



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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Lewis stays in top seat on the board

Steve Lewis of Seldovia was re-elected president of the Prince William Sound Regional Citizens' Advisory Council at its March quarterly meeting in Anchorage.

Lewis has represented the City of Seldovia on the council since March 1999, and served as vice president before being elected president in March of last year.

The other offices of the council's executive committee were filled as follows:

Vice president: Marilyn Heddell, representing the City of Whittier.

Secretary: Blake Johnson, representing the Kenai Peninsula Borough.

Treasurer: Patience Andersen Faulkner, representing Cordova District Fishermen United.

Members at large: Paul McCollum, City of Homer; Tom Copeland, Oil Spill Region Environmental Coalition; Jane Eisemann, City of Kodiak.

The council board also seated three new members. John French will represent the City of Seward, replacing long-time member Dennis Lodge.

Kristin Smith will represent the

See page 2, **Board**



RADAR TESTS – Early April saw the field test of Ultra High Frequency (or UHF) technology for possible future use in the council's ice detection radar project. The system now operating on Reef Island is a conventional VHF (Very High Frequency) radar teamed with computerized signal-processing technology to enhance the radar's ability to detect small, slow-moving targets with low reflectivity, such as icebergs. The first UHF field test, in 1999, showed that UHF radar is better than VHF at detecting low-lying, semi-submerged icebergs, but the UHF system required a very large antenna and worked only for rather short distances. Since then, C-CORE, the council's Canadian contractor on the project, has been refining the UHF system to increase the range and minimize the size of the antenna. This spring's test took place aboard the research vessel Auklet, allowing the researchers to do their work anywhere they could find suitable icebergs to serve as test targets. Here, Dean Rowsell and Stefan Tarrant of C-Core assemble the UHF antenna on the Auklet. Photo courtesy of David Janka.

Tanker tour shows the nuts and bolts of operations at the Valdez oil terminal

By Dan Gilson and Tony Parkin
Project Managers

On February 26, we had the opportunity to tour the oil tanker Kenai while it was conducting deballasting and crude oil loading at Alyeska's Valdez Marine Terminal. The Kenai, which can carry just over 800,000 barrels of crude, is operated by Alaska Tanker Co. under charter to BP.

This tour allowed us to observe the interaction between Alyeska personnel and the tanker crew, see the procedures for deballasting and loading tankers from both sides of the dock, and to tour the tanker with the captain and chief engineer.

After an excellent dinner of shrimp

curry, Captain Austin Britton took us through the bridge. The technology used to navigate the vessel is impressive. For us, the most remarkable piece of equipment was the Structural Monitoring System. This system has highly sensitive strain gauges at five locations on the main deck of the vessel to measure and display stresses acting on the vessel. This system, combined with accelerometers in the bow, allows the ship's movement to be monitored constantly while it is loading or under way. Vessel heading can be adjusted during bad weather to reduce stress on the tanker.

The chief engineer took us down to the engine room. The only other engine room we had toured was Conoco Phil-

lips' brand new Polar Endeavour during her maiden voyage, and it is difficult to compare the Kenai to a brand new vessel. But we were surprised at how well maintained the systems were for a vessel over 20 years old. We were also impressed with the knowledge of the chief engineer, who explained various components of the system, and was able to answer any question we asked him.

The complexity of these engine rooms is overwhelming as different components, piping, and pumps seem to entwine with each other several stories high. Stopping at a motor for a transfer pump that seemed embedded in other equipment and a network of piping, we wondered how difficult it

was to switch out this particular piece of equipment. Once explained, it seemed pretty straightforward. We went away with a greater appreciation for the engineers who perform the maintenance and upkeep on these vessels, often in hot and noisy conditions.

After the tour of the tanker, we watched the beginning of the crude oil loading from the terminal. Seeing the loading rate start slowly and ramp up to 100,000 barrels per hour was impressive, and apart from some mild vibrations in the loading dock, you would never guess how much oil was passing onto the tanker.

See page 3, **Tour**

Committee recruits are diverse, but share interest in Prince William Sound

The citizens' council starts each year by recruiting applicants for vacancies on its four standing technical advisory committees, then seats the new volunteers at the March quarterly board meeting.

This year saw eight new committee members seated. They come from many walks of life, from a former truck driver in Valdez to a professor emeritus from a Canadian university, now living in Anchorage. Half of them live in Valdez, with the rest divided evenly between Fairbanks and Anchorage. And

three of the eight have captain's licenses from the U.S. Coast Guard.

But the common thread that runs through conversations with them, and through their applications, is an interest in Prince William Sound. Oftentimes that interest is passionate and personal.

"I spend a lot of time on the water in Prince William Sound and believe that user involvement is necessary both

See page 3, **Recruits**

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Volunteer Profile

New baby doesn't keep Kodiak volunteer from committee meetings for long

Sara Bruce had the perfect excuse for missing the Jan. 25 meeting of the Oil Spill Prevention/Response Committee: she was having a baby.

"I warned them I might be in labor," Bruce said.

Indeed she was, but by the February meeting, she was back on line for the teleconference as usual, with young Keith Owen Bruce occasionally cooing in the background.

"The baby makes more noise than she does," chuckled Jerry Brookman, who chairs the committee.

Bruce, 34, first came to Alaska in 1992 from Fairfax, Virginia, and made it permanent in 1996. In a way, she was fated to end up involved with the citizens' council.

That's because her first job here was on the *Renaissance*, a 50-foot all-woman seiner captained by Mary Jacobs of Kodiak, who serves on the board of the Cook Inlet Regional Citizens' Advisory Council.

"She was always talking about this committee she was on," Bruce said. In addition, Bruce participated in Alyeska's oil spill response training for fishing vessel crews.

She finally decided to become a part of the citizens' council after attending one of the council's peer listener training

sessions two years ago and after seeing an ad for committee volunteers in Kodiak's newspaper, the Daily Mirror. Last year at about this time, she joined the Oil Spill



NOW: Sara Bruce with Keith Owen Bruce, outside the stone banya at the family home in Kodiak. Photo courtesy of Sara Bruce.

Prevention/Response Committee.

