

PRINCE WILLIAM SOUND  
REGIONAL CITIZENS' ADVISORY COUNCIL  
MINUTES  
REGULAR BOARD MEETING  
January 22-23, 2026  
Anchorage, Alaska

**Members Present**

Robert Archibald	City of Homer
Robert Beedle	Cordova District Fishermen United
Mike Bender <i>(via videoconference)</i>	City of Whittier
Mike Brittain	City of Seward
Nick Crump <i>(via videoconference)</i>	Prince William Sound Aquaculture Corporation
Ben Cutrell	Chugach Alaska Corporation
Wayne Donaldson	City of Kodiak
Mako Haggerty	Kenai Peninsula Borough
Luke Hasenbank	Alaska State Chamber of Commerce
Jim Herbert	Oil Spill Region Recreational Coalition
Elijah Jackson <i>(via videoconference)</i>	Kodiak Village Mayors Assn.
David Janka	City of Cordova
Melvin Malchoff	Port Graham Corporation
Dorothy Moore	City of Valdez
Bob Shavelson	Oil Spill Region Environmental Coalition
Michael Vigil	Chenega Corporation & Chenega IRA Council
Aimee Williams	Kodiak Island Borough
Kirk Zinck	City of Seldovia

**Members Absent**

Amanda Bauer	City of Valdez
Angela Totemoff	Tatitlek Corporation & Tatitlek Village IRA Council

**Committee Members Present**

Matt Melton	OSPR Committee
Max Mitchell	POVTS Committee
Richard Frost	POVTS Committee
Ruthie Knight	IE Committee
Cathy Hart	IE Committee
Wei Cheng	SA Committee
John Kennish <i>(via videoconference)</i>	SA Committee

**Staff Members Present**

Donna Schantz	Executive Director
Joe Lally	Director of Programs
Brooke Taylor	Director of Communications
Hans Odegard	Director of Administration
Ashlee Hamilton	Director of Finance
Jennifer Fleming	Executive Assistant



Kevin Pike	Repsol
Chris Merten <i>(via videoconference)</i>	Alaska Tanker Company
Craig Hyder <i>(via videoconference)</i>	Marathon
Rob Kinnear <i>(via videoconference)</i>	Hilcorp
Peter Laliberte	Santos
Tony Parkin	Santos
Karen Hays <i>(via videoconference)</i>	Alaska Tanker Company
Joe Levesque, Esq.	Landye Bennett Blumstein, LLP
Jed Olrich	Landye Bennett Blumstein, LLP
Greg LeBeau <i>(via videoconference)</i>	Witt O'Brien's
LCDR Caroline Wilkinson <i>(via videoconference)</i>	NOAA Office of Coast Survey
Dr. Daniel Zitterbart <i>(via videoconference)</i>	WhaleSpotter
Shawn Henry <i>(via videoconference)</i>	WhaleSpotter
Teresa McLaughlin <i>(via videoconference)</i>	WhaleSpotter
Charla Hughes <i>(via videoconference)</i>	Prince William Sound Stewardship Foundation
Gene Therriault	PWSRCAC Legislative Lobbyist (State)
Lois Epstein	Citizen
Joel Kopp	Citizen

**THURSDAY, JANUARY 22, 2026**

**CALL TO ORDER, WELCOME, AND INTRODUCTIONS**

A regular meeting of the Board of Directors of the Prince William Sound Regional Citizens' Advisory Council was held on January 22 and 23, 2026, at the Embassy Suites Hotel in Anchorage, Alaska. President Robert Archibald called the meeting to order at 8:15 a.m. on January 22, 2026, and welcomed everyone to the meeting.

A roll call was taken. The following 16 Directors were present at the time of the roll call, representing a quorum for the conduct of business: Archibald, Beedle, Brittain, Crump (via videoconference), Donaldson, Haggerty, Hasenbank, Herbert, Jackson (via videoconference), Janka, Malchoff, Moore, Shavelson, Vigil, Williams, and Zinck. Cutrell joined shortly after the call to order at 8:20 a.m. (17 Directors present.)

Introductions and brief Directors' reports followed.

Bob Shavelson announced that this would be his last meeting with the organization and that his resignation would be effective at the end of the meeting the following day.

**1-0 AGENDA**

President Archibald presented the agenda (green-colored sheet) for approval, along with a request for a change in the order of some agenda items to accommodate ADEC Commissioner-designee Randy Bates' schedule, as follows:

- Move Item K on the 1/22/26 agenda to 9:00 a.m. on 1/23/26 to accommodate Commissioner Bates' schedule; move Items 4-4 and 4-5 from 1/23/26 to 1/22/26 to accommodate the move of Item K.

Michael Vigil **moved to approve the agenda, as amended.** Mako Haggerty **seconded.** There were no objections, and the **agenda was approved as amended.**

### **1-1 MINUTES**

David Janka **moved to approve the minutes of the Regular Meeting of the Board of Directors of September 18 and 19, 2025.** Robert Beedle **seconded** and the **minutes were approved as presented.**

### **1-2 MINUTES**

Ben Cutrell **moved to approve the minutes of the Special Meeting of the Board of Directors of December 11, 2025.** Michael Vigil **seconded** and the **minutes were approved as presented.**

### **PUBLIC COMMENTS**

Former Council staff member Joel Kopp recounted a brief history of his experience working with PWSRCAC 25 years ago and the unique relationship that it has with the stakeholders of Prince William Sound. He spoke of his experience working in many parts of the world that could use a similar model of community involvement. He commended the work of the Council. He spoke of the uniqueness of Prince William Sound and, now that he has returned, how glad and grateful he is to see that the Council is still working and active, and he urged the organization to keep up its good work.

### **4-8 UPDATE ON VESSEL-OF-OPPORTUNITY (VOO) EXEMPTION IN THE NDAA**

Director of Programs Joe Lally updated the Board on the efforts that led to the passage of language included in the FY2026 National Defense Authorization Act (NDAA) that exempts vessels of opportunity from certain inspection requirements while participating in oil spill drills and during actual responses in Alaska.

This exemption preserves an important aspect of oil spill prevention and response in Alaska. If a solution to the application of these inspection requirements had not been found, it would have completely dismantled the SERVS' contracted fishing vessel program for the entire Exxon Valdez oil spill region, greatly diminishing oil spill response capabilities in Alaska. Lally thanked all those who went to great efforts to get this exemption passed, including Alyeska's Suzanne Cunningham for leading the workgroup, PWSRCAC's legislative monitors in Washington, D.C., and the Alaska Chadux Network, who were instrumental in promoting a legislative solution to this critically important issue. He also thanked the members of the Alaska Congressional Delegation who were champions of preserving oil spill response capabilities in Alaska by supporting and sponsoring this Alaska exemption that was signed into law on December 18, 2025.

Jim Herbert added a particular commendation to Alaska Congressman Nick Begich for introducing the language that was included in the NDAA and for helping to get it passed.

### **INTERNAL OPENING COMMENTS – PWSRCAC TECHNICAL COMMITTEES**

#### **TERMINAL OPERATIONS & ENVIRONMENTAL MONITORING COMMITTEE (TOEM)**

TOEM Committee Project Manager Robbin Capers reported on the committee's activities since the last Board meeting:

- TOEM has been involved in reviewing and providing input on possible inspection methods for the secondary containment system (SCS) at the Valdez Marine Terminal (VMT). A presentation will be made on this process later in this meeting.
- The Mears Group continues its work to complete the Review of the VMT Cathodic Protection System Testing project. Contractor Kevin Garrity has reviewed all the documentation provided by Alyeska and from PWSRCAC's document management system. He recently met with the TOEM Committee, select Board members, and staff to provide a status update on the project and hoped to have a draft report ready for review by January 22.
- TOEM recently reviewed and recommended a memo from Taku Engineering pertaining to the Timeline of VMT Tank Repairs and Inspection Intervals; the memo was accepted by PWSRCAC's Executive Committee on January 15. The memo provided information related to a mathematical error identified in Alyeska's Tank 9 Engineering Summary Report from March 2012. This error, when corrected, changes the internal inspection interval from 20 years to 15.5 years, which would require acceleration of the next internal inspection from 2031 to 2026. PWSRCAC reported this issue to Alyeska and ADEC. Alyeska thanked PWSRCAC for the notification and reported that they had identified the error and would be internally inspecting the tank in 2027. Now that the memo has been accepted, it will be transmitted formally to Alyeska and ADEC.
- TOEM continues to track outstanding requests for information from Alyeska needed to support projects funded for FY2026.
- The TOEM Committee welcomed a new member, Katie Harrison.

#### **INFORMATION AND EDUCATION COMMITTEE (IEC)**

Committee Member Cathy Hart reported for the IEC as follows:

- **Fishing Vessel Program Community Outreach.** The Council will host an alternative outreach event about the SERVS fishing vessel program for the Kodiak community on April 6 and 7. Staff met with Alyeska/SERVS staff to outline logistics and safety. An IEC project team met to provide input on the event format and community logistics. Outreach Coordinator Maia Draper-Reich is working with Dennis Fleming from SERVS and other Alyeska staff to facilitate a land-based tour of the SERVS equipment training stations at the Kodiak Harbor.
- **Community Outreach.** In November, Board members David Janka and Robert Beedle joined Project Manager Danielle Verna to participate in the Ocean Sciences Festival in Cordova. Later in November, POVTS member Max Mitchell and Outreach Coordinator Draper-Reich co-hosted a booth with Cook Inlet RCAC at the Pacific Marine Expo in Seattle, sharing information about the Council's mission and work with almost 400 people.

This past December, as part of Science Night, the Council invited partners to host virtual watch parties in their communities. Successful watch parties were held in Valdez, Cordova, and Kodiak, expanding the audience of this event. Details about these events and other outreach presentations will be covered during the Community Outreach Annual Report later in the day.

IEC is excited to continue supporting outreach efforts during a busy spring season, which will include upcoming events such as the Alaska Forum, the Annual Subsistence Memorial Gathering, and the Alaska Ocean Sciences Tsunami Bowl.

- **Youth Involvement.** IEC accepted final reports from the following contractors as complete and meeting all deliverables: Alaska Marine Conservation Council, Center for Alaskan Coastal Studies, Copper River Watershed Project, Kenai Mountains–Turnagain Arm National Heritage Area, and Prince William Sound Science Center.

There are currently two contracts underway with the University of Alaska Anchorage/Prince William Sound College and the Cordova School District. These contracts are on track to be completed by June 30, 2026.

The most recent Youth Involvement RFP received eight project proposals. Following project team review, IEC voted to award funding to all eight proposals.

IEC would like to thank the Saltchuk Giving Committee for their generous donation of \$12,000 in support of the Youth Involvement project.

