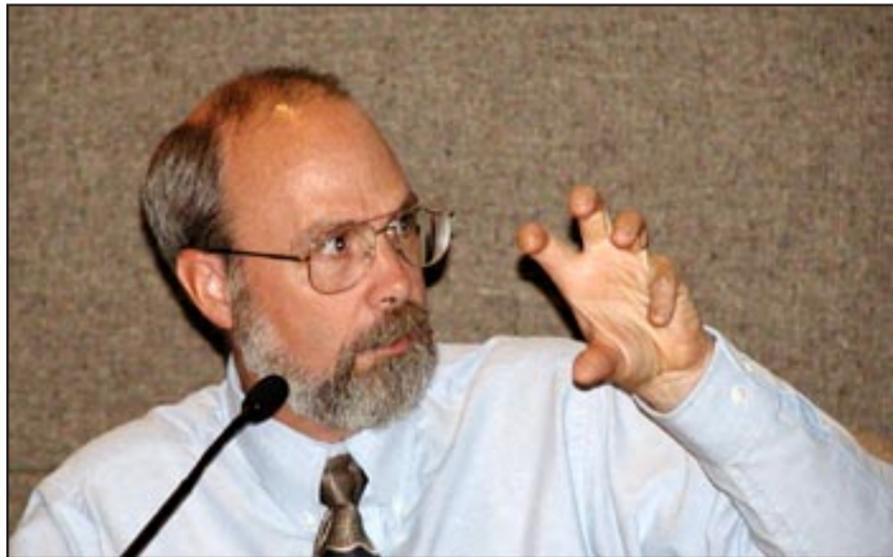
"I guess you could say I've got three half-time jobs," Tremaine says with a smile that suggests he doesn't mind.

He was elected to the Assembly in 1999. A seat in his district came open and a neighbor suggested Tremaine take a shot. He laughed – at first.

"Then I thought, 'When I'm 65, what am I going to say to myself – could you have made a difference?'"

On the Assembly, Tremaine has become part of a faction called "the T's" – himself, plus fellow Assembly members Dick Traini and Allan Tesche. They are perhaps best known for a series of turf battles with Mayor George Wuerch. In one notable example, they led a successful campaign to end the mayor's power to impose his own budget on the city if he could get the backing of as few as four of the Assembly's 11 members.

This is not the first time the two men have served at different levels of the same organization. Wuerch represented the Alaska State Chamber of Commerce on the citizens' council board in 1995 and 1996; Tremaine, then as now, was chairman of the Scientific Advisory Committee, which reports to the board.



MEETING MAN — Dick Tremaine, chairman of the council's Scientific Advisory Committee, spends much of his life in meetings. **Above:** He drives home a point during an Anchorage Assembly meeting. **Right:** He's deep in thought during a citizens' council board meeting in Valdez.



Photos by Stan Jones, citizens' council.

Tremaine says he found Wuerch to be a pretty good board member, in part because of his focus on hiring Alaskans when the council recruited contractors and consultants. "We got along just fine," Tremaine said.

"We're not household friends," Wuerch said when asked about his present-day relationship with Tremaine. "I only know him through the Assembly."

Wuerch does think Tremaine's Assembly service is beneficial to the citizens' council, though. "I'm sure the exposure to community decisions has broadened him," the

mayor said.

In private life, Tremaine works as an economic consultant, primarily on fisheries issues. Most recently, he helped the Southwest Alaska Municipal Conference decide how to parcel out a \$30 million federal grant. The money was awarded to help communities in Kodiak and Bristol Bay after a judge ordered cuts to the pollock and mackerel fisheries in an effort to protect the endangered Steller sea lion. "Very few people yelled and screamed that they didn't get their fair share," Tremaine says with an air of satisfaction.

Tremaine was elected chairman of the Scientific Advisory Committee, usually just known as SAC, at his first meeting, in 1994. The committee, he says, was divided over how to proceed with the Community Impacts Project and probably wanted someone with no baggage to run its meetings. The project did get moving and in the past couple of years has produced the "Coping with Technological Disasters" community guidebook and the Peer Listener Training videos.

Today, eight years later, Tremaine is still chairman of SAC.

"He does a good job so no one wants a change," said A.J. Paul, another long-time member of the committee.