Bruce — who now works as a counselor at Kodiak Middle School — considered the committee, with its interest in the community impacts of oil spills, a good fit with her training in psychology. Still, it had its daunting aspects, including the acronym soup that permeates every aspect of the citizens' council's work. (Exactly how many

acronyms the citizens' council deals with may never be accurately measured. The official council list contains 175 entries, from "AAC," for the Alaska Administrative Code, to "XCOM," for the council's



THEN: Sara Bruce (left) in her commercial fishing days, with crew mate Balika Haakanson. Photo courtesy of Mary Jacobs.

executive committee. But a different list, maintained privately by a council staffer, now is over 1,000 acronyms long.)

"At first, I was overwhelmed," Bruce said. "Not only by all the acronyms but also by the organization — how did it

fit into things?"

Lately, however, she feels she's gotten her bearings on the issues confronting the council and her committee, and feels good about her involvement. "They're humoring me and I'm still trying," she said.

Bruce's first job on the *Renaissance* was as cook and she did a fine job, Jacobs recalls, despite a certain fondness for low-fat and non-fat foods. "Usually it tasted pretty good," Jacobs said. "But sometimes, it was, 'Come on, Sara — this evaporated nonfat milk is too gross to use!'"

Bruce eventually worked her way up to engineer on the *Renaissance* and was very responsible at it, according to Jacobs.

Nowadays, Bruce is out of commercial fishing, devoting her work hours to her counseling job. Ian, her husband, is still a commercial fisherman, as well as a painter and sculptor.

The Observer talked to a number of people during the preparation of this article, one of whom suggested the following question for Bruce: Which is harder — having a baby, or sitting through a citizens' council meeting?

"I'm not sure I can answer that," Bruce responded by email. "But I can tell you that having a baby took longer (56 hours!) than the average RCAC meeting."

Russian group meets with the citizens' council on Siberian pipeline issues

By Jedediah R. Smith

Courtesy of the Valdez Vanguard

Staff members with the Prince William Sound Regional Citizens Advisory Council met with a group of Russian citizens in early April to share insights on how a citizen oversight group promotes the environmentally safe transportation of crude oil.

The groups came together to discuss Russia's plan to construct the TransNeft pipeline, a project that will carry oil through the barren regions of Siberia to a shore side terminal in the Russian Far East. The United States is expected to receive about 20 percent of the transported oil.

"We are trying to get them to understand their rights in the decision making process by contributing to Environmental Assessments and participating in public hearings," said Alice Hengesbach, a staff development coordinator with the Initiative for Social Action and Renewal

in Eurasia. Hengesbach worked as a translator for the four Russian delegates represented on the trip as the two groups shared information and asked questions of one another regarding the project.

The pipeline, nearly three times the length of the Trans-Alaskan Pipeline System, will run about 2,500 miles from Angarsk, in Siberia, north to Lake Baikal, which holds as much as 12 percent of the earth's fresh water, then move east to Russia's Pacific coast.

"We want to use the experience and knowledge of people who have had the construction in their region."

Hengesbach said that, unlike in the United States, the pipelines in Russia are owned by the government and the oil is owned by the oil companies. However, there has recently been a push by the oil companies to gain control of the pipelines and relieve some of the control from the government.

That is where the citizens' groups

need to step in, she said, and make sure environmental concerns are still being heard.

"The Russian constitution guarantees environmental rights to live in a healthy and reasonable way. But participation opportunities are limited," she said.

RCAC executive director John Devens said he was pleased to see the group taking a proactive approach to citizen involvement in the project. He cited the federal government's lax oversight that led up to the events causing the Exxon Valdez spill that dumped 11 million gallons of North Slope crude into Prince William Sound in 1989.

"It takes a disaster before governments take an active roll in protecting the environment," Devens said. "You seem to be ahead of the game."

Devens discussed the council's attempt to get the government to implement a similar oversight group for the

actual pipeline. The council's contract with Alyeska Pipeline Service Co. only allows the citizens group to oversee the marine aspect of oil transportation.

That request was denied when both the federal and state governments signed an agreement extending the 30-year right of way for the pipeline.

Dan Lawn, with the Alaska Department of Environmental Conservation, worked with the delegation and guided them on a tour of Alyeska's Ship Escort Response Vessel System and the pipeline corridor north to Fairbanks.

Lawn said he was happy to see the interest overseas and hoped the visit would help the delegation understand what they can do as citizens to get involved.

"It is important to show this group how the different government and community agencies all work together to make sure the pipeline system works properly," Lawn said.

BOARD: Three new members seated

Continued from Page 1

City of Cordova. She replaces Margy Johnson, another long-time board member, who has taken a job with the Murkowski administration as Director of International Trade.

Tom Jensen will represent the Alaska State Chamber of Commerce, replacing Dave Marquez. Jensen is returning to the board, having previously represented

the state chamber for several years.

In other business, the board selected the firm of Walker and

Levesque of Anchorage as its attorneys, replacing Gross and Burke of Juneau. Bill Walker, a principal of Walker and Levesque, is a previous member of the council board, where he represented the City of Valdez.



Kristin Smith



Tom Jensen

Council gets streamlined recertification

The citizens' council has been recertified by the U.S. Coast Guard as meeting its responsibilities under the Oil Pollution Act of 1990.

In a letter notifying the council of its annual recertification, Captain J.J. Davin of the Coast Guard's District 17 headquarters in Juneau said the council "continues to make great progress on the myriad of projects undertaken to improve safety and quality of the marine environment."

"Your accomplishments continue to make a noticeable difference in 'how

we do business,'" Davin wrote.

This was the first recertification for the council under a new streamlined process developed by the Coast Guard.

It allows the council to file a smaller, simpler recertification application two years out of every three. A comprehensive application — like those the council had filed every year since the early 1990s — is required only in the third year. The council's next comprehensive recertification will take place in 2005.

The new recertification is good until February 29, 2004.

"Your accomplishments continue to make a noticeable difference in 'how we do business.'"

— U.S. Coast Guard

Air quality deserves attention of Alyeska, regulators, and Valdez residents

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

Is the air in Valdez safe to breathe? That issue has been much on the mind of the city's residents recently, with presentations to the city council by the citizens' council and by Alyeska Pipeline, as well as articles in the two Valdez newspapers.