- **Communities in Focus.** The committee and staff are working with contractor The Stellar Group to obtain up-to-date publicly available demographic information for the communities affected by the Exxon Valdez oil spill. They have gathered most of the data and are on track to complete the work this spring. The final deliverable is expected to be on the agenda for Board acceptance in May.
- **Illustrated Prevention and Response System Outreach.** The materials created through work with author and artist Tom Crestodina will be presented for Board acceptance at this Board meeting. The committee is excited to share the final content and to move towards publication and distribution.

#### **OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)**

Chair Jim Herbert reported on the activities of the OSPR Committee since the last Board meeting:

- The OSPR Committee continues to receive updates on Area and Regional planning efforts. All of Alaska's Area Plan contents are in the process of being reorganized to match the framework used in the rest of the country.
- **Valdez Marine Terminal (VMT) C-Plan Renewal.** ADEC's five-year renewal of the VMT Plan was issued in November 2024 and expires in 2029. PWSRCAC's comments on the renewal were mainly focused on the secondary containment liner at the VMT. There will be a presentation on this issue later in this Board meeting.
- The committee reviewed and accepted various drill/exercise reports.
- The committee has been kept updated on various weather-related projects, including repair and maintenance on the Port Valdez weather buoys and the Council's Prince William Sound

and Gulf of Alaska weather stations, and the possible relocation of the buoy formerly stationed at the Valdez Duck Flats.

The committee has received updates on the Copper River Delta Flats vicinity GRS development project. The project started in early 2025, and the ongoing workgroup process continues with strong participation. Nuka will begin drafting the GRS soon and anticipates sending completed materials to ADEC in early spring.

- The committee worked on its priorities for the upcoming Long Range Plan, and the committee is heavily involved in various workgroups.

More information and detail on OSPR's various projects can be found under Section 5.1 of the meeting notebook.

### **SCIENTIFIC ADVISORY COMMITTEE (SAC)**

Committee Vice Chair Wei Cheng reported on SAC activities since the last Board meeting.

- **Peer Listener Outreach.** Council staff Dr. Danielle Verna and Maia Draper-Reich will present the Peer Listener Manual at the Alaska Forum in Anchorage on February 2, at 2 p.m. Their session will be titled "Compassion in Crisis: The Role of Crisis Canines and Peer Support in Disaster Response."
- **Long-Term Environmental Monitoring Program (LTEMP).** Dr. Morgan Powers of Fjord & Fish Sciences presented a draft report to the committee in November from the 2025 LTEMP sampling. The final report will be presented to the Board at this meeting and the committee recommends its acceptance.

The committee is planning for the 2026 LTEMP sampling and considering options for a new control site due to a proposed placer mine at Gold Creek.

- **Ballast Water Treatment Efficacy.** The Board approved a budget modification and authorized a contract for this project to begin in FY2026. Scientists from the Smithsonian Environmental Research Center anticipate sampling ballast water from tankers arriving at the Valdez Marine Terminal in the spring.
- **Winter Marine Bird Surveys.** Staff from the Prince William Sound Science Center (PWSSC) successfully completed their boat-based transect surveys in September and November 2025. Dr. Mary Anne Bishop of the PWSSC presented her findings and recommendations to the committee in January for their review. The final report is expected to be presented to the Board in May.
- **Marine Invasive Species Projects.** Staff from the Smithsonian Environmental Research Center are working on an analysis of samples collected in Kachemak Bay last summer. Results are expected in the spring. Marine Invasive Species Intern John Paul Pogson gave a virtual presentation on European green crab monitoring in Kodiak at the Alaska Invasive Species Partnership Workshop. Staff retrieved settlement panels at the Valdez Marine Terminal and the Valdez small boat harbor.

- **Science Night.** A successful Science Night took place on December 4, with four engaging speakers sharing on the theme “Echoes from the Spill: Science that Shaped a Region.” Over 105 people attended in person, plus an additional 18 online, and three watch parties in Valdez, Homer, and Cordova, which added about 50 more viewers. All recordings are now available on the Council’s website and YouTube page.
- **Transcriptomics.** Council contractor Dr. Liz Bowen at the U.S. Geological Survey (USGS) has been working on the transcriptomics analysis of the blue mussel samples that were collected at 13 LTEMP sites in 2023 and 2024. The government shutdown in October and November delayed Dr. Bowen’s analysis; the draft results are expected in March.
- **Dispersants.** As of December 12, 2025, the National Contingency Plan Product Schedule includes four dispersants that adhere to the EPA’s revised testing, listing, and authorization of use regulatory requirements. The Prince William Sound Tanker Plan has been updated to reflect Dasic EcoSafe OSD as the dispersant stockpiled in Anchorage and available for spill response. No product will be stored in Valdez.

**PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)**

POVTS Project Manager John Guthrie reported on the committee’s activities since the last Board meeting:

- **Miscommunication in Maritime Contexts (8520).** The contractor for this project has been performing interviews and surveys with both retired masters and pilots in North America and international participants. More interviewees are being sought via social media. The contractor is on schedule to complete the project in FY2026 and a presentation will be made at an upcoming Board meeting.
- **Prince William Sound Tanker Reference Guide (8521).** An outline for the guidebook has been created and content is being developed. The project manager is working on a rough draft of the content to be included. A project team will be formed soon to further develop the initial draft.
- **Tanker-Mounted Thermal Imaging Camera (8060).** The POVTS project manager has reached out to the Prince William Sound tanker companies to gauge their interest but is still in search of a partner willing to participate in this project by installing a WhaleSpotter camera on one of their tankers, with the goal of learning about the frequency of whales in the tanker traffic lanes and reducing vessel whale strikes. There will be a presentation on these efforts and the technology later in this meeting from WhaleSpotter personnel.

Mako Haggerty commented on the importance of the Miscommunications in Maritime Contexts project to a much wider audience than Prince William Sound, as it is a global issue among mariners of different languages.

**INTERNAL OPENING COMMENTS – PWSRCAC BOARD SUBCOMMITTEES**

**LEGISLATIVE AFFAIRS COMMITTEE (LAC)**

Mako Haggerty reported on the LAC activities since the last Board meeting.

## **FEDERAL ISSUES**

- **Vessel of Opportunity (VOO) Exemption.** LAC has been tracking the VOO regulatory issue for several years, and the committee is glad to see a permanent resolution was implemented for the State of Alaska with the passage of the 2026 National Defense Authorization Act that was just reported on by Joe Lally.
- **Government Accountability Office Review.** In June, the Government Accountability Office (GAO) released its report reviewing regulatory oversight at the Valdez Marine Terminal. The Executive Committee approved a letter to the Alaska Congressional Delegation, sent in July, asking them to:
  - Work with the Department of the Interior/Bureau of Land Management to address potential risks to the Valdez Marine Terminal as quickly as possible;
  - Request the Bureau of Land Management to address the GAO's report recommendations expeditiously; and
  - Seek answers from the GAO for the outstanding questions from the original request by the Alaska Delegation.

LAC is working with PWSRCAC's legislative monitors Blank Rome and Roy Jones to request a status update from the Alaska Delegation regarding the letter.

## **STATE ISSUES**

- **State Budget Implications Related to SPAR.** The committee continues to track the State of Alaska budget, specifically the funding for the Alaska Department of Environmental Conservation's Spill Prevention and Response Division, or SPAR. In recent years, SPAR has received an annual infusion of undesignated general funds (UGF), and as budgets potentially get tighter, those UGF funds could be reallocated. PWSRCAC continues to look for possible legislative opportunities to provide a permanent funding source to better secure the SPAR budget.
- **Alaska Invasive Species Council.** The committee continues to monitor and support the two bills that would establish an Alaska Invasive Species Council.

## **FINANCE COMMITTEE (FC)**

Mako Haggerty reported for the Finance Committee on its activities since the last Board meeting.

- **Fiscal Year 2025 Audit.** Auditor Nicholas Stoudt of Porter & Allison presented the complete audit report at the committee's December meeting. Stoudt noted that the Council is in a strong financial position and that the audit went even more smoothly than last year. The Board approved the audit report at its special meeting in December.
- **Form 990.** The committee reviewed the IRS Form 990 at its January meeting and suggested minor edits. They recommended that the Form 990 be presented to the Board for approval, allowing the Executive Director to sign the Form 8879 and file it with the IRS.

- **Alyeska Contract Funding Negotiations.** The committee discussed the upcoming contract funding negotiations for 2026-2029, that the President and Executive Director will enter into with Alyeska Pipeline Service Company, and noted that the negotiations will be discussed during the executive session later in the agenda.
- **Budget Modifications.** The committee recommended approval of budget modifications that were approved by the Board at the special meeting in December and also recommended approval of the additional budget modifications as presented on the consent agenda at this meeting. If all budget modifications are approved at this meeting, it will bring the contingency fund to \$91,867.
- **Valdez Office Lease.** The committee recommended approval of a five-year lease extension for the Valdez office as presented on the consent agenda. Rent will increase by 1.5% each year.
- **Compensation Study RFP.** Staff have been working with Valliant Consulting Group on conducting an updated compensation survey and have provided the Finance Committee with status updates. The committee expects Valliant to provide a presentation on their findings and recommendations at a meeting to be scheduled sometime in February.
- **Payroll System Update.** The Council has successfully shifted its payroll system to ProLiant. ProLiant provides more responsive customer service, ease of system use, and is less than half the cost of the former payroll provider, Paychex.

#### **BOARD GOVERNANCE COMMITTEE (BGC)**

Luke Hasenbank reported for the BGC on its activities since the last Board meeting.

- The Board Governance Committee met once since the September Board meeting. The committee's primary agenda item was a review of the January meeting and December events scheduling options, based on materials prepared by staff at the Board's direction.
  - The outcome of that discussion has been summarized in a memo that was distributed to the Board under confidential cover and will be discussed later at this meeting during the executive session.
- The committee also held chair elections. Luke Hasenbank will continue to serve as chair, and Robert Beedle was elected to serve as vice chair.
- Finally, the committee reviewed the Board Governance Committee charter and the Board's Bylaws and determined that no updates are needed at this time. The committee plans to revisit the Bylaws again in 2026.

#### **EXTERNAL OPENING COMMENTS – PWSRCAC EX OFFICIOS**

##### **BUREAU OF LAND MANAGEMENT (BLM)**

Greg Bjorgo reported that BLM's comments on the recommendations for the BLM contained in the GAO Report were sent up the management chain, but no response had been received to date. BLM has asked for a 90-day extension to respond to the department's eventual comments.

A letter in response to PWSRCAC's letter on the VMT's incinerator replacement has been drafted and is being reviewed before its release, which he hoped would be in the next week.

He reported that Steve Weeks continues to have responsibility for oversight of operations and was still working in the Valdez office.