SAC's job is to ensure that citizens' council projects are based on the best available scientific information. In many cases, SAC reviews and advises on projects that are overseen primarily by one of the council's other three technical advisory committees. In other cases SAC oversees a project directly.

Relations between the council and its advisory committees have had their ups and downs, with some committees occasionally wishing for more autonomy or more clout with the board.

SAC, according to Tremaine, is relatively satisfied with its role, perhaps because the type of person it attracts doesn't necessarily want a lot of power.

"We jokingly refer to ourselves as geeks," Tremaine said. "Geeks want to expound on things and roll around in the numbers, but they don't want to run things. You can't be in charge and be unbiased, so we don't want to be in charge."



LEARNERS – Students from Michigan's Alma College visited the council's Anchorage and Valdez offices in May. The citizens' council, said one, "serves as an example for people everywhere to become more aware of what industry is doing in their neighborhood. It really shows that people can make a difference if they get together." Photo by Stan Jones, citizens council.

New project manager hired in Anchorage office

Former educator Janelle Cowan has joined the citizens' council staff as a project manager in the Anchorage office. She replaced Shannon Guthrie, who resigned the position early this summer.

Cowan spent much of her career in Dillingham, where she retired in 1998 from the position of Director of Elementary Education with the Southwest Region School District.

Since then, she has been an educational consultant and was office manager for the Alaska Moving Image Preservation Association. She still volunteers with the association, as well as for the



Janelle Cowan

Anchorage Museum, the Botanical Garden, the Bayshore PTA, and the Dimond High Booster Club.

Pipeline regulators should heed the calls for citizen oversight

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

The regulators of the Trans-Alaska Pipeline System this summer ignored a host of calls for more time to review and comment on their 1,700-page argument for approving the system for another 30 years of operation.

Now, the federal Bureau of Land Management and state regulators seem equally opposed to an even louder outcry from all across Alaska for the establishment of an industry-funded citizen group to oversee pipeline operations, much as our council keeps watch over tanker and oil terminal operations in Prince William Sound.

The industry and its regulators are deprecating these calls, claiming the pipeline has such a stellar record that citizen involvement would be superfluous.

We doubt that, and consider last year's shooting of the pipeline near Fairbanks a case in point. If the pipeline is truly a model of prudent regulation and careful operation, we can't help wondering why Alyeska Pipeline Service Co. needed 36 hours to stop the flow of oil from one small bullet hole.

In particular, why was Alyeska not prepared to handle

the pressure it knew was inside the line? Oil continued to spurt onto the tundra as Alyeska waited for the pressure to drop low enough that its crews could clamp off the leak.

We don't monitor pipeline operations -- just tanker and oil terminal operations in Prince William Sound -- so we haven't investigated this evident lapse by Alyeska and its regulators, or proposed measures to make sure it doesn't happen again. Perhaps this apparent gap in response planning was one of a kind. However, since neither Alyeska nor its regulators picked it up ahead of time, it's impossible not to fear there are more like it in the system.

What we can say with certainty is that this is exactly the kind of planning issue we deal with every day in monitoring Prince William Sound operations. Perhaps citizen oversight wouldn't have guaranteed detection of Alyeska's lack of preparedness for dealing with a bullet hole in the pipeline. However, there's no doubt that citizen

participation in the process would have materially increased the chances of this flaw being corrected before it contributed to a

spill of almost 300,000 gallons of North Slope crude oil.

The oil industry and various regulators have praised us for our work in Prince William Sound, and they're right to do so. The citizen voice has been crucial in numerous safety improvements

in the wake of the 1989 *Exxon Valdez* spill, from more and better escort tugs to iceberg detection technology to improved response planning to vapor controls at the loading berths in Valdez.

That's why it's mystifying to hear some of those same voices now resisting calls for a similar group to oversee pipeline operations. They say it is unneeded.

They're wrong. Without a citizens' council, Prince William Sound would be a much more dangerous place. With one, the pipeline corridor would be much safer.

They also say citizen oversight is too expensive. They are

wrong again.

Our council costs the oil industry about \$2.7 million a year. How does that compare to the value of the millions of barrels of North Slope crude that move through the pipeline?

The state estimates the North Slope will produce about \$7.9 billion dollars worth of oil this year.