Air quality has been a top concern of our council since it formed just after the *Exxon Valdez* oil spill. In the early 1990s, we spent hundreds of thousands of dollars studying air quality and took the lead in securing the tanker vapor control systems now operating at the Alyeska terminal. Emissions dropped sharply after vapor control was installed. But the terminal is still a huge source of petroleum vapors.

The question now is, do these vapors exceed acceptable limits?

The most dangerous components of these emissions are benzene, ethylbenzene, toluene, and xylene, usually called BETX. They have been shown to cause cancer and other illnesses in humans.

The terminal is among the largest BETX emitters in the country. Its output has not been measured, but the lowest estimate is about 130 tons of BTEX a year, more than five times the level EPA defines as a major source of hazardous air pollutants, subject to regulation. The highest estimate is 361 tons a year.

Even those figures represent an

improvement. Over the past three years, Alyeska, to its credit, has implemented a program to repair and maintain once-leaky vent valves on the terminal's huge crude-oil storage tanks, leaving the Ballast Water Treatment Facility as the only major remaining source of vapors at the terminal.

To find out if these emissions pose a health risk, we are proposing another formal study of air quality in Valdez, including the impacts of the Alyeska terminal. Both Alyeska and the city of Valdez have expressed interest in collaborating.

If studies ultimately show terminal

emissions are excessive, then the next step will be to fix the problem. We're confident that, as a good neighbor, Alyeska will embrace its responsibility to help.

Such a fix is certainly possible. In Anchorage, residents of a neighborhood near the city's port became concerned about tank farm emissions, which were running at 12 tons of benzene per year, just one-fifth of the estimated 60 tons produced annually at the terminal here. State and local authorities developed a control program in Anchorage, and benzene emissions in the port area are now less than a ton per year.

Residents here deserve clean air, too, and we will continue to work with Alyeska, the City of Valdez, and regulators to make sure they have it.



John Devens

State approves new, improved contingency plan for oil terminal

The Alaska Department of Environmental Conservation on April 11 approved a new oil spill contingency plan for the Alyeska tanker terminal in Valdez.

The plan includes several improvements sought by the citizens' council, according to Joe Banta, project manager for contingency plans.

Among them are:

- Better provisions for controlling the source of an oil spill, should one occur
- Better oil-spill scenarios, which are used for preparing response plans and conducting drills
- A comprehensive commitment to resolve compliance issues throughout the plan
- Inclusion in the plan of references to specific operating manuals and Standard Operating procedures that would be needed to respond to a spill.

The council, as usual, was closely involved as the draft plan submitted by Alyeska worked its way through the Department of Environmental Conservation review process.

"We appreciate the efforts of Alyeska and the state throughout the public review process," said John Devens, executive director of the council. "Both groups worked in



The latest contingency plan for the Valdez tanker terminal, shown here, contains several improvements sought by the citizens' council. Photo by Tom Kuckertz, citizens' council.

a cooperative manner with us right up to the end to improve the plan."

The council submitted its first comments in September of last year, and its final comments on April 9, only two days before the plan received final approval from the state.

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TOUR Continued from Page 1

Among our many tasks at RCAC is to promote the safe transport of crude oil through Prince William Sound. Being able to see a tanker first hand, and the size and complexity of the vessel, allows us as staff members to better understand the duties and experience of the crew.

RECRUITS: Committee volunteers bring diversity

to ensure proper use of the resource and as a form of pay back for the value received from such a special resource," wrote Duane Beland, a new member of the Port Operations and Vessel Traffic Systems Committee. "The great oil spill in Prince William Sound was almost as painful to myself and family as would be the death of a friend. We can never again take the beauty of the region and its wildlife for granted."

Beland lives in North Pole, near Fairbanks, and works as an Aircraft Mechanic Supervisor for an Alaska Air National Guard helicopter rescue squadron at Eielson Air Force Base.

He and his wife started coming to the Sound in 1990, he wrote, and soon started spending as much of their summers there as possible. Eventually, so many friends were begging the couple for boat rides in their boat that Beland got a Coast Guard six-pack license and a state saltwater guide license just to keep it legal.

According to Beland, a recent survey showed 30 percent of recreational visitors to Prince William Sound are from Fairbanks. "Therefore," he wrote, "it is necessary that a volunteer from the

Fairbanks area be involved with the citizens' council."

Beland is in good company when it comes to being a licensed boat captain. Two other new volunteers also hold licenses.

Cliff Chambers of Valdez, a former truck driver, is now a student at Prince William Sound Community College in addition to being a charter boat captain. "My life revolves around Prince William Sound and I would like to do all I can to see the safe movement of oil through it," Chambers wrote.

Dave Wiley, a former chemist for Alyeska Pipeline, runs the halibut charter boat *Orion*. His web site boasts pictures of captured sharks, ling cod and a huge halibut he claims is the largest ever caught on sports gear in Valdez. "My family's livelihood depends on a healthy ecosystem in Prince William Sound and the North Gulf Coast

area," he wrote.

Scott Snedden of Fairbanks is a student in Construction and Process Management at the University of Alaska. He signed up for the Terminal Operations committee after seeing an ad in the Fairbanks Daily News-Miner. "After a thorough review, I felt that my volunteer work would be an excellent way to provide help and work in my field of knowledge," Snedden wrote.

He also confessed to a possible ulterior motive in connection with his interest in the Sound. "An occasional fishing trip is not out of the question," he wrote.

One of the new volunteers has a name familiar to people involved with the citizens' council. Lynda Hyce, who worked for five years as the council's deputy director for programs and projects, is now director of training at Prince William Sound Com-

Continued from Page 1

munity College — and a member of the Terminal Operations and Environmental Monitoring Committee.

The other new volunteers:

- Roger Green of Anchorage is a retired professor of the University of Western Ontario and holds a doctorate in zoology. His consulting work has included bowhead whale studies on the North Slope. He serves on the Scientific Advisory Committee.

- Pete Mattison of Valdez is a communications specialist for Alyeska Pipeline Service Co. He has joined the Port Operations and Vessel Traffic Systems Committee.

- Denise Saigh of Anchorage is an environmental scientist who is adding the citizens' council to a long list of volunteer activities: the Alaska Mountain Rescue Squadron, the Civil Air Patrol, and a Volunteer Ambulance Corps, among several others. She is on the Terminal Operations and Environmental Monitoring Committee.