In response to an inquiry from Jim Herbert about who oversees the Joint Pipeline Office (JPO), its current activities, and whether it is still active as an oversight entity, Bjorgo stated that the JPO still exists and it coordinates with the other state and federal agencies. They maintain a monthly JPO coordination group meeting, they work issues as they come up, and they communicate with each other regularly. At present, they are coordinating their response to the incinerator letter so that it comes out as one response to the Council.

Cathy Hart commented that she had just met with Greg Bjorgo and was concerned with the level of BLM staffing within the JPO. Bjorgo responded that the office consisted of 25 employees in the past when he started at the JPO, and that now BLM is down to five. He said there are rumors of an upcoming reorganization, but he doubted there is much left of the BLM staff to reorganize.

Mako Haggerty asked when the JPO meets and whether it meets on a regular schedule, who or which agency leads those meetings, and whether they are open to the public. Bjorgo stated that he (BLM) and the State Pipeline Coordinator (SPC) are the executive leads for the JPO. The agencies that make up the JPO (approximately 15) meet virtually on the second Monday of every month to exchange information on the issues everyone is working on and any concerns, but they are not open to the public. The SPC is the lead at present, they produce the agenda, take notes, etc.

Robert Archibald commented that BLM also has a regulatory definition related to impermeability of a secondary containment liner at the VMT and it is required to have the capability to protect ground and surface water. He asked if BLM is tracking this issue as it pertains to the VMT C-Plan and if Bjorgo had anything he could share from BLM's perspective related to this issue. Bjorgo responded that a BLM representative has been in Valdez to watch the tests, and BLM is tracking the inspection method Alyeska is going to use. At this point, BLM is just monitoring the issue like everyone else.

#### **ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)**

Ytamar Rodriguez, ADEC's Interagency Coordination Manager for the Spill Prevention & Response (SPAR) Division – Prevention, Preparedness & Response (PPR Program), reported on ADEC/SPAR/PPR activities since the September Board meeting. (SPAR Director Teresa Melville was also in attendance at this time.)

- **Staffing levels.** Environmental Protection Specialist Melissa Woodgate left the agency on December 8, 2025. Mo Radotich in the Valdez office, who has been with the program for many years, was promoted to that position. Staffing levels overall for 4Q 2025 are at 99%.
- **Outreach and Training.** Mo Radotich attended an American Petroleum Institute (API) dispersant workshop at OHMSETT in September, and SPAR personnel are planning to attend Shoreline Cleanup Assessment Technique (SCAT) training in Valdez in February.

- **Upcoming Exercises.** ADEC's website is updated regularly with its spill response exercise schedule. Currently on the calendar is the Fairwater Tankers Alaska full-scale exercise, which is scheduled to take place May 12-14, in Valdez.
- **Spill Responses.** There were no notable spills to report since PWSRCAC's September Board meeting. ADEC had been monitoring two vessels with spill potential, but these did not materialize. One was the Great Pacific, which was successfully towed to safety. The other vessel was the Dawn Treader, which sank. However, this happened after the owner was able to retrieve all the contaminants, so once it sank, it did not pose a risk of contamination to the environment.
- **Oversight activities.** Staff continue to complete inspections at the Valdez Marine Terminal (VMT) and tank vessel inspections for vessels that call to the VMT.
  - Planning is currently underway for the Fairwater Prince William Sound Shipper exercise in May.
  - New Shipper C-Plans were recently approved for Teekay Services Ltd, SeaRiver Maritime, and Repsol. These reviews include the shippers' individual vessel response plans, the Prince William Sound Core Plan, and the SV140 documents that will make up each of the new Prince William Sound Shippers C-Plans.
  - The Prince William Sound Shippers C-Plan renewal process will start at the end of January of this year. Pre-application meetings were held with the shipping companies and the Response Planning Group (RPG) in early January.
  - For the VMT Plan, staff continue to work with Alyeska on the final selection method to complete the secondary containment liner evaluations in the East Tank Farm at the VMT. ADEC appreciates PWSRCAC and the City of Valdez working with ADEC on this and in the confer process meetings. ADEC has requested some additional information from Alyeska, which they submitted on January 13. This information was also provided to PWSRCAC and the City of Valdez on the same day. Currently, ADEC is accepting comments from PWSRCAC and the City of Valdez on the updates to this report through January 28.
  - ADEC is also reviewing the crude storage Tank 54 TK 9 inspection schedule and all the related documentation that has been submitted by Alyeska.
- **Regulatory Updates.** ADEC took public comments in late December on all the 18 AAC 75 regulations (on oil and other hazardous substances, pollution controls), 18 AAC 78 (on underground storage tanks), and 18 AAC 79 (on illegal drug manufacturing sites). This was not a formal rulemaking process and there are no proposed changes at this time. However, ADEC is reviewing comments and working on a plan for possible future regulation projects.

Following his report, Rodriguez took questions from the Board:

Jim Herbert asked about the vessel Arctic Sea that grounded and sank near St. George Island, from which there was an associated oil sheen. Rodriguez reported that salvage efforts have been extremely limited and not much has been able to be done because of bad weather, but ADEC is actively monitoring that situation.

Robert Beedle asked Rodriguez to clarify the staffing percentage of 99% he reported. Rodriguez explained that SPAR, and specifically PPR, has not had any cuts to its employee levels for several years now. Staffing total is approximately 133 employees, and the 99% figure he quoted currently reflects the loss of Melissa Woodgate that he reported earlier when she exited state service. Mo Radotich moved up into that vacancy, and SPAR is in the process of recruiting for the Environmental Protection Specialist III position in Valdez, the vacancy created by Radotich's promotion.

Wayne Donaldson asked about the status of the Governor's recent directive to agencies to reduce regulations by 25% and whether any more regulation changes were coming. SPAR Director Teresa Melville stated that at this point all SPAR is doing is cleaning up the regulations by removing duplicative and contradictory language so the regulations are more straightforward. There are no actual changes. The Governor's directive was to reduce the regulation "by word count" so by eliminating the duplicative and sometimes contradictory language, SPAR has been able to meet that 25% reduction.

Jim Herbert asked whether the previous reductions that were made to the regulations by ADEC/SPAR to Article 1 and Article 4 under Governor Dunleavy would be credited to this word reduction as well, or whether SPAR can meet the threshold with its own wordsmithing. Director Melville reported that SPAR has asked to be given credit for those reductions, but she did not know whether that request would be granted. The Governor is looking at it from a statewide perspective, so just because SPAR may not meet that 25% reduction, there are other agencies that have many more regulations than SPAR that need a cleanup and a greater reduction.

#### **U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)**

No report.

#### **ALASKA DEPT. OF FISH & GAME (ADF&G)**

No report.

#### **ALASKA DIVISION OF HOMELAND SECURITY & EMERGENCY MANAGEMENT (ADHSEM)**

No report.

#### **UNITED STATES COAST GUARD (USCG)**

CDR Sarah Rousseau, Marine Safety Unit (MSU) Valdez, reported that MSU Valdez was going through a lot of changes and she was still waiting to hear who her successor would be this summer.

She reported that the USCG is going through a lot of organizational changes due to Force Design 2028. The new Commandant, Kevin Lunday, was recently sworn in, and he sent out a lot of mandates to the operational field level (the Marine Safety Units), so MSU Valdez is doing a lot of work right now to fulfill some of the mandates of the Force Design 2028. They developed what they call tables that are essentially three huge lines of effort that MSU Valdez is working toward. All the major commands of the Arctic District will be headed to Juneau the next week to work with Admiral Little on what those priorities look like in the Arctic District, and CDR Rousseau will attend those meetings. The three lines of effort are "control," "secure," and "defend," focusing on a lot of the border information and some of those threats coming from places like China and Russia. Some of the things she will bring forward for discussion are the bolstering of some security measures in the Arctic that were put in place after 9/11, such as secure communications, including physical security.

MSU Valdez is doing a lot of work in the realm of cybersecurity. MSU Valdez's cybersecurity specialist is helping the District develop a cybersecurity plan that includes working with its port partners, including Alyeska, on what some of the new exercise requirements and regulations look like in actual practice. USCG will focus on getting its inspectors and other personnel trained and up to date on what that looks like. CDR Rousseau reported she had recently endured one of the most intense, confusing, and long trainings on cybersecurity she has encountered, and it is something that is required of all prevention officers and personnel in the regulatory side of the Coast Guard.

The other line of effort is facilitating commerce, economic prosperity, and strategic mobility that includes minimizing disruption to maritime commerce, cybersecurity, determining growth potential within the marine transportation system, and finally responding to crisis and contingency.

The biggest update CDR Rousseau was able to share of interest to PWSRCAC was the passage of the VOO exemption from the inspection regulations that applies to the Alyeska/SERVS contracted fishing vessel fleet who engage in oil spill response, so that USCG and SERVS can continue to maintain the capacity for oil spill response in Prince William Sound.

CDR Rousseau reported that MSU Valdez is also working on the Area Contingency Plan and hoped to have that finalized in October of this year. She will be passing that project on to her successor. She had hoped to have better news on who that might be, but USCG is delayed about two months in the personnel assignment process. She was still waiting to hear where she will be going.

In light of the large funding appropriations made to USCG in the Coast Guard Authorization Act and the National Defense Authorization Act, Robert Beedle asked if there were planned improvements to the communications systems and capabilities in Prince William Sound, particularly upgrades to the Rescue 21 system. He also asked if USCG was getting away from one of its core missions, that of search and rescue (SAR). Rousseau acknowledged that it was the best funding USCG had seen in many years, and she would be going to the Arctic District meeting the following week to discuss and set priorities on the use of those funds. She emphasized that while SAR is still USCG's main mission, it still needed to also prioritize and address other vulnerabilities such as aging ships and cybersecurity issues.

CDR Rousseau spoke of the role of a Harbor Safety Committee (HSC) in ports around the country that is a useful conduit for getting stakeholders' safety concerns in front of the USCG, such as the issues raised by Beedle with the Rescue 21 system. An HSC is an advisory committee made up of representatives of various groups within a community who are interested in promoting navigational safety and the safety of port operations. In Valdez, there is a similar Valdez Marine Safety Committee. The USCG facilitates the meetings, which are held monthly, and they are public. The committee is made up of representatives from the community. In Valdez, there is a representative from Alyeska and communities around Valdez, representatives from state and local governments, federal government entities, and private and public figures, including Chugach Alaska Corporation, and PWSRCAC, and anybody who has a stake in the port's navigational safety. She would like to see more active participation in the Valdez Marine Safety Committee from stakeholders in Valdez.

David Janka expressed appreciation to Rousseau for her service in Valdez and hoped the USCG budget would allow for the upgrades that are needed in Prince William Sound to protect the coastline.