The \$2.7 million we receive for what we do is not even 1 percent of that total.

It is not even one-tenth of 1 percent of the total.

It is, in fact, barely one-third of one-tenth of 1 percent of the total.

It is certainly not, as critics contend, enough of an expense to significantly reduce oil-industry profits in Alaska, or discourage investment in exploration and development.

Thirteen years ago, just after the *Exxon Valdez* spill, citizen oversight was an experiment.

Now it's a success story, as Alaskans from Cordova to Barrow pointed out during this summer's hearings on the permit renewal for Alyeska. Regulators should learn from history, and repeat that success along the 800 miles of the trans-Alaska pipeline.



John Devens

POLLUTION: Exemption for the Valdez terminal

Continued from Page 1

Devens, executive director of the citizens' council. "In fact, it would do just the opposite by giving the largest source in our region a permanent license to go on polluting."

The vapors released at the terminal include significant quantities of cancer-causing benzene.

The EPA proposal, called "National Emission Standards for Hazardous Air Pollutants," was published in the Federal Register on April 2. It can be viewed online at <http://www.epa.gov/fedrgstr/EPA-AIR/2002/April/Day-02/a7095.htm>.

The council's comments, sent to EPA on May 30, can be viewed online at <http://www.pwsrca.org/comments.html>.

The proposed rule contains two important loopholes that apply to the Alyeska terminal. One exempts facilities that distribute what the EPA calls "black oil," which includes all heavy and intermediate-weight crudes, and some light-weight crudes. The Alyeska terminal would be exempt because North Slope crude meets EPA's definition of black oil, even though it does give off large quantities of the hazardous air pollutants the

rule was originally intended to control.

The other loophole exempts wastewater treatment facilities. Alyeska's Ballast Water Treatment Facility, considered the largest vapor source at the terminal, would qualify as a wastewater treatment facility under the rule and be exempted.

In its comments, the council urged EPA to drop the exemptions for black oil and wastewater.

"As proposed, these exemptions exclude the entire Valdez Marine Terminal from the requirements," Devens wrote for the council. "Control of hazardous air emissions will reduce health risks to both the residents of Valdez and the employees at the VMT."

While controlling tanker vapors has substantially reduced emissions at the terminal, the facility still puts at least 123 tons of the

hazardous vapors into the air per year, and perhaps as much as 524 tons, according to various estimates. The EPA defines a major hazardous air emission source as one that emits more than 25 tons of the pollutants annually, meaning that even the lower figure at Valdez



The new EPA rule would exempt the Valdez terminal itself from air pollution limits, but tankers loading at the terminal would still be covered. Photo by Stan Jones, citizens' council.

is almost five times the EPA standard. The upper figure would be more than 20 times the threshold level. Either figure would bring the terminal under the new rule, if it weren't for the exemptions for black oil and wastewater facilities.

The estimates, which were included in the council's comments to EPA, came from council contractors, the state Department of Environmental Conservation, and Argonne National Laboratory. Argonne arrived at the figure of 123 tons per year when, under contract to the federal Bureau of Land Management, it prepared the Draft Environmental Impact Statement for the proposed renewal of

right-of-way permits for the Trans-Alaska Pipeline System.

Alyeska Pipeline Service Co. in its own comments to EPA supported the exemptions for black oil and wastewater facilities. It said emissions would decline naturally as the terminal handles less and less oil with declining North Slope production, and as the increasing adoption of double-hull tankers reduces the amount of oily ballast water handled by the Ballast Water treatment facility. Because double-hull vessels carry ballast water primarily in the empty spaces between the two hulls rather than in empty oil tanks, most of the ballast water they discharge does not require treatment.

Alyeska disputed some of the estimates of current emissions in the council's comments, and told the EPA that those emissions "are either presently or in the long term not significant sources of Hazardous Air Pollutants."

But the council said in its comments that Alyeska "has provided no quantitative technical analysis or data to support this claim."

The council called on EPA to require Alyeska to conduct tests and analyses to establish the actual level of hazardous pollutant emissions from the terminal.

Alyeska maintains readiness during changes brought on by reorganization

By Greg Jones

Senior Vice President
Operations and Maintenance
Alyeska Pipeline Service Co.