Photo credits: Duane Beland by Audra Beland. Roger Green by Stan Jones. Scott Snedden courtesy of Scott Snedden. Denise Saigh courtesy of Denise Saigh.



Duane Beland



Roger Green



Denise Saigh and Katmai



Scott Snedden

Efficiency and safety of Alyeska system lie in Strategic Reconfiguration

Like every other company in every other industry, Alyeska will continue to be challenged to find ways to improve the efficiency, reduce the costs and assure the safety and integrity of its operations. These goals are not mutually exclusive, and they are equally important. The particular challenge is how these goals can be accomplished together. Producing energy in Alaska is an ever-changing and costly endeavor—especially as we compete with projects around the world. At Alyeska, we must do our part to make energy delivery in Alaska more cost-competitive well into the future. “Strategic Reconfiguration” is a key component of this vision.

In one sense, Strategic Reconfiguration builds on efforts to improve the operation of the Trans-Alaska Pipeline System since start-up. But, in another sense, Strategic Reconfiguration tasks Alyeska’s management team to look at TAPS operations, including the Valdez Marine Terminal, with a clean sheet of paper. Many technologies have changed since start-up. North Slope production has peaked and has been declining. Regulatory and environmental expectations have risen substantially. Just as Alyeska’s organization and management processes have to be positioned for the next 25-30 years of operation, the objective of Strategic Reconfiguration is to assure that Alyeska’s assets and

facilities are positioned, as well.

Strategic Reconfiguration began with a close look at the pipeline, and perhaps a brief look at Strategic Reconfiguration there will provide an example for how the approach will be used at the terminal. A conceptual engineering study comparing eleven alternatives for pump station upgrades and automation of the pipeline system was completed in 2002. Based on the study, it appears that electrification of the pump stations, new control systems, and increased automation hold the most promise for the future. Pipeline electrification will be thoroughly evaluated in the next phase of engineering, which will be completed this year. If the project remains technically and economically feasible, design and construction will be sanctioned for execution in 2004 and 2005.

The proposed pump station and control system upgrades will improve efficiency and provide greater flexibility to meet future throughput requirements, whether higher or lower than current rates. The new electric stations will have a modular and scalable design, which has been proven effective on the North Slope and in other remote locations, and

will be monitored and controlled from a central location. It is expected that the new operating model incorporating new pump station technology, remote monitoring and operations, centralized maintenance and regional spill response centers will also require fewer operating personnel (though spill response teams will continue to be staffed to meet regulatory and contingency plan requirements). The upgrades will provide environmental benefits. Fewer turbines, using new and improved technology, will lower air emissions. And, a reduction in the use of liquid fuel will decrease the potential for spills.

This year, the Strategic Reconfiguration studies team turns its efforts to operations, assets and facilities at the Valdez Marine Terminal. The mission of the team is to identify transformational changes at the terminal, to seek future efficiencies and to optimize or even replace certain processes or facilities there. This team will examine whether there are more cost effective alternatives to current means of supplying power, and the related operations of vapor handling and incineration. They will consider whether there are lower

cost and environmentally preferable alternatives to the current ballast water treatment system, as the tanker fleet transitions to new double hulls that do not require handling of oily ballast. Current methods of oil metering, storage and movement will be examined to see if processes may be simplified and whether we need all the storage tanks we operate and maintain at the VMT. The team will also review work schedules, tanker loading schedules and consolidation of control operations. They will also give careful thought to which of these elements are linked and need to be considered together, and whether a common strategy can resolve multiple issues and concerns.

Again, the objective is to “reconfigure” Alyeska assets and facilities for the life of the right-of-way renewal term of 30 years, to enhance operational efficiency, to simplify major maintenance, and to maintain or improve safety, operational integrity and environmental performance. Strategic Reconfiguration promises to significantly reduce Alyeska’s costs to transport oil and provide a means to maintain those costs at a lower level over the remaining life of TAPS. We want to assure that through the pipeline and here at the terminal, we continue to bring Alaskan oil home efficiently without compromise to safety and the environment.

Alyeska Viewpoint



Greg Jones

As a new governor and legislature take reins, council keeps eye on Juneau

• Legislative committee monitors measures revising contingency planning cycle, overhauling Coastal Management Program

The council’s Legislative Affairs Committee has found itself busy this session. Gov. Frank Murkowski and legislative leaders have vowed to promote resource development in Alaska and to streamline state permitting and regulations, requiring vigilance from the council to make sure important environmental protections aren’t compromised.

“With the change in administration and so many new faces in the legislature many new bills have been proposed,” said board member Jody McDowell, who chairs the committee. “Several of the bills could have an impact on our member entities and the council in general.”

One of the governor’s earliest legislative initiatives was a bill to change the contingency plan renewal cycle from three years to five. The council contacted legislators with some concerns about the measure, but did not strongly oppose it. It easily passed both chambers of the Legislature early in the session.

After that, the Legislative Affairs Committee spent considerable time on Murkowski’s proposals to restructure the Alaska Coastal Management Program. This is a joint federal-state program set up to ensure coastal residents have a say in projects affecting their areas.

Murkowski, along with legislative leaders, say the measure is intended to streamline and simplify the program, without depriving coastal residents of a say in the process.

However, the council, along with many organizations and individuals from coastal areas, wrote and testified that the legislation, whatever its intent, appeared likely to have the effect of stripping away most of the power coastal residents have over coastal development.

In letters and testimony to the Resource Commit-



LAWMAKERS—Among the legislators contacted on council visits to Juneau this session was Senate President Gene Therriault, in center of picture on left. Therriault, a Republican, is from North Pole, near Fairbanks, but his district extends down the Richardson Highway to take in Valdez. He is shown here in his Senate office with John Devens, executive director of the citizens’ council, and board member Jody McDowell of Valdez. Republican John Harris, on left in picture at right, represents Valdez in the state House. Rep. Cheryl Heinze of Anchorage, center, is a former board member of the citizens’ council. They are shown here with John Devens, the council’s executive director, at a March legislative reception in Juneau. Photos by Stan Jones, citizens’ council.

tees in the House and Senate, the council raised two major concerns with the bill, even after it was amended in response to comments from coastal entities:

One concern focused on a section of the bill reserving to the state all regulations regarding “protection of air, land, and water quality.” For the council, that raised the question of what role, if any, would be left for local communities.