Wayne Donaldson thanked Rousseau for her assistance with the VOO exemption. CDR Rousseau gave credit to Admiral Dean and Admiral Little, both of whom were big proponents of the VOO exemption and they understood that what works in the Lower 48 does not always work in Alaska. Rousseau commented that it is always an uphill battle getting non-Alaskans to understand that things work differently in Alaska and the need for practicality of regulations. That VOO regulation simply did not make sense for Alaska, and it took some “thinking outside the box” to come up with a solution. She said Admiral Dean and Admiral Little both recognized that and listened to Alaska’s stakeholders, like PWSRCAC. She said PWSRCAC is a big voice and people are listening. She thanked PWSRCAC for its role in getting those in the Lower 48 to understand the uniqueness of Alaska.

### **U.S. DEPARTMENT OF THE INTERIOR (DOI)**

Lisa Fox, Regional Environmental Officer – Alaska, in the Office of Environmental Policy and Compliance (OEPC) for DOI, reported the following recent implementations/changes to federal regulations and gave some high-level updates for general information purposes. She provided a reminder that DOI encompasses several land management bureaus, including BLM, U.S. Fish and Wildlife Service, National Park Service, and U.S. Geological Survey, and she gave a brief update on the Bureau of Ocean Energy Management (BOEM). Fox’s OEPC office works directly with the Secretary’s headquarters office in Washington, D.C. In Alaska, she and Grace Cochran do National Environmental Policy Act (NEPA) oversight and policy and spill response.

On the NEPA front, there have been some changes that have been codified by rulemakings in the last several months. The Council on Environmental Quality (CEQ) has published its Final Rule, removing all iterations of the NEPA Implementing Regulations from the Code of Federal Regulations (CFR). The DOI’s last rulemaking was in 2008, and they have been using those regulations ever since. They recently published an Interim Rule and have a Final Rule coming out in a couple of months that will also mostly rescind and revise implementing NEPA regulations on the Interior level. DOI is now using NEPA compliance nationwide and a DOI handbook of NEPA Implementing Regulations. Most of those procedures have been moved to a handbook and its associated appendices (<https://www.doi.gov/media/document/doi-nepa-handbook>).

The OEPC has focused primarily on permitting, streamlining, and reform. There have been several changes in the Permitting Council Fast 41 projects and the way in which projects have been loaded onto that infrastructure dashboard. There is a lot of focus on streamlining infrastructure projects. Those include broadband installation projects in Alaska.

The Administration’s “Big Beautiful Bill” calls for six offshore lease sales to be held by BOEM beginning in 2026. BOEM is in the process of publishing the 11th National Oceans Oil and Gas Leasing Program that is due out anytime.

Alaska’s DOI office has a new senior advisor for Alaska Affairs, Kara Moriarity. She holds a directorate meeting monthly with the Alaska DOI bureau directors (i.e., Park Service, Wildlife Service, USGS, and some others). She has brought new energy and focus to that group. She is currently leading a review of the Office of Subsistence Management. They have published a program evaluation and an opportunity for public comment in the Federal Register. Those results are going to be presented directly to the Secretary by Moriarty and reviewed in total by the Secretary.

In general, DOI is focused on many action items that are coming from the Trump Administration. Many of the executive and secretarial orders have focused on energy in Alaska, and BLM has been overloaded. There is the consolidation of the wildland fire program, where aviation resources from DOI and USDA are going to be consolidated into an intergovernmental wildland fire program that is going to affect DOI aviation. Alaska offshore and critical minerals are all on the table with directions from executive orders, and the oil and gas leasing program is coming out with directions for specific projects. On the permitting front, DOI is working on streamlining permitting. DOI is also focused on expanding hunting and fishing opportunities.

Following Fox's report, Jim Herbert noted that the new senior advisor, Kara Moriarity, was very familiar with the resources in Alaska as a former director of the Alaska Oil and Gas Association for many years. Fox concurred, adding that Moriarity has an impressive amount of knowledge and she is familiar with so many DOI programs that she has essentially hit the ground running.

Commenting on the NEPA process, Robert Archibald said he always thought it was a good process, albeit somewhat overbearing, it was efficient. He opined that DOI would end up rolling back on that process.

Fox agreed that NEPA is a process and is always supposed to be efficient, and certainly the parts of the public engagement process are so invaluable that she did not think anyone would stop doing those. She said she did not have any indication that it is going to be less efficient from that regard. Rather, the DOI bureaus that implement those projects are now able to have some flexibility on some of the previous internal cumbersome requirements that pulled the timelines out far. In speaking with the Bureau representatives on projects that are ongoing, Fox said there is not going to be a lot of change in their public comment process. They have removed and put in agency discretion for some of the required comment periods, but the agencies are still going to do those because they make sense, and they have been fairly successful. What has gone away is some of the cumbersome internal bureaucracy, such as forwarding an Environmental Impact Statement (EIS) through responsible agency review up to the department. It is far less onerous now, so it will be faster and more efficient. She pointed out everyone has been careful not to lose that public comment.

#### **ALASKA DEPT. OF NATURAL RESOURCES (ADNR):**

State Pipeline Coordinator Anthony Strupulis reported for ADNR since the September Board meeting:

- Staffing: There are two vacancies currently in the right-of-way (ROW) group that are both heavily involved in issuing authorizations for TAPS. ADNR is recruiting for one, and there is a hiring waiver request in for the second one.
- ADNR has been working on a draft letter in support of the Council's Recertification. He hoped that would be finalized and sent the following week.
- ADNR is also working on a JPO letter to address the Council's request regarding the incinerator replacement.
- Addressing some of the concerns that the Council had with BLM and the status of the JPO, he echoed Bjorgo's report that the JPO meets monthly and several of PWSRCAC's agency ex

officios attend. ADNR and BLM are the co-executives of the JPO as the TAPS ROW lease and grant administrators. Currently his office (State Pipeline Coordinator – SPC) is taking the lead for the agenda and takes notes for those meetings.

- He pointed out there is coordination among the JPO agencies, some of which happens behind the scenes and is not always so visible. Recently, SPC, ADNR, and PHMSA (U.S. Pipeline and Hazardous Materials Safety Administration) reviewed some integrity investigation plans that Alyeska has, not in Valdez but farther up the pipeline. BLM and ADNR have also been coordinating a review in recent months of Alyeska's update to its quality assurance manual and getting those changes approved.

In response to a question from Wayne Donaldson about documentation that lays out the responsibilities within the JPO, Strupulis stated there is a JPO Operating Agreement which was approved in 2008. There have been attempts to update that document, but some of the agencies have changed since it was approved. The Minerals Management Service, for one, is no longer serving in that capacity. Strupulis noted that BOEM or BSEE should probably be added to the agreement. There is also an Executive Agreement that goes into more specifics of the Operating Agreement and that is still in effect.

Executive Director Schantz stated PWSRCAC has BLM's 2018 Roles and Responsibilities Matrix that has a long table outlining the responsibilities of the JPO agencies. But she was unclear if all the agencies approved that document -- or at least there is not a lot of clarity in terms of the specific roles and responsibilities of all the agencies, which is why PWSRCAC made the recommendation to have the GAO look at how the JPO's roles and responsibilities have changed over time.

Wayne Donaldson stated that with all the reductions in personnel and funding he is concerned that things that used to be done have gotten left behind and he is trying to make sure that PWSRCAC follows along on JPO's oversight responsibilities.

Michael Vigil asked about an update on the possible removal or replacement on the big power vapor stack on the VMT. Strupulis had no information to provide on that, adding that the JPO is working on a letter to PWSRCAC on a possible incinerator replacement, but that is a separate issue, and ADEC and the EPA would likely be the agencies to address the power vapor stack.

### **NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)**

Liza Sanden of NOAA's Office of Response and Restoration reported on the activities of that office, as well as some brief updates from other divisions of NOAA of interest to PWSRCAC.

- NOAA will host a virtual SCAT class, then a field class February 24-26. One of those field courses will be in Valdez.
- In September 2024, NOAA held a Science of Oil Spills class in Anchorage. There were 45 participants and it was well received.
- Staff reductions have forced the NOAA agencies to collaborate better. They are not doing more with less, but it has forced the various offices to talk about, collaborate, and share the workload.

- There will be a workshop on February 17 on disaster preparedness for bulk fuel facilities/tank farms in small communities.
- Sanden reported for LCDR Caroline Wilkinson of NOAA's Office of Coast Survey and Office of Marine Operations that the survey of Valdez Arm and Valdez Glacier was completed. The Port Wells survey was cut short because of the government shutdown and will be completed later this year. There are also two areas around Kodiak Island on the survey schedule for bathymetric surveys; one is where the fishing vessel Sea Ern grounded in Izhut Bay in the fall. She noted that the Izhut Bay survey was already on the schedule, but the grounding happened before they could identify the rock. A similar situation happened recently with the grounding of a vessel on St. George Island.

Bob Shavelson asked what was lost to the various NOAA offices in the federal DOGE cuts. Sanden reported that the last budget restored many of those cuts and she did not think there is anything that they are not doing now that they were able to do a year ago. However, she pointed out that April 30, 2025, was the date all the incentivized retirements and departures were to be effective, and on that date NOAA lost a lot of its senior workers who had 20-40 years with the agency. The agency is trying to be more creative with how they do things, but she had not heard of anything they are not doing. Within the scientific support team crew, they are doing a little less for training and outreach meetings because they are under so much pressure to do the must-dos, keeping their Coast Guard counterparts trained and supporting them in missions, and some of the trainings they would like to do might be diminished. She thanked Shavelson for the question and said she found it astounding, that institutional brain drain, because that has some effect somewhere. One may not be able to quantify it or put a finger on it, but nonetheless it is devastating for any agency.

DOI's Lisa Fox commented on the loss of institutional knowledge from DOI, most of which were scheduled retirements over a period. A lot of knowledge has been lost, but it has been ongoing, and since February 2024 they have seen a steady loss of expertise, knowledge, and experience.

Jim Herbert asked about the updates to a dispersant use plan that was being worked on by the Alaska Regional Response Team (ARRT)'s Science & Technology Committee. Sanden was able to report that the committee met the previous week. An informal work group was formed. The first step in the process is a revision to the dispersant use plan -- a change one revision. It is just administrative -- getting it compliant with the National Contingency Plan requirements, inserting new definitions and new requirements for safe public notification and monitoring. It also includes revisions that reflect the change going from the sub-area plan structure to the current structure. It is hoped to be completed by the March ARRT meeting. It is an interim revision following that. There will not be any changes to the decision-making process, but they will clarify a few questions that have come up in the review process and clarify some language (a similar process to the current regulation review that ADEC is going through, as explained by Director Melville under the ADEC report).

She emphasized the dispersant use plan is entirely about the decision-making process and not the wisdom of using dispersants.

Herbert pointed out to Sanden that one of PWSRCAC's projects coming up in the next fiscal year is \$150,000 for investigating aspects of Dasic EcoSafe OSD, a new dispersant that replaced the previous Corexit 9500A, and is now stockpiled in Anchorage. PWSRCAC does not know enough about how it might impact workers or how it might impact the environment, and that may be something in the future that will aid NOAA's decision-making.