It's no secret that Alyeska's realignment effort the first half of this year provided challenges for managers and employees through several months.

Change is not easy. In Alyeska's case, change was necessary to position the company to improve its core business performance, simplify its internal processes, find efficiencies, and position the company for future operations. Throughout the process of realignment, Alyeska's leadership team kept a careful focus on continuity of safe operations, full compliance with regulatory and permit standards, management of change and readiness for emergency response.

A key factor in determining the makeup of a new Alyeska organization was the right fit of people to their positions. I can assure you that in my career in both government service and in business I have never participated in a more thorough, more rigorous or fairer review

process. For positions involving an expectation of leadership in emergency response, experience and aptitude for incident management were also important criteria.

One may ask, "Is Alyeska ready to respond to an oil spill after the restructuring?" The resulting Alyeska organization is demonstrating its readiness to respond throughout this period of challenge.

During one of the most intense periods of realignment planning, and in response to an directive from the Alaska Department of Environmental Conservation, our Ship Escort/Response Vessel System (SERVS) conducted the largest nearshore response exercise ever undertaken. This massive effort employed 95 fishing vessels, 18 skimming systems, 10,000 feet of oil containment boom, and a total of 327 personnel from Alyeska, our contract partners and our fishing vessel contractors. The SERVS response met each of the objectives

set for it by the participating agencies. Most importantly, in a major exercise spread out over 50 square miles of Port Fidalgo, everyone came home safely.

Later this summer, Alyeska undertook its annual planned maintenance shutdown. The primary purpose of this year's effort was replacement of a remote gate valve, but the shutdown also involved approximately 70 planned maintenance work orders at all Pump Stations and the Valdez Marine Terminal.

Fresh off the organizational changes that resulted from realignment, a multitude of work teams completed an array of maintenance projects, and completed the shutdown and restart safely with no injuries and no spills along the pipeline.

In late August, Alyeska's Valdez team responded to a surprise call-out exercise at the direction of JPO and ADEC. Our objective was to assemble incident management teams for both a

day and night shift, comprised of people with training and experience in an assortment of key ICS positions.

This was to be demonstrated by those individuals reporting to two locations and signing rosters in the presence of ADEC and JPO staff. Alyeska was given three hours to comply. We had filled both day and night shifts before two hours had passed.

It's true that Alyeska has people in new roles and assignments. It's true that some individuals who have made valuable contributions to our operations and our response capability have left the company to pursue new opportunities. Of course, we have work to do. Those who require training and mentoring are receiving them. Those who have leadership and experience are offering both. In readiness, you're only as good as your last response, but you've got to be capable of the next response. I am proud of our new team in Valdez at SERVS and at the Terminal, and I am confident that they will continue the tradition of readiness that we have been building year by year.

Alyeska Viewpoint



Greg Jones

RENEWAL: Council calls for pipeline citizens' group, other changes in review of right-of-way proposal

Continued from Page 1

• Require a review of the integrity of the pipeline system once every five years during the renewal period.

"Our concerns lie mainly in assuring our members and the citizens that we represent that all operational risks and impacts of the TAPS to the environment are known and do not increase during the renewal period," Devens said.

The council was one among hundreds of individuals and groups commenting on the renewal proposals.

The 45-day comment period ended Aug. 20, a fact that also drew complaints from the council. The council and many other stakeholders requested the comment period be extended because of the length of the government studies being reviewed, and because the comment period fell in summer, when many Alaskans would have difficulty commenting because of subsistence, commercial fishing or other seasonal activities. The regulators agencies denied that request.

The regulators hope to complete the renewal process by the end of this year, according to Rhea DoBosh of the Joint Pipeline Office.

The council's comments can be view at the council web site,

www.pwsrca.org. The team that put the comments together included Project Manager Tom Kuckertz, and contractors James Payne, Mace Barron, William Driskell, John Clayton Jr., Gary Green and R. Keith Engel.

Coast Guard recertifies the council, citing noteworthy accomplishments

The Coast Guard in July recertified the citizens' council for another year as meeting its responsibilities under the Oil Pollution Act of 1990.

The word came in a letter from Rear Admiral J.W. Underwood, the new commander of the Coast Guard in Alaska.