That section, the council wrote, “can be interpreted so broadly that nothing is left for local Coastal Resource Service Areas to address.”

Another section appeared to preclude local involvement in oversight of any project that received a permit from the Alaska Department of Environmental Conservation (ADEC).

“This appears to be a ‘shield’ protecting a project with an ADEC permit from locally generated objections,” the council wrote.

The council urged the Murkowski administration

and lawmakers to hold the bill over the summer so that coastal communities have more time to grasp its implications, and so that the problems with it can be worked out.

The council also set up an email alert system to inform coastal stakeholders of the potential impacts of the bill and keep them advised of its progress through the Legislature.

As the Observer went to press in early May, the bill was moving rapidly through the legislative committee system and appeared likely to pass, despite the concerns raised by the citizens’ council and representatives of coastal communities.

The legislative session started on Jan. 21 and will end on May 21.

Besides McDowell, the members of this year’s Legislative Affairs Committee are Rich Nielsen, Al Burch, Jim Nestic, Patience Andersen Faulkner, Pete Kompkoff, and Tom Jensen.

Vancouver oil spill conference draws worldwide audience

Nearly 2,000 people from 50 countries attended this year's International Oil Spill Conference, held April 6-10 in Vancouver, B.C. The theme was "Prevention, Preparedness, Response and Restoration — Perspectives for a Cleaner Environment."

Several people from the citizens' council attended, including board members Steve Lewis and Tom Copeland, and committee volunteer Vince Kelly.

In addition, Project Manager Lisa Ka'a'ihue presented the Peer Listening Training video in the film festival. Deputy Director Marilyn Leland was chair of a session on International Contingency Planning with speakers from the United Kingdom, Colombia and Norway.

The council booth was set up and saw some 200 visitors over the four days of the event. Several people were interested in information on forming citizens' advisory councils in their own regions.

IOSC this year was sponsored by the Canadian Coast Guard and Environment Canada; American Petroleum



Project Manager Rhonda Arvidson — shown here talking with a visitor — did a poster session on Ice Detection and Avoidance at this year's International Oil Spill Conference. Photo by Marilyn Leland, citizens' council.

Institute; United States Coast Guard; United States Environmental Protection Agency; International Maritime Organization, International Petroleum Industry Environmental Conservation Association, United States National

Oceanic and Atmospheric Administration and the U.S. Minerals Management Service.

The biennial event was first held in 1969; this was the first one held outside the United States.

Goodbye, Dennis!



Dennis Lodge, longtime Seward representative, retired from the council board at its March meeting in Anchorage. Here, he cuts and hands out servings of his farewell cake at the meeting. Also leaving the board in March was longtime Cordova representative Margy Johnson, who has taken a job as Director of International Trade with the Murkowski administration. Both had served on the board exactly 10 years, and each received a picture and a resolution of appreciation from the council. Photo by Stan Jones, citizens' council.



UV SAMPLES — Right, Dr. Mace Barron lowers a radiometer into the waters of Port Valdez as part of the council's ultraviolet light monitoring project. Above, Barron discusses use of the radiometer with council Project Manager Dan Gilson. Ultraviolet radiation is a component of sunlight that, while invisible to humans, increases the toxicity of oil. The purpose of the council's two-year project is to measure how much ultraviolet is present in subsurface waters of Prince William Sound. This information has not previously been available, but is critical to evaluating the risk and injuries from spilled oil and chemically dispersed oil in Prince William Sound. The project has just wrapped up its first season, in which 12 sites in Port Valdez and Prince William Sound were monitored. The work will



continue this summer. The vessel used in this photo is the *Krystal Sea*, provided by Alyeska's Ship Escort/Response Vessel System to assist with the project. Photos by Tony Parkin, citizens' council.

Reports Available

The reports listed below are available free from the citizens' council. Contact our Anchorage or Valdez office with your request. See back page for contact information.

Comments and Requests for Additional Information regarding the 2002 Prince William Sound tanker oil discharge prevention and contingency plan and Individual Tanker Company oil discharge prevention and contingency plans. 5/10/2002. 651.431.020510.RFAICplan.pdf

Review of those portions of the Trans-Alaska Pipeline Plan with the potential to impact the Copper and Lowe River Drainages. 6/5/2002. 658.431.020605.OSRIFnlRpt.doc

Valdez Marine Terminal Air Quality Oversight Project Phase I: A report to the PWS RCAC Prepared by Susan Harvey of Environmental Solutions. 5/7/2002. 557.431.020507.AQWhitePaper.pdf

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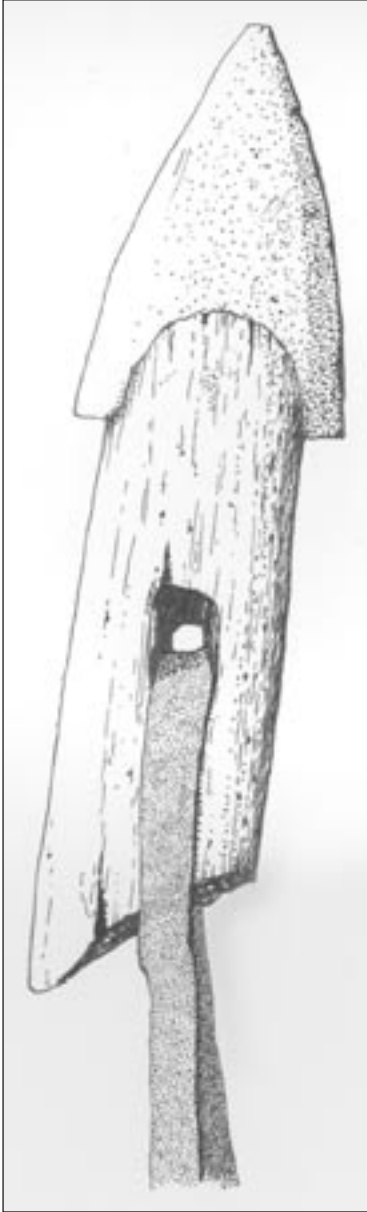
Out and About

Left: Project Manager Janelle Cowan discusses oil spill safety at Anchorage's Polaris School. **Right:** Community Liaison Linda Robinson shows Chenega Bay students how to retrieve weather data over the Internet. Photos by Linda and Tim Robinson.