In response to a question by Michael Vigil about how the Council could keep up to date on anything to do with the science of dispersants, Sanden noted that the science of dispersants is not easy and suggested the best way is to follow the ARRT and how dispersants are being used in Alaska. However, she also said she would think more on her answer and would follow up with an email to PWSRCAC staff.

### **U.S. FOREST SERVICE (USFS)**

No report.

### **OIL SPILL RECOVERY INSTITUTE (OSRI)**

Heather Parker shared that OSRI had its annual fall advisory meeting in October and the budget was approved at that meeting. The following funding items were approved in that budget:

- Support for the Alaska Marine Science Symposium (AMSS) by funding complimentary registrations for five scientists to attend that conference.
- Funding was also approved for complimentary registrations for the Alaska Forum on the Environment's upcoming conference. She will be moderating a session at the conference about community engagement in oil spills on February 3.
- Some funding for the Headwaters to Ocean Program that is run from the Prince William Sound Science Center. This program encourages outreach to children throughout the school system and encourages getting those children to the National Ocean Science Board competitions, etc.
- Some funding was approved towards a project to help take the NOAA Science of Oil Spill course and create an online learning environment for that.

Parker reported OSRI will hold its winter advisory board meeting in Anchorage on the morning of February 18. The agenda will be posted soon on the OSRI website, and the public is welcome to make comments.

Parker reported that the Prince William Sound Science Center and OSRI sent in their support letter for PWSRCAC's Recertification.

*(Break: 10:40 a.m. – 10:58 a.m.)*

### **EXTERNAL OPENING COMMENTS – TAPS SHIPPERS, OWNER COMPANIES, PILOTS**

#### **POLAR TANKERS**

Andrea West reported Polar Tankers successfully completed 96 loads and transported 76.2 million barrels (bbl) of Alaska North Slope Crude (ANS) from the Valdez Marine Terminal (VMT) to the U.S. West Coast in 2025.

For 2026, there will be only one bridge resource management course, and it will be in the fall in San Jacques, TX. The Polar Enterprise and the Polar Resolution will be going to shipyard for their regulatory drydocks in South Korea. The Enterprise is scheduled to depart at the end of April, returning in mid-July, and then the Resolution will depart early August and return at the end of October.

Mako Haggerty asked if Polar Tankers had experienced any interference with its crews from U.S. Immigration & Customs Enforcement. West stated there had been no issues with that and added she was not sure they even have jurisdiction on the ships.

### **HILCORP**

Rob Kinnear (via videoconference) reported that in 2025 Hilcorp loaded 46 cargos, totaling 49.2 million bbls, at the VMT through the Alaska Tanker Company fleet, which was up approximately 4% from Hilcorp's 2024 volume due to Hilcorp's acquisition of the Ooguruk and Nikaitchuq fields. In addition to the domestic cargos, Hilcorp also had two spot charters, totaling 2 million bbls of ANS crude. The Alaskan Frontier rejoined the Alaska fleet in July and Hilcorp has not needed any more spot charters since that time.

The Alaskan Frontier was helpful in covering for the Alaskan Navigator shipyard, which was completed in approximately December 2025.

For 2026, the Alaskan Legend is scheduled to go to shipyard in mid-2026, at which time she will have her lifecycle upgrade completed, and with those three Alaska-class ships (the Frontier, the Navigator and the Legend), Hilcorp does not anticipate any spot charters for 2026.

David Janka expressed concern with how quickly Hilcorp jumped into the transport of Venezuela's oil after the recent U.S. takeover. He asked how well Hilcorp will be able to handle the TAPS trade and the Venezuela oil, and whether Hilcorp was stretching its resources and whether that would impact what it is able to do at the VMT. Kinnear responded that he did not have a lot of information at that time, but Hilcorp's local leadership has assured their Alaska operations it has the resources it needs for its Alaska business.

Shavelson pointed out there had been more reported ADEC violations with Hilcorp and asked what the company is doing to change that pattern. Kinnear stated that the violation Shavelson was referring to is outside his area of the business. He emphasized that Hilcorp takes operating within the regulations seriously, and he would follow up and report back. Shavelson emphasized that it is the pattern of violations he is concerned about. He asked Kinnear to follow up on that question and come back to the Board with an answer.

### **FAIRWATER**

Ingo Rose reported Fairwater had a slow start in 2026. As of January 2026, Fairwater had only loaded 0.75 million bbls at the VMT. He pointed out it had nothing to do with the performance of the two ships, but to a lesser degree events in Valdez and to a larger degree just the way SeaRiver scheduled deliveries and dock congestion. Both vessels went through a five-day out-of-service maintenance period in 2025 – the Washington in June and then the California in August.

Rose announced he is transferring to Fairwater's Florida operations in the summer. He introduced Carolyn Crawford, who will take his place in Alaska operations as Fairwater's local representative. He will still be involved in the Response Planning Group (RPG). Crawford introduced herself to the Council, noting she had sailed for many years, recognized some familiar faces in attendance at this meeting, and was looking forward to working with PWSRCAC.

### **ALASKA TANKER COMPANY (ATC)**

Chris Merten reported (via videoconference) that ATC had transported 49 million bbl over 46 voyages in Alaska in 2025. In 2025, with the Alaskan Explorer that is in service in the Gulf of Mexico and the East Coast, ATC carried over 65 million bbls over 63 voyages. There were zero lost time injuries, zero spills to sea, and no losses of containment greater than a barrel, for which he gave credit to their crews.

2025 was a busy year for ATC. They had two major shipyard periods. The Explorer was completed in France, and the Alaskan Navigator at the end of 2025 in Korea, both of which were full five-year special surveys, completing the lifecycle upgrades to the engines, major upgrades and investments in propulsion control, automation, cargo tank gauging systems -- all things to keep the ships continuing to be as safe as possible.

Going forward in 2026, the Alaskan Frontier returned to service. It was a huge undertaking. As part of that return, she transited the Panama Canal carrying Hilcorp cargo from Texas - the largest U.S. flagged ship to ever transit the Panama Canal and one of the largest overall to go through as a laden tanker. ATC will continue its lifecycle upgrades on the last vessel, the Alaskan Legend, which will be started in March with the ship in service, and in July the Legend will go to shipyard in Korea and complete her five-year special survey.

In response to various questions from Board members about staffing and crew retention, Merten added that ATC had seen some retirements in crew staffing, but overall, its crew retention rate was high. He also pointed out that there is a shortage of mariners in general worldwide.

In response to a question from Wayne Donaldson about the current destination for TAPS crude, Rob Kinnear reported 4% of ATC/Hilcorp loads went overseas and 96% went to West Coast markets.

David Janka said it was his hope all the shippers would attend the WhaleSpotter camera presentation later in the day.

### **MARATHON**

(Craig Hyder of Marathon had to exit the videoconference at this time to deal with preparations for an approaching storm. He sent his apologies to the Council.)

### **TEEKAY**

Nicholas Schneider reported that Teekay's C-plans were approved. All Teekay vessels are covered by their approved C-plan so any vessel in their fleet can come into Valdez to load at the VMT. However, no first voyages had been completed at that time.

Mako Haggerty voiced a concern about whether Immigration and Customs Enforcement (ICE) was going through tankers' crews and eliminating positions or hauling off sailors who are critical to the

operation of the tanker. USCG's CDR Rousseau stated she had not heard of anything like that happening. She added that every vessel has a minimum manning certificate. A vessel cannot operate without having all those critical positions filled. They would have to fill that position on a ship before the vessel would be allowed to continue.

### **SANTOS**

Peter Laliberte reported that Santos has 98% of the Pikka Field ready for production and will start up at the end of March. Laliberte's responsibility at Santos is to make sure that their operations in Valdez are ready to load oil at the VMT when they have filled enough into the tanks to load. This responsibility is shared with Tony Parkin working alongside, who coordinates Santos' emergency response.

Laliberte reported there had been a lot of work over the past few years to make sure Santos is prepared under its C-plan, that it is meeting its financial commitments with its insurers, and that they are ready to load when they do bring on their first cargo. At the present time, that first load is anticipated sometime between May and July. There will be a small-time lag between startup and when they actually take on their first cargo. He expressed appreciation for all the help that both the regulators, especially ADEC, as well as the TAPS owners and Alyeska have given them to this point.

Jim Herbert asked if Santos had decided as to the vessels it will use to transport its oil from the VMT. Laliberte reported that Santos had not yet contracted anything out long term, especially for that first cargo, which will probably be a spot cargo because of the uncertainty of the startup and what their ramp-up profile looks like. Longer term, they may look to have term charters. He emphasized that Santos is not building ships, nor are they looking to acquire other ships. They will depend on the tanker market for its Alaska transportation. They have extensive experience in shipping operations in Australia where they are based, and they have a rigorous vetting process for the vessels they use. They have a team in Australia that does the chartering, as well as a separate team that is independent from the chartering group that does the marine assurance over all their vessels.

### **REPSOL**

Kevin Pike reported that Repsol is 49% owner of the Pikka Field with Santos, as well as many other projects with Santos and some without, and they are very much looking forward to production of that field. Repsol has not yet decided whether it will sell its oil in Valdez to another shipper or move its oil out with a shipping charter.

### **ALYESKA ACTIVITY REPORT**

Klint VanWingerden, Alyeska's new Vice President of Operations & Maintenance, recapped Alyeska/SERVS' 2025 activities at the Valdez Marine Terminal as of year-end 2025 and some forward projections and anticipated activities for 2026. He also reported that Andres Morales retired at the end of 2025.

#### **VMT Operations:**

- Operations:

	<u>2025 (as of 12/31/2025)</u>
○ Tankers Loaded	200
○ Tankers Escorted	205
○ Barrels Loaded	158,806,678

- Tankers Loaded Since start up  
23,913
  - Tankers Escorted 15,244
  - Barrels Loaded 18,269,549,195
- Safety (TAPS): (2025 4Q)
  - Days away from work cases 0
  - TAPS Combined Recordable Rate % 0.65
- Environment (Valdez): (2025 4Q)
  - Spill Volume (Gallons) 3
  - Number of Spills 1

**Fishing Vessel Availability by Port (4Q 2025):**

Port	Tier 1	Tier 2
Valdez	27	15
Cordova	24 (+8 Rapid Resp.)	112
Whittier	8	17
Seward	0	28
Homer	0	47
Kodiak	0	40
<b>Totals</b>	<b>67</b>	<b>259</b>

**2025 (4Q) Contingency Plan Activities:**

- VMT Functional Exercise and Field Deployment on October 8, 2025.
- IMT Training - Resource Ordering and Tactical Planning on November 6, 2025.