The council, Underwood wrote, "continues to make great progress on the myriad of projects undertaken to improve safety and quality of the marine environment. Your accomplishments over the last year and decade are truly

noteworthy, and continue to make a noticeable difference in 'how we do business'."

Recertification is required annually by the Oil Pollution Act. As in the past, this year's recertification was unconditional. The agency cited no problems in the council's performance.

The Coast Guard received 24 comments on the council's recertification, according to Underwood. Twenty-three were favorable and one was unfavorable.

The new recertification is good through Jan. 31, 2003.

The regulators hope to complete the renewal process by the end of this year, according to Rhea DoBosh of the Joint Pipeline Office.

The council's comments can be view at the council web site,

RECERT: Process to become easier and quicker

Continued from Page 1

Both councils supported the proposal when the Coast Guard put it out for public comment two years ago.

"I commend the Coast Guard for making life simpler for everyone involved," said John Devens, executive director of the Prince William Sound council. "After more than a decade of recertification applications, all major issues had been resolved and the process was producing far more paperwork than progress."

The comprehensive application, required since 1993, consists of a lengthy narrative of the council's structure, operations, and achievements, plus dozens – and sometimes hundreds – of pages of backup material. After receiving the application, the Coast Guard would issue call for public comment, frequently necessitating a formal response by the council to the comments received.

It was not unusual for the process to last several months as the Coast Guard reviewed the application, solicited comments, reviewed the comments, and reviewed the council's response to comments before finally issuing the recertification letter.

Under the new streamlined process to be used two years out of three, the council will be required only to file a letter requesting recertification and noting significant developments since the last triennial comprehensive recertification. The Coast Guard will not solicit public comment in the off-years, though it said in the Federal Register notice that it will still accept comments on the citizens' councils whenever submitted.

According to the Federal Register notice, the next comprehensive triennial review process will take place in 2005.

Northern Dancer 2002

BP conducted a major oil-spill drill in late May. One main objective was to test the company's ability to establish a logistics base in Whittier to support spill-response activities and personnel. The company also tested what it called a Regional Stakeholder Committee to provide communications with affected communities during the response.

The scenario involved the fictitious tanker *Northern Dancer* losing power at Hinchinbrook Entrance, then being holed as a rescue tug hooked up for towing. The result: a leak of 10,000 to 15,000 barrels of North Slope crude oil being carried generally toward Whittier by strong southeast winds.

In a simultaneous but separate exercise, Alyeska and the fishing vessel operators it contracts with practiced a cleanup technique called cold-water deluge at a beach not far from Whittier.

As usual, the citizen's council participated, both in the Valdez drill headquarters and in the field.



Above: John Devens (center), executive director of the citizens' council, and Marilyn Leland, deputy director, discuss drill issues with Dave McDowell (left), head of the Joint Information Center in Alyeska's Valdez Emergency Operations Center. **Right:** Project Managers Dan Gilson and Tony Parkin (standing, center left and center right) observe activities in the Operations Section.



Photos by Tom Kuckertz, Joe Banta and Stan Jones



Above: BP set up a logistics base in Whittier to provide support for spill-response activities. Facilities included a warehouse area, shown here. **Right:** During the drill, but separately from it, Alyeska conducted a cold-water deluge exercise on this beach near Whittier. Water is pumped to the top of the beach. It flows downhill and washes oil into the white mops, or "pom-poms." Any oil that gets away is captured by the orange boom floating just off the beach.



Tethered tug exercises test system

The world-class fleet of escort tugs in Prince William Sound is designed to – among other things – save a tanker from collision or grounding if it should lose power, rudder control, or both.

Approximately 125 times per year, Alyeska tests this system with tethered tug exercises. In mid-August, Observer editor Stan Jones watched from another escort tug as the BP-chartered *Overseas Washington* and the Enhanced Tractor Tug *Tanerliq* conducted one such exercise.



Above: The exercise begins with the two vessels in standard escort configuration for confined waters. The *Tanerliq* is tethered to the stern of the *Washington*, traveling backward as the tanker leaves port.



Left: Captain Steve Jones of the *Washington* starts the exercise by ordering the rudder hard over and stopping his engines. Captain Steve Walli of the *Tanerliq* swings the tug sideways to act as the tanker’s rudder, arresting the turn and then bringing the *Washington* back on course.