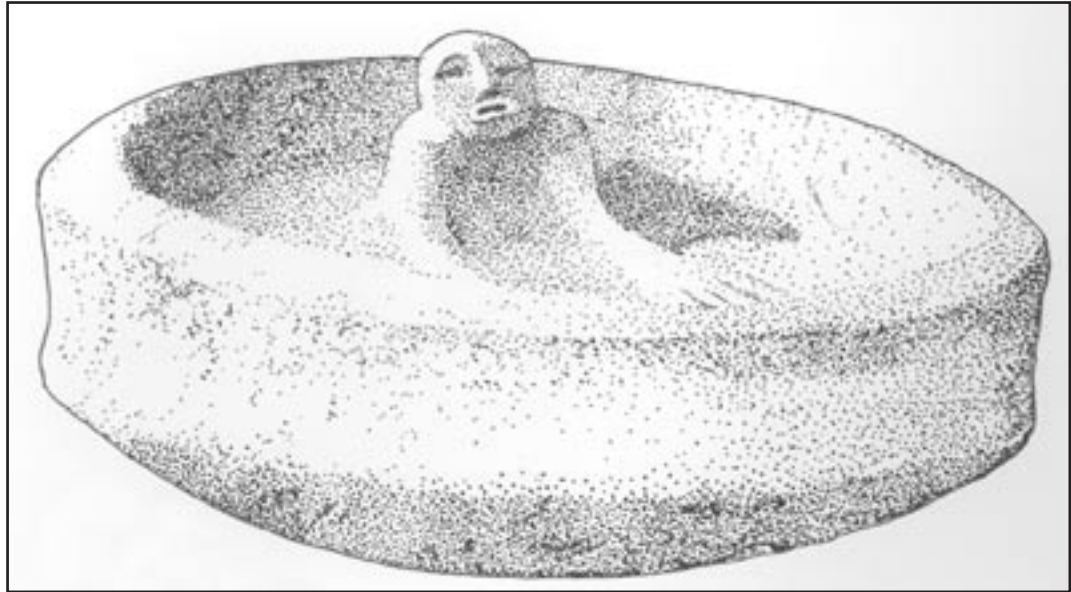


Art for the Sound's Sake

In the last issue of the Observer, we asked for submissions of artwork for use in a coloring book the council is preparing to teach children about the safe transportation of oil. The coloring book's not out yet, but here's a sample of the wonderful response to our call to artists in Alaska and elsewhere