**2025 (4Q) Training & Exercises Completed:**

- GRS Deployments - West Fairmount Bay, Fairmount Lagoon, Agnes Island, Point Eleanor, Left Arm-Long Bay/Billy's Hole.
- VMT Functional Exercise and Equipment Deployment.
- Wildlife Training.
- Unannounced Rapid Response Vessel Call-Out Drill.
- Unannounced IMT Notification Test.
- Unannounced Qualified Individual (QI) Notification.

**2025 Major Maintenance.**

- Tank 5 Internal API 653 Inspection.
- 48-inch In Line Inspection (ILI) of Crude Oil Branch Lines to Tank 5.
- BWT Inspect West Manifold to B-header Termination Vault (879 ft.).
- Reef Island Power Improvements. (Deferred to 2026).
- Berth 4 Foam System Transition.

**Tanker One Plan**

- Alyeska has taken administrative charge as of January 7, 2026.
  - A pre-application was completed on January 7, 2026. It is a top priority for Alyeska to maintain compliance.

## Topic of Interest

- Alyeska Workforce Review
  - Update of 2025 Reorganization.
  - Completed first part of December 2025.
  - Omitted leadership position.
  - Directors have more accountability.
    - In Valdez:
      - Mike Day was promoted to take over Andres Morales' role as Emergency Preparedness and Response Director.
      - Weston Branshaw was promoted to the VMT Director role that Klint VanWingerden previously held.
    - Laura Green was promoted to Systemwide Director, a new director role who will handle all system wide functions.
    - Wes Wilson is in a temporary special assignment role as the Pipeline Director.
    - Joey Shelby transitioned into Operations Director role.

## FY 2026 National Defense Authorization Act

- Signed December 18, 2025.
- Provides major protections for the Vessel of Opportunity (VOO) program.
- Ensures continued spill response capacity across Alaska.
- Thankful for the work and collaboration with PWSRCAC, Alaska Response Corporation (formerly CISPRI), CIRCAC, SEAPRO, and Alaska's Congressional Delegation to accomplish this change in the law and preserving a time-tested component and model of preparedness and response.

David Janka complimented VanWingerden on his new team. He also thanked VanWingerden for the detail to which Alyeska reports even small spills and said he was impressed that out of millions of gallons of oil that moves through the VMT, this one was three gallons from a kicked over bucket. As to the leak from the O-ring that started the spill in the first place, Janka asked if the O-rings are on a maintenance schedule. VanWingerden confirmed that they are on a maintenance schedule. He did not have the detail in front of him or the "lessons learned," but there would have been an investigation follow-up on that leak and it would have those details. He commented that while the leak may have been small in the grand scheme of things, Alyeska still takes it very seriously.

Janka also asked about the technological improvements on Reef Island, what technology or equipment is operational there, and who uses it. VanWingerden reported that the improvements were more around power generation, getting reliable and stable power, and communications and telemetry, and were a key part of the upgrades that were planned for Reef Island.

Jim Herbert asked about the removal of snow from the top of the storage tanks and reported hearing a rumor that there is some consideration for using snow blowers. VanWingerden confirmed that they are in the middle of conducting a pilot test at the present time using snow blowers, noting that tank top snow removal is a big problem for Alyeska. There is reluctance to put people up on the roofs, but if they do not address the risks associated with snowfall and accumulation on the tank tops, it can have catastrophic consequences. It is something Alyeska must do. As to the snow blowers, it is something they are validating, and they are doing side-by-side comparisons as best they can with the traditional way snow removal has been done, with shovels and intrinsically safe

equipment, to using powered means like snow blowers to see if that has a positive improvement in getting the tank tops cleared. They have done a lot of analysis, hazard identification, quantification, and mitigation associated with that, and he had heard concerns about snow blowers on the top of the tanks and the risks associated with that. VanWingerden stated that Alyeska makes data-informed decisions around how best to manage all risks in its business, not just specific risks, but all risks, and the snow blowers came out as an acceptable means to pursue snow removal, and they are in the middle of that pilot program now.

Jim Herbert asked how Alyeska inspected the branch lines and headers at the VMT. VanWingerden reported that they use an inline inspection tool.

Herbert turned to the SERVS fishing vessel availability reporting program and spoke positively about the ease with which a participant is able to report their availability through one-click text messages to their fishing vessel administrator. The only limitation is that there is no ability to comment, but that could be achieved by a phone call by the participant to their administrator. VanWingerden added that Alyeska needs to know as soon as possible if they are not meeting the participant threshold and the numbers it needs so it can proactively address it before it becomes an issue.

Herbert thanked VanWingerden for sharing the information on Alyeska's corporate reorganization and complimented VanWingerden on his team appointments.

In response to a question from Robert Beedle as to whether Mike Day's responsibilities now include those of his former position in addition to his new responsibilities as Emergency Preparedness and Response Director, VanWingerden confirmed that Day has taken on additional accountability. He stated that Weston Branshaw and Mike Day are good examples of where he eliminated manager roles and had them carry accountabilities with them into their new director roles and new accountabilities. He said it was not an easy decision and he is monitoring that closely to make sure they are staying healthy and that the important things are getting addressed because he cannot afford for either of them to burn out. It is something they will watch.

Michael Vigil questioned the efficiency and effectiveness of using snow blowers. VanWingerden stated that it depends on the texture and density of the snow, which are being evaluated in Alyeska's pilot program. He stated that using snow blowers is not their current approach to clearing the tank tops, but it is something they are considering along with their engineers.

Vigil also asked if PWSRCAC could be provided with the new Alyeska organizational chart. VanWingerden questioned PWSRCAC's intent to have that information, adding that he had no objection to providing the chart, but he wants to make sure he would be providing the context that would add value to PWSRCAC's request. Vigil stated that it is sometimes easier to get questions answered at a lower level rather than going through the top echelons of an organization. While he said he understood Vigil's point, VanWingerden pointed out that he is Alyeska's designated liaison to the Council and so he is best equipped to deal with whatever the question might be, receive it, and make sure it gets addressed by the right person within Alyeska. He wants to protect his team from getting a myriad of requests coming in to his frontline supervisors because he wants them focused on operational discipline. From PWSRCAC's standpoint, he is the single point of contact for Alyeska and it helps simplify that process. He can make sure that PWSRCAC's requests are addressed in the most efficient manner.

Executive Director Schantz added that the request for an organizational chart is more about transparency. PWSRCAC used to receive complete Alyeska organizational charts and directories, and in the past the JPO and BLM kept track of those charts and positions, as well as training and length of experience. She emphasized PWSRCAC is not asking for all that information, but PWSRCAC is not sure anybody is really overseeing that anymore -- maybe it is happening and PWSRCAC is just not aware of it. The request is a matter of transparency in wanting to see an organizational chart of where people are in positions and how things have changed. VanWingerden reiterated his need to protect his team and to make sure that information requests get fed through the proper channels.

Mike Britain asked what consideration has been given to the fact that machinery like the snow blowers can generate sparks and pose a risk with explosive material around the tanks. VanWingerden reported that that risk was evaluated thoroughly in Alyeska's hazard identification and quantification process. To mitigate that risk, the snow blowers are not allowed within a 10-foot radius of each of the tank vents.

Mako Haggerty thanked VanWingerden for his comprehensive report. He asked if VanWingerden would address at PWSRCAC's next meeting what Alyeska is doing to prevent cyberattacks. VanWingerden assured the Board that cybersecurity is a concern and a regular topic for Alyeska, and it is not an area in which Alyeska is complacent. He noted that Alyeska is regularly audited, both internal and external audits, to identify vulnerabilities and make sure they are in a robust position. They have regular contact with law enforcement, the industry, etc., around emerging threats, and they have hot lines set up around timely notifications of those emerging threats.

USCG's CDR Rousseau added that Alyeska is high up on cybersecurity readiness and they work very closely with Rousseau's cybersecurity specialist, Kristina Arsenault, who is well respected throughout USCG. She has experience, not just in the USCG, having retired as a planner and someone very familiar with the marine transportation system, but she used to work for the Department of State and for the Cybersecurity and Infrastructure Security Agency (CISA), which is the primary federal organization that is responsible for cybersecurity. She is working with Alyeska because Alyeska is an example of a leader in the industry for cybersecurity. Alyeska is working with USCG Headquarters' counterparts so USCG's Headquarters personnel can learn from some of Alyeska's practices. Rousseau said she feels safe knowing that Alyeska is right there taking care of those things because there have been cybersecurity incidents and concerns in the port and they have been responded to and it has gone well. There is always room for improvement, but Alyeska is leading that.

President Archibald cautioned VanWingerden/Alyeska that as it reduces its workforce, and it puts work on directors and rolls managers out of positions, it is increasing the risks. It is just the way the human body works. He hoped VanWingerden recognized that and Alyeska does not get into a situation that is beyond what a human can do, because that can happen very easily.

*(Lunch Break: 12:20 p.m. – 1:00 p.m.)*

### **CONSENT AGENDA (3-1, 3-2, 3-3, 3-4, 3-5)**

There were five items on the consent agenda for Board consideration. Briefing sheets for each item and their corresponding attachments were included in the meeting notebook.

- **3-1 Approval of Valdez Office Lease Addendum**  
Authorization for the Executive Director to sign a five-year lease extension with MEGAPlex, LLC, for the Valdez office located at 130 S. Meals, Suite 202, in the amount of \$6,323 per month with a 1.5% increase each year, with a do-not-exceed amount of \$400,000.
- **3-2 Budget Modification to Fund Project 6538 – Relocating Buoy to Naked Island**  
Approval of a transfer of \$65,000 from the contingency fund to Project 6538 - Relocating the Duck Flats Buoy to Naked Island in the FY2026 budget.
- **3-3 Budget and Contract Increase for Cathodic Protection System Testing**  
Approval of a FY2026 budget modification transferring \$25,000 from the contingency fund to project 5595 - Review of VMT Cathodic Protection System Testing and authorizing the Executive Director to carry out a corresponding change order to increase contract 5595.26.01 with Dr. Kevin Garrity of the Mears Group in an amount not to exceed \$59,000.
- **3-4 Secondary Containment Liner Contract Change Order Approval**  
Authorization for a change order increasing contract 6512.26.01 with Dr. Craig Benson by \$25,000 for a new, not-to-exceed total amount of \$50,000.
- **3-5 Approval of FY2026 Budget Modifications**  
Approval of the FY2026 budget modifications as listed on the provided sheet, with a total revised contingency in the amount of \$91,866.36.

Robert Beedle **moved to approve the consent agenda, consisting of five items (3-1, 3-2, 3-3, 3-4, and 3-5).** Jim Herbert **seconded** and the **consent agenda was approved as presented.**

#### **4-4 ACCEPTANCE OF ILLUSTRATED PREVENTION & RESPONSE SYSTEM OUTREACH**

Director of Communications Brooke Taylor presented a request from the IEC for Board acceptance of the content developed through project 3810 – Illustrated Prevention and Response System Outreach, by author and artist Tom Crestodina, so that staff may move forward with finalizing the materials for publication.