Left: Because of the force required to pull the tug sideways, it acts as a brake also, slowing the “crippled” tanker as it corrects the course.

Right: Exercise safely completed, tanker and tug return to the standard configuration to complete the trip out of Prince William Sound.



Photos by Stan Jones, citizens’ council

Council reviewers find strengths and weaknesses in proposed new c-plans

One of the council's most important jobs is reviewing the voluminous contingency plans – usually known simply as c-plans – that specify what the oil industry must do to prevent and clean up spills from tankers and the tanker terminal in Valdez.

The primary responsibility for that task falls to Joe Banta, a council project manager in the Anchorage office.

Banta and a workgroup spent the past several months reviewing proposed new contingency plans for both oil tankers and Alyeska's tanker terminal. Under state law, the plans must be renewed every three years.

In both cases, the council's c-plan team found improvements in the new plans, as compared with earlier versions, and also found areas where improvement is still needed. (The council's comments can be viewed in full on our website at: <http://www.pwsrca.org/comments.html>)

Tanker c-plans

In comments submitted in August to the state Department of Environmental Conservation, the council said that the latest round of c-plans for oil tankers were an improvement over the 1998 ver-

sions, and that they were responsive to concerns the council raised as the plans were being developed.

However, the council also identified some deficiencies in the proposed new plans:

- Some of the oil-spill scenarios (on which response planning is based) include unrealistic weather assumptions. "The current assumptions," wrote Executive Director John Devens, "compromise the planning value of the scenarios by producing unlikely oil trajectories and underestimating potential oil impacts."

- The tanker operators have not provided documentation, as required by state law, showing that they can quickly bring in sufficient quantities of oil-spill response equipment from outside Alaska in the event of a major spill. "One of the major lessons learned from the Exxon Valdez spill was that the process of mobilizing out-of-region response equipment could be significantly hindered by a lack of pre-negotiated spill response contracts," Devens wrote. "Alaska's state requirements . . . were designed specifically to prevent these types of equipment access problems from occurring again."

The Department of Environmental Conservation is scheduled

to have the new tanker plans reviewed and approved by November 1.

Valdez Marine Terminal c-plan

The council commended Alyeska for several improvements since the last round of c-plans for the tanker terminal. For example, the council found the oil-spill scenarios are better, easier to read, and easier to understand. Also, in the new plan, changes from the old plan were highlighted, making the review process easier.

But in the comments submitted earlier this month, the council also found ten major issues it felt Alyeska should address before the new plan is approved:

- The plan didn't contain enough information on source control -- how Alyeska would stop a leak or spill at the terminal once it began.

- The plan should, but didn't, contain a commitment to suspend tanker loading operations in the event of a spill, fire or explosion hazard, so that Alyeska can focus on its response to the crisis.

- Alyeska should specify the measures it will take to limit pipeline flow during bad weather so that storage tanks do not fill up, requiring tankers to load and sail

during the bad weather.

- Alyeska needs to do more to address the risk of earthquake damage to the terminal.

- Alyeska needs to address the requirements for using Best Available Technology in several areas, including communications, source control, spilled oil trajectory analysis, wildlife management, leak detection and corrosion control for storage tanks, and maintenance practices for buried piping.

- The plan needs more information on how recovered oily liquids will be managed.

- The plan should incorporate recommendations from a terminal risk assessment conducted last year.

- The plan should lay out a better mechanism to incorporate lessons learned from drills, exercises and spills.

- The plan needs to specify training requirements for all Alyeska personnel involved in oil-spill prevention.

- The plan should document how the plan itself can be updated based on new information that comes in before the next full renewal of the plan is required.

The target date for completing the review and approval process for the plan is April 1 of next year.

THE OBSERVER is the quarterly newsletter of the Prince William Sound Regional Citizens' Advisory Council. It is edited by Public Information Manager Stan Jones.



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Weather, sea data gathered with council help

The citizens' council this summer joined with the Prince William Sound Oil Spill Recovery Institute in a project to monitor weather and ocean conditions in the Sound.

The goal is to provide real-time information to pilots, fishermen, navigators and oil-spill response efforts.

The project, called the Meteorological and Oceanographic Monitoring Network, involves data stations at Applegate Rocks in the central Sound; Point Pigot in the western Sound; the villages of Tatitlek and Chenega Bay; Port Etches at Hinchinbrook Entrance, and Grass Island near the Copper

River Delta.