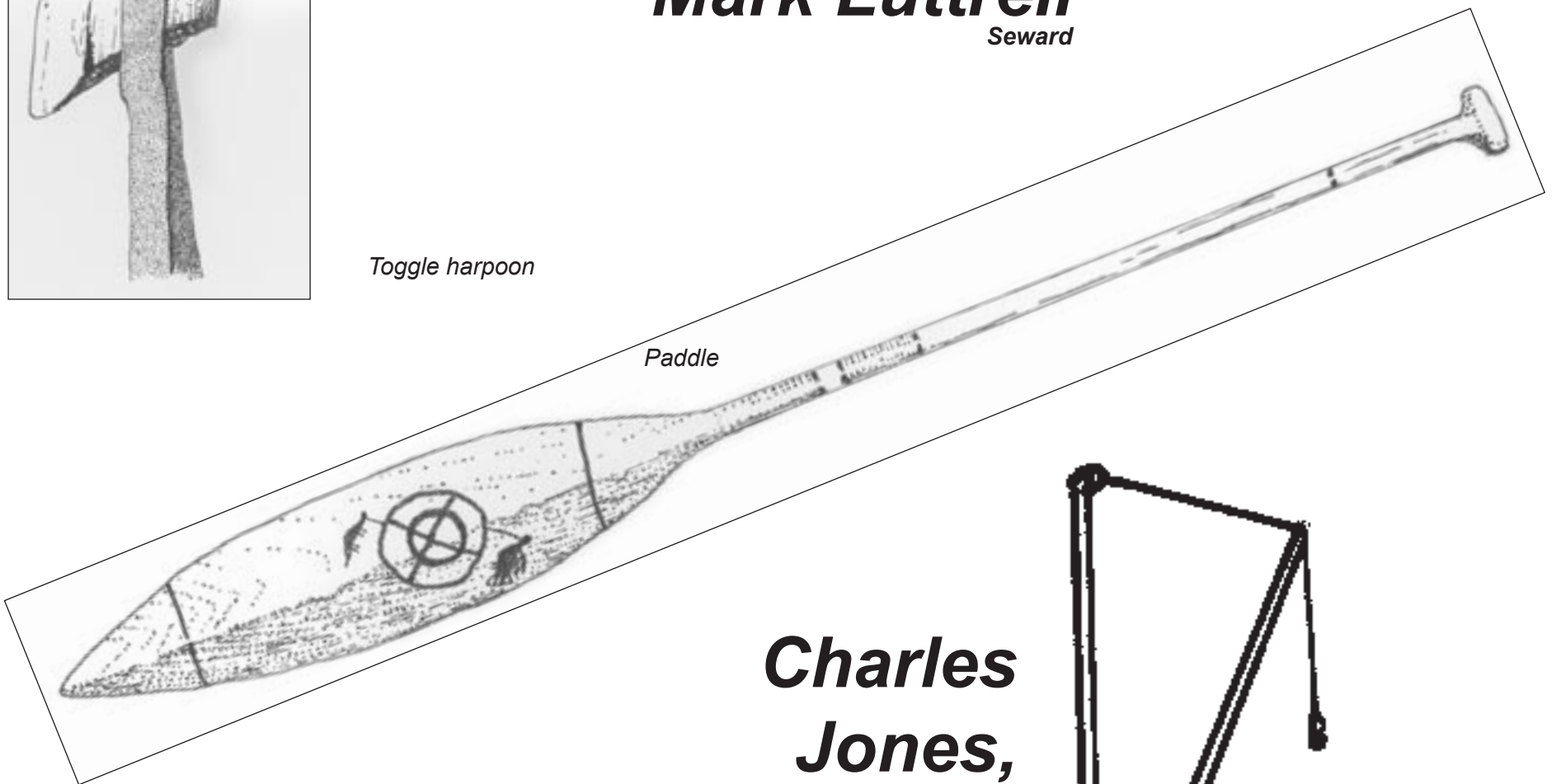


Toggle harpoon



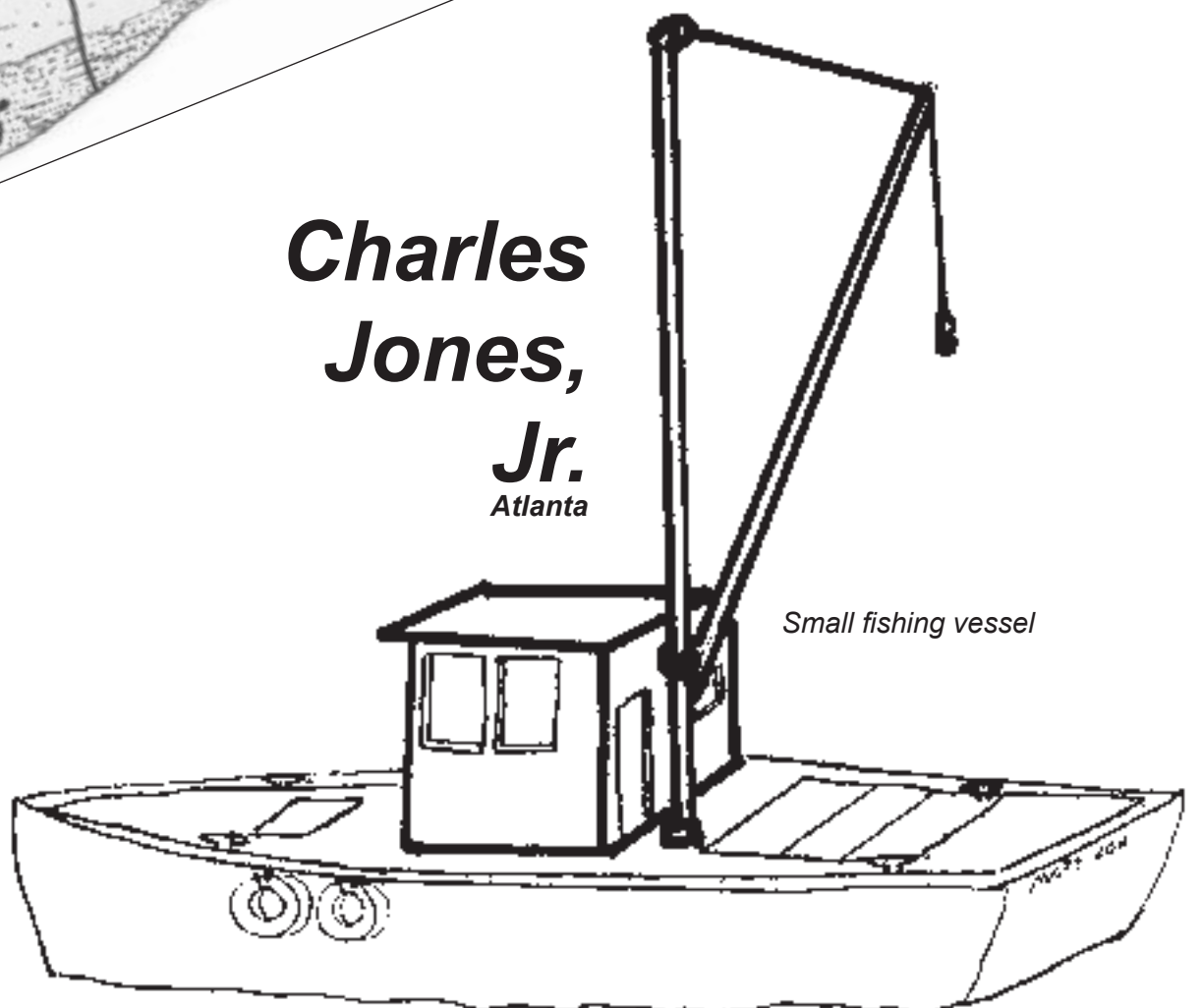
Oil lamp

Mark Luttrell
Seward



Paddle

Charles Jones, Jr.
Atlanta



Small fishing vessel

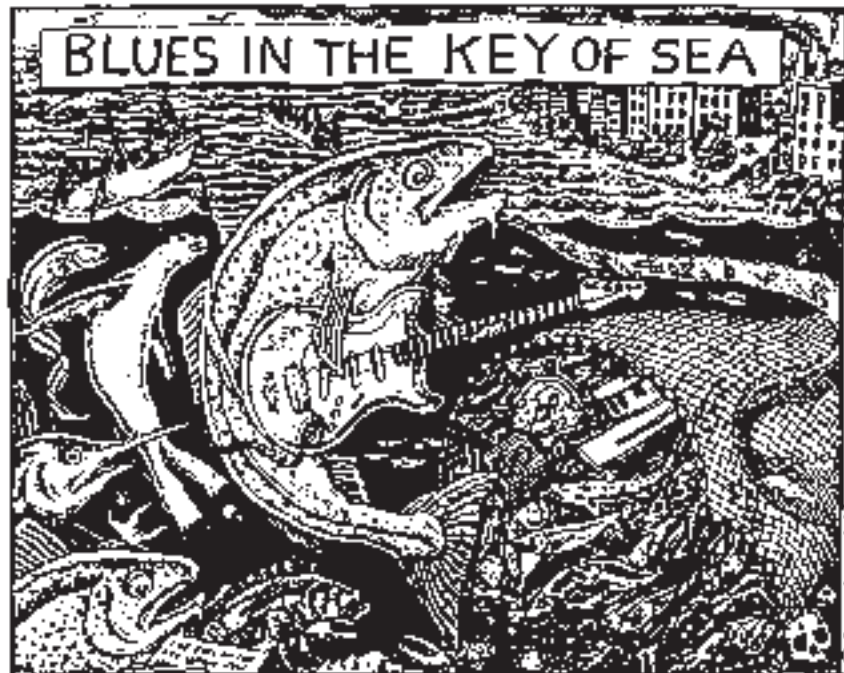
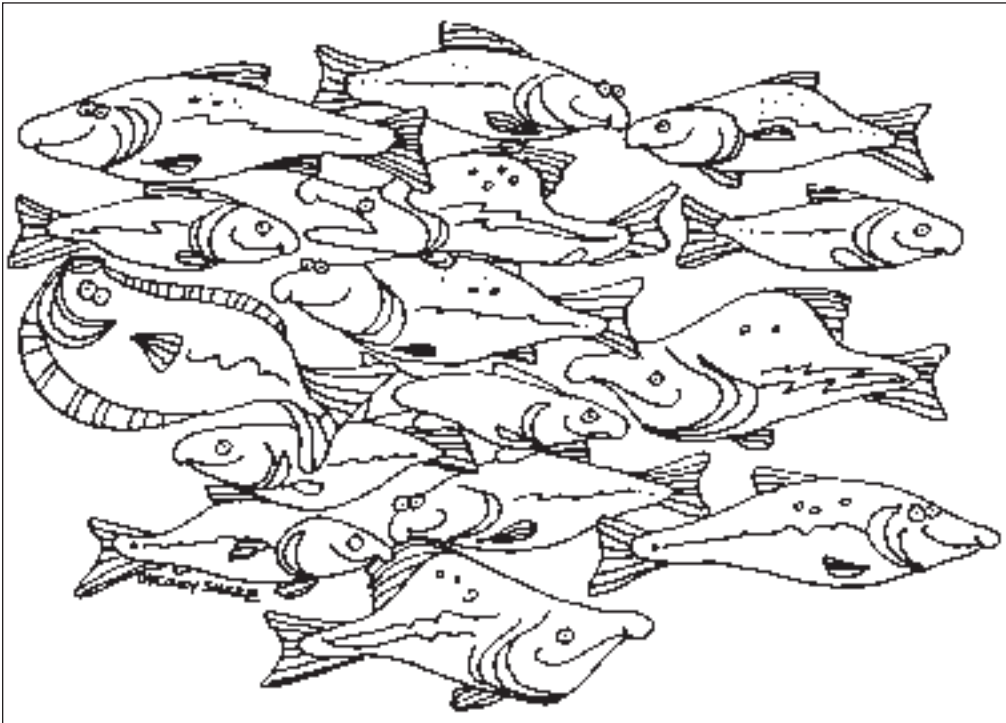
Cindy Shake

Anchorage

Seals



Salmon



Blues in the Key of Sea

Howling Dogs



Leaping Salmon

Ray Troll

Ketchikan

Community Corner**It's the time of year for the council's outreach efforts to spring to life**

Spring greetings! The grass is green and I have dirt under my fingernails. So it must be spring in Alaska. And spring has been very busy at the citizens' council. Along with preparing next year's budget, holding our quarterly meeting, conducting new volunteer orientation and arranging a tanker terminal tour in Valdez, we've been active in outreach. Hot topics recently have been the Alaska Coastal Management Plan and Geographic Response Strategies for Prince William Sound.

Coastal communities are concerned that new legislation regarding the coastal management program could weaken or eliminate the role of local communities in reviewing projects with local impacts. The council has been working with coastal communities to help clarify the effects this bill would have and to help them express their concerns. For more information, see the article elsewhere in the Observer.

Do you have a favorite beach in Prince William Sound, or know of a sensitive area that you would want protected in the event of an oil spill? The council is working with natural resource agencies, oil spill response professionals and local community members to identify sensitive areas for oil-spill protection.

Sites are selected based on environmental sensitivity, risk of being affected by an oil spill, and feasibility of protecting the site. We would like your input by June 15. Please contact me at 1-800-478-7221, or visit our web site at www.pwsrca.org for information on how you can help protect Alaska's precious resources.

On the road

Jim Nestic, board member from Kodiak, John Devens, Donna Schantz and I attended this year's Kodiak ComFish exposition. We were visited by Al Burch, a council director from Kodiak, Sara Bruce, a volunteer on the Oil Spill Prevention/Response Committee, and many representatives from the area. Governor Murkowski and Lt. Governor Loren Lemman were also in attendance. While there, we sponsored a reception at the Buskin