As explained by Taylor, the content was developed with extensive input from the Council's project team, as well as industry representatives from Alyeska/SERVS, Polar Tankers, and SWAPA. Input was also incorporated from the International Bird Rescue (on the wildlife/deterrents content) and from Chugach Alaska Corporation (on GRS/cultural sites).

Once this finalized content is accepted, staff will work to finish the design and layouts for the outreach materials included under this project, then publish and/or print them. The main deliverable will be an illustrated book, providing an overview of what makes Alaska's prevention and response system one of the best in the world, and how PWSRCAC works hard to keep it that way.

Taylor recapped the history of how the project came about, its goals and deliverables, and the plan for the launch and distribution of the book to internal and external stakeholders and to regional schools and libraries. Additional outreach materials will also be produced, such as posters of some of the vessel cutaway illustrations, for use at PWSRCAC's information booth and for presentations.

Noting that some final edits were still in progress, the Board was asked to delegate final approval of those edits to the Executive Director.

Aimee Williams thanked Brooke Taylor, noting her extraordinary efforts to bring this project to its conclusion.

David Janka took issue with the phrase that the EVOS is “estimated” at 11 million gallons, which is used extensively throughout PWSRCAC’s publications and those of others. It is his opinion that “estimated” undermines the reality of the volume of oil lost, which was *at least* 11 million gallons, and PWSRCAC should refer to it that way in its printed materials.

Bob Shavelson echoed Janka’s sentiment about how PWSRCAC refers to the size of the EVOS. He said he spoke to several knowledgeable people at the time of the EVOS who were on site in Prince William Sound and Valdez. They estimated the spill to be at least 25 million gallons, and if PWSRCAC is going to use an estimate of the loss, it should be a range (e.g., *11 million to 25 million gallons*). He also emphasized that prevention of oil spills is the key, and the connection between climate change and the use of fossil fuels should also appear in PWSRCAC’s publications, especially those that are used in children’s programs.

In addition, Shavelson would like to see PWSRCAC promote its unique model of citizen involvement in more of its publications. He noted that climate change is now a scientifically proven issue caused by burning fossil fuels, and it should not be downplayed or avoided in public education. The risks go beyond oil spills, and children should be properly informed. Shavelson praised the professionalism and uniqueness of the PWSRCAC organization, noting its origins and its critical role in protecting public resources for both current and future generations and that this is not only a fiduciary responsibility of the organization but also a moral one. He referenced former Gov. Jay Hammond’s perspective on balancing private profit with public interest, emphasizing that the public owns these resources and they should manage them accordingly. He encouraged stronger telling of PWSRCAC’s story in its public relations to highlight these values.

Board members expressed thanks and gratitude to Tom Crestodina for his extraordinary illustrations and additional kudos to Taylor for her tremendous efforts on the project.

Aimee Williams **moved to accept** the content developed through the Illustrated Prevention and Response System Outreach Project by author and illustrator Tom Crestodina, as meeting the terms and conditions of contract 3810.24.01, and to delegate approval of any final edits to the Executive Director ahead of distribution to the public. Dorothy Moore **seconded**, and the **motion passed without objection**.

Kirk Zinck said he was extremely impressed with the Crestodina product and would like a copy of the book when it is published to hand out to every member of the Seldovia City Council.

### **For the Good of the Order**

With regard to the Council’s pending USCG Recertification, Taylor thanked all the Council’s member entities who had sent in letters of support of the Council’s Recertification and encouraged those who had not yet done so to do it soon. The deadline was still believed to be February 15, although it still had not been posted to the Federal Register portal as of this date. When it is posted to the Federal

Register portal, Taylor will send out the new docket number to everyone. She asked that the member entity submissions be cc'd to her so she can coordinate with her contact to make sure all letters get in the right docket and are counted.

#### **4-5 SECONDARY CONTAINMENT LINER UPDATE**

Project Manager Linda Swiss and Director of Programs Joe Lally provided an update on the process of reviewing Alyeska's proposed testing methods to evaluate the integrity of the Valdez Marine Terminal (VMT) East Tank Farm (ETF) secondary containment system (SCS). The update focused on more recent activity related to the VMT's C-Plan from the November 6, 2024, approval. The 5-year renewal of the VMT C-Plan expires November 5, 2029.

Swiss recapped the process to date with the Board. As a condition of approval, Alyeska had to determine its testing method to verify the integrity of the catalytically blown asphalt (CBA) liner, etc. It originally selected Electrical Leak Location (ELL) as the testing method. Then, in August 2025, Alyeska switched to a Hydro Test as the testing method. PWSRCAC submitted its comments on the Hydro Test method on December 1, 2025, followed by a "confer meeting," and technical analysis continued. Comments on the hydro testing are due to ADEC on January 28, 2026.

Joe Lally reported as follows:

Following the "confer meetings," ADEC sent a letter to Alyeska on December 24, that addressed the East Tank Farm Secondary Containment System Rationale and Acceptance Criteria for the Hydro-Test Report. It also talked about the Addendum, which was referenced to the September 29, 2025, meeting with ADEC, as well as the WSP review of the VMT ETF Hydro Test Plan. It also took into consideration the written comments from the City of Valdez and PWSRCAC, as well as information gathered from all the parties at the confer meetings that were held on December 17 and 18. The letter also stated that ADEC did not find Alyeska's report acceptable as submitted and requested Alyeska to provide additional information on five areas before ADEC could make a decision. Those areas were:

- Acceptance Criteria,
- Test Duration and Equilibriums,
- Defensible Sampling Criteria,
- Margin of Error, and
- Proposed Schedule.

ADEC also required Alyeska to submit a revised report that addressed those five issues to ADEC, PWSRCAC, and the City of Valdez by January 13, 2026, which they did. ADEC also sent a letter on December 26 that gave all parties until January 28, 2026, to provide written comments on Alyeska's revised VMT East Tank Farm Hydro-Test report.

PWSRCAC is currently working closely with its subject matter experts, including professional engineers, hydrogeologists, secondary containment liner experts, and C-plan experts, to review Alyeska's revised Hydro-Test proposal as it relates to the five areas of concern that ADEC identified in their December 24 letter. PWSRCAC will also provide comments related to those sections in its written comments to be submitted to ADEC by the January 28 deadline.

Some of the things that Alyeska changed from the first report they submitted to the second, aside from the acceptance criteria, are that they also propose changing the duration of the test from one hour to four hours and increasing the number of standpipes from two to four. PWSRCAC's subject matter experts are going to help staff and involved volunteers come up with comments on those issues, as well as the five areas on which ADEC requested the additional information.

Lally continued his report on the acceptance criteria of Alyeska's revised report. He clarified that acceptance criteria are what Alyeska has proposed ADEC accept as a passing test that meets the regulations for a sufficiently impermeable secondary containment system designed and constructed prior to 1992. If ADEC approves the acceptance criteria Alyeska has proposed in their revised Hydro-Test report, it would mean that no further integrity testing would be required. The 60% prevention credit Alyeska gets for having a sufficiently impermeable secondary containment system would remain in place, and no further action would be required.

In its December 24 letter, ADEC stated Alyeska had not justified that the proposed acceptance criteria in the original report submitted on September 18, 2025, were protective of groundwater, as required by regulation. ADEC stated that the proposal of 99.99% defect-free liner does not relate to protection of groundwater. ADEC also recommended Alyeska consider using a criteria equivalent to the  $1 \times 10^{-6}$  cm/s referenced in the regulations.

PWSRCAC's concern with Alyeska's original acceptance criteria was that an acceptable or passable test was based on a leakage rate through the SCS that would allow a water drop of .212 to .3 feet, or 2.544 inches to 3.6 inches. Based on the surface area of one dike cell, it is estimated that one inch of water equals approximately 200,000 gallons. So based on Alyeska's initial acceptance criteria, a Hydro-Test would pass using that proposed acceptance criteria and allow between 509,000 gallons and 720,000 gallons of water to leak through the liner per hour during Alyeska's proposed one-hour test. (For context and scale reference, Lally noted that an Olympic-sized swimming pool holds approximately 660,000 gallons of water.)

In the revised Hydro Test report Alyeska submitted on January 13, 2026, the acceptance criteria for the Hydro-Test were changed to a 99.999% defect-free liner and the allowable water drop was reduced from what was originally proposed to .021 to .030 feet, or .252 inches to .36 inches. This revised acceptance criterion would still allow between 50,400 gallons and 72,000 gallons of water to leak through the liner per hour and still be considered a passing test.

Appendix J of Alyeska's revised Hydro-Test report is where Alyeska addressed ADEC's questions and concerns identified in their December 24 letter. Lally pointed out that the applicable regulatory definition of an impermeable secondary containment system design, constructed and installed before 1992, is "for a secondary containment system that its design and construction have the impermeability necessary to protect groundwater from contamination and to contain a discharge or release until it can be detected and cleaned up." This is the definition that is applicable to the VMT East Tank Farm SCS that was installed in 1976.

Also, in Appendix J of the report under Acceptance Criteria, it states, "Alyeska has established an acceptance criterion that is both robust and practical for in situ testing of flow through the CBA liner." Lally pointed out that "flow through the CBA liner" did not seem to indicate that it was "a sufficiently impermeable liner."

In that same section, Alyeska goes on to say “the CBA liner material was tested in a laboratory setting between 2014 and 2017 with a demonstrated average permeability of  $6.48 \times 10^{-9}$  cm/s. This testing result is conclusive that the material meets the intrinsic requirement of 18 AAC 75.075 regulation, which includes a permeability of  $1 \times 10^{-6}$  cm/s.” Alyeska also continues to put forward in both hydro testing reports that a perforation criterion should be the standard applied to the ETF SCS rather than a permeability criterion. However, per the definition Lally raised earlier, Alyeska's ETF SCS is required to meet the “sufficiently impermeable” standard due to the age of the installation. It should also be noted that the laboratory testing Alyeska referred to was conducted on intact liner, without holes, cracks, or any other type of through-thickness penetration in the liner.

Based on the language Alyeska uses in their revised Hydro Test report, it appears that they want to abandon the impermeability criterion, which is the regulatory requirement, and base their revised Hydro Test on a perforation criterion that they describe as “acceptance criterion that is both robust and practical for the ensuing in situ testing of flow through the CBA liner.”

This perforation-based acceptance criterion is not in the regulations.

Lally continued with some additional concerns he had as he reviewed Alyeska's 160-page revised report:

Alyeska's original proposed Hydro Test was based on an acceptance criterion that allowed between 509,000 and 720,000 gallons of water to flow through the liner per hour based on allowable water drop, and still pass. Now, Alyeska's revised Hydro Test acceptance criterion allows between 50,000 and 72,000 gallons of water to leak through the liner per hour.

- Why did Alyeska propose an acceptance criterion that would result in a release of between 509,000 and 720,000 gallons of water to leak through the liner and still pass?
- Going back to the regulatory definition applicable to the VMT ETF, is a passable test where the SCS now allows between 50,000 and 72,000 gallons of water to leak through the liner per hour acceptable?
- How will the 60% prevention credit that Alyeska receives for a “sufficiently impermeable” SCS be impacted by this leak-through rate?

Lally reminded the Council of the admin sump spill in 2020, where Alyeska had a relatively minor spill when a sump overflowed and approximately 1,428 gallons of crude oil water mix, which spilled out to the ground, percolated through the snow and soil, and found its way to an existing corrugated metal pipe that led directly to Port Valdez. Response to this spill went on for months and involved multiple response vessels, hundreds of response personnel, and countless responder hours to clean up. Lally stated that PWSRCAC is deeply concerned with the Hydro Test that allows 35 to 50 times that spill volume and still passes the regulatory requirements based on Alyeska's proposed acceptance criteria.

Lally stated he brought up that spill because Alyeska's revised Hydro Test proposal is also relying on bedrock as a part of the secondary containment system, where bedrock will provide an additional level of protection for ground and surface water. Based on PWSRCAC's research, there are cracks and fissures in the bedrock through which spilled oil could migrate. There are also French drain

systems, underground springs, and other potential transport mechanisms that would allow spilled oil, based on the proposed acceptance criteria, to flow through acceptable allowable defects in the liners to contaminate ground and surface water. Another consideration is that Alyeska's proposed Hydro-Test puts 1.5 to 3-foot of head of pressure on the SCS. In an actual worst-case discharge (i.e., the loss of one of the crude oil storage tanks, or 510,000 barrels) approximately 11 feet of crude oil would be free standing in one of the dike cells waiting to be cleaned up. Going back to the laboratory test Alyeska referenced that demonstrated the impermeability of intact, undamaged liner, the tests showed that the liner would hold spilled oil close to 90 days without leak-through or seepage. But again, that was intact, undamaged liner, and this is the intent of the SCS and the reason Alyeska receives a 60% prevention credit that allows them to reduce their worst-case discharge of a total loss of a crude storage tank from 21.5 million gallons to 204,000 bbl (8.6 million gallons) and with 155,000 (6.5 million gallons) reaching Port Valdez. Lally emphasized that Alyeska receives that prevention credit for an SCS that meets a *permeability criterion*, not a *perforation criterion* for a liner that has holes, cracks, or other defects that allow oil to flow through it.

In conclusion, Lally reiterated that PWSRCAC staff is working along with its experts, on written comments on Alyeska's revised Hydro Test report to ADEC that are due on January 28, 2026. He invited those who were interested in this issue to join the Secondary Containment project team for additional insight. He then took questions and comments from the Board.

Executive Director Schantz pointed out that there is no time to get approval from the Board before PWSRCAC submits its comments because of the compressed timeline.

Robert Beedle emphasized that absolutely no leak from the SCS is acceptable to the Council.

Jim Herbert commented that in all these years, those tanks have maintained their integrity, which is a good thing, and he is impressed by how the engineering work that was done all those years ago has generally proved very successful. Having said that, he is sure Alyeska would not want to deal with a rupture of one of those tanks by a terrorist event, a landslide, or an earthquake. One of the worst-case scenarios would be some of that oil percolating into the sediments and into the groundwater, because it would percolate for years and years and years. But the point Lally made about perforations is what worries him the most. If there is a good test that can be done and PWSRCAC can verify the integrity of the liners, at this time, then that is a good thing. He recognized that the testing procedure is expensive, but PWSRCAC and ADEC need more detail to figure out if there are holes in the liners, and if there is potential leakage in some of those dike cells. If there is, Alyeska needs to come up with a plan on how to fix it, which has not been well addressed yet.

Linda Swiss pointed out how complicated it is to develop a testing method. PWSRCAC's experts have told staff that the test should be run over a minimum of 24 hours. Alyeska had proposed an hour. Now in the latest proposal they committed to four hours for the test. She also pointed out that it takes weeks to simply fill the dike cell to even do the test, it is difficult to do, and it takes up resources, time, and money. This testing has been on an accelerated schedule because if Alyeska is going to do any tests this summer, they need to order the supplies and get everything into their system. She pointed out that everyone's goal is to keep the oil out of the water, off the land, and in the tanks.

*(This was an Information item; no action was requested of the Board.)*

#### **4-1 PRESENTATION ON TANKER MOUNTED THERMAL IMAGING CAMERA TO REDUCE VESSEL-WHALE STRIKES**

PWSRCAC Project Manager Dr. John Guthrie introduced an update on the POVTS project 8060 to install a thermal imaging camera developed by WhaleSpotter, Inc., on a tanker, with the goal of learning about the frequency of whales in the tanker lanes in Prince William Sound and to help reduce vessel-whale strike risks. Dr. Zitterbart of WhaleSpotter, Inc., made a presentation (via videoconference) on this whale detection system.

The Council recently sent letters to the Response Planning Group (RPG) and NOAA requesting a voluntary slowdown of tanker traffic in Prince William Sound to reduce whale strikes. The RPG and NOAA responded that there was not enough information to support a voluntary slowdown.

The proposed camera system would notify the officers on the bridge of whales in the tanker's path at a distance up to 3.5 nautical miles. This would allow time for the tanker to slow down or make slight course adjustments to avoid a potential whale strike, while allowing the TAPS tanker fleet to maintain current operational efficiency. The camera would also allow for better documentation about the frequency with which whales are in the tanker lanes. The technology allows several course corrections to be made.

*(This was an information-only item. No action was requested of the Board.)*

#### **4-2 COMMUNITY OUTREACH ANNUAL REPORT**

Outreach Coordinator Maia Draper-Reich provided this annual report, which gave the Board an overview of PWSRCAC's outreach events, as well as work accomplished by the Fishing Vessel Program Community Outreach (3410), Youth Involvement (3530), and Internship (3903) projects during May 2025 – January 2026. This report was historically provided at the May Board meeting, but going forward it will occur annually at the January Board meeting. Due to this change, this presentation covered the period since the May 2025 Board meeting, with the report next January covering a full calendar year.

Draper-Reich also outlined upcoming outreach events for 2026. The illustrated book by Tom Crestodina will feature in many of those outreach events and efforts.

*(This was an information only item. No action was requested.)*

*(Break: 3:20 p.m. – 3:35 p.m.)*

#### **EXECUTIVE SESSION**

Following the break, Ben Cutrell **moved to go into executive session** to discuss the items listed on the executive session agenda:

- Alyeska Contract Funding Addendum Renewal.
- Board Governance Committee Assessment of January and December Event Scheduling.
- Executive Director Job Description and Goals.

Management staff, legal counsel Joe Levesque, and Executive Assistant Jennifer Fleming were invited to attend. The motion was **seconded** by David Janka and **passed by unanimous consent**.

**RECESS:** The open session recessed at 3:40 p.m. to reconvene the following day. The Board entered executive session at 3:40 p.m., and exited at 4:40p.m.

## **FRIDAY, JANUARY 23, 2026**

### **CALL BACK TO ORDER**

President Archibald called the meeting back to order at 8:17 a.m. on January 23, 2026. A roll call was taken. There were 18 Directors present at the time of the call back to order: Archibald, Beedle, Bender (via videoconference), Brittain, Crump (via videoconference), Cutrell, Donaldson, Haggerty, Hasenbank, Herbert, Jackson (via videoconference), Janka, Malchoff, Moore, Shavelson, Vigil, Williams, and Zinck.

### **REPORT ON EXECUTIVE SESSION**

President Archibald reported the following as a result of the executive session:

- As to Alyeska Contract funding addendum and renewal, the Board discussed the upcoming renewal of PWSRCAC's 2026-2029 funding agreement with Alyeska and provided direction to Board President Archibald and Executive Director Schantz on how to proceed with the negotiations with Alyeska.
- The Board discussed future January and December event scheduling but made no changes at this time.
- The Board discussed the Executive Director's Job Description and Goals but made no changes at this time.

### **4-3 REPORT ACCEPTANCE: 2025 LTEMP**

PWSRCAC Project Manager Dr. Danielle Verna introduced the annual 2025 Summary Report and Technical Supplement for the Council's Long-Term Environmental Monitoring Program (LTEMP) by Dr. Morgan Powers of Fjord & Fish Sciences, both dated December 2025, for Board acceptance. The report and the technical supplement provide data and results of the 2025 sampling excursions in Port Valdez for LTEMP, now in its 32<sup>nd</sup> year.

Dr. Powers presented the reports, copies of which were included with the briefing sheet in the meeting notebook under Item 4-3.

Dr. Powers stated the report will be submitted for peer review and publication in various scientific publications, yet to be determined.

Dr. Powers pointed out that PWSRCAC's LTEMP has the largest data set in Alaska over the past 25 years, and the program will continue to go forward with presentations to scientific conferences and other outreach events. This year, Dr. Powers plans to submit the manuscript in an open access, scientific, peer reviewed journal so it can become an easily searchable, findable dataset which will secure its place in the scientific knowledge base so the information can live on with greater credibility than simply a report to PWSRCAC. She would also like to compare the history and actions of the PWSRCAC to other oil loading ports, and how they might not have had the same history that

Port Valdez has, as a way of testing the efficacy of PWSRCAC's monitoring program to deter pollution.

Dr. Powers proposed another project (2025 Subsistence Foods Background Contaminants Report), which she recently pitched to OSRI, that uses PWSRCAC's LTEMP data. She reviewed all of the hydrocarbons in tissues for all of coastal Alaska to see how much she could find and the trends. The risk of hydrocarbon contamination in Alaska food sources from marine oil spills (the EVOS in 1989, the Selendang Ayu in 2004, and the tug Western Mariner oil spill in 2022) is real, and these oil compounds, when in contact with marine organisms, can affect the growth, reproduction, and even survival of those organisms. When they are harvested and eaten, the contaminants in these organisms may impact the people who consume them. Understanding the data in this marine subsistence food is a critical piece of knowledge for protecting environmental and community health. She researched every website, database, and federal repository, and asked everyone if they had any tissue hydrocarbon data. She found 24 separate studies that have reported tissue hydrocarbon data in Alaska in the last 25 years. The LTEMP dataset has the vast majority of tissue hydrocarbon data for this time period. It is just for blue mussels, whereas some other studies have some other different marine species, such as seaweed, snails, starfish, octopus, crabs, fish, mussels, marine mammals, seals, and whales. But PWSRCAC's LTEMP has the largest data set in Alaska and is also the most consistent sampling