The council provided funding to install wind, humidity and temperature gages to tide gauge arrays at Chenega Bay, Tatitlek, and Port Etches.

Other supporters providing cash or land-use rights included the state of Alaska, Chugach Alaska Corporation, and the North Pacific Rim Housing Authority.

Every six minutes data from the stations is transmitted to the Prince William Sound Science Center in Cordova. There, it is processed and put up on a publicly accessible web page. The address is: <http://www.pws-watershed.org/stations.html>.

RECOGNITION – Anil Mathur, CEO of Alaska Tanker Company, accepted an ECOPRO award from the Washington State Department of Ecology at the July annual meeting of the Pacific States/British Columbia Oil Spill Task Force in Tacoma. The award recognized the company for exceeding Washington's "best achievable protection" standards for oil tankers. The company manages a fleet of ten ships



that transport BP's North Slope oil from Valdez to markets primarily on the West Coast and in Hawaii.

Community Corner**Council members meet with Tatitlek community, discuss resource issues**

By **Linda Robinson**
Community Liaison

Citizens' council board members Sheri Buretta, representing Chugach Alaska Corp., and John Allen, representing Tatitlek Corp. and the Tatitlek Village IRA Council, accompanied Program Coordinator Donna Schantz and me to Tatitlek in July. We were met by village Chief Gary Kompkoff and invited to attend a meeting he was hosting with the Tatitlek Tribal Natural Resources program and the Chugach Regional Resources Commission.

Paul McCollum, the citizens' council board member for Homer, was there to help review tribal natural resource issues and strategize on collecting and understanding traditional knowledge from local subsistence gatherers, elders and family members. The goal is to have the community's high school students survey local residents on subsistence and other indigenous knowledge issues in return for school credit.

The citizens' council was invited to give a presentation and brief the participants on our current projects.

We were greeted with warm hospitality, introduced to many local residents, and invited to enjoy the community.

Tatitlek is situated 20 miles south of Valdez and 40 miles northwest of Cordova in Prince William Sound. It is an Alutiiq village with a population of approximately 100, with census records beginning in 1890.

Most residents pursue a traditional village lifestyle based mainly on subsistence. Tatitlek also has an oyster farm that sold its first crop in 1993.

Peer listener training

The Peer Listener Training video, an outgrowth of the Coping with Technological Disasters Guidebook, is being presented in many of the council's communities. The guidebook was developed by the council to address the human impacts of a technological or man-made disaster.

Under the Peer Listener Training Program, lay people learn to be peer support counsel-

ors, advisors, friends and referral agents for individuals in a community who may not seek professional services or may not know that help is available.

The full training was presented in Seward on July 23 at Seaview Community Services. Other training sessions are planned for Homer and Valdez.

The introductory Peer Listener Training video was presented during the Chenega

Bay Health Fair, to Alma (Michigan) College students who were visiting Alaska this summer, and to the Cook Inlet Regional Citizens' Advisory Council at its quarterly meeting in Seldovia. Anyone interested in obtaining the video, or in setting up a presentation, please contact Lisa Ka'aihue or me at 1-800-478-7222.

Council booth hits road

For the first time, the council booth was on display at the annual Arctic Marine Oilspill Program technical seminar, now in its twenty-fifth year. This event, which was held in Calgary this summer, is one of the main forums for the presentation of new developments in the fields of oil-spill prevention and response not only in cold water environments but worldwide.

Of particular interest to the citizens of our region were the papers and posters presented by scientists partially funded by Exxon regarding Prince William Sound. The presentations put forward the view that Prince William Sound was not "clean" or "pristine" prior to the Exxon Valdez oil spill due to natural seeps and from the long history of commercial activities in the Sound.

Please contact me if you want to read the full trip report.

New board members

The council booth was also on display at the annual Alaska State Chamber of Commerce meeting in Fairbanks September 24-26.

The new director representing the State Chamber, David Marquez of Anchorage, and Al Burch, representing Kodiak Island Borough were to be seated on the council at its September meeting in Whittier.



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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Treasurer: Jane Eisemann - City of Kodiak

John Allen - Community of Tatitlek
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