River Inn. Among those attending were Mayor Gabrielle LeDoux of the Kodiak Island Borough, and State Representative Dan Ogg.

The council booth also was set up at the International Oil Spill Conference in Vancouver, BC. Those attending the conference from the citizens' council were staffers Marilyn Leland, Lisa Ka'aihue and Rhonda Arvidson; board members Steve Lewis and Tom Copeland; and committee member Vince Kelly. Arvidson and Ka'aihue both gave presentations, and Leland co-chaired one of the sessions.

Project Manager Janelle Cowan and I were invited to attend Earth Day at Polaris School in Anchorage. We set up a display and distributed information on the council. The theme this year was "Water for Life" so we were able to share our concern about protecting the environment with students. Polaris is one of Anchorage's "alternative" schools with grades kindergarten through 12, and is located in an old movie theater. The students, staff and teachers have created a beautiful garden area on the grounds. One of their fund raising activities is to photograph the flowers and create note cards and bookmarks to sell to raise money for their school.

Program Manager Donna Schantz and I were invited to the Health Fair in Chenega Bay. We gave students there a presentation on the weather data stations that have been set up around Prince William Sound. This project is a collaboration between the Oil Spill Recovery Institute, the citizens' council, and GW Scientific. The weather station in Chenega Bay is set up at the dock, and the information is relayed to the computer in the Chenega Bay School. We showed the students the monitoring equipment, discussed its importance, and then demonstrated how to access the information. We hope to do the same in Tatitlek, another citizens' council community with a weather station. For more information on weather stations you can visit the internet at <http://www.pws-watershed.org>.



Linda Robinson



Board member Jim Nestic and Executive Director John Devens, center, chat with visitors to the citizens' council booth at the ComFish exposition in Kodiak. Photo by Linda Robinson, citizens' council.

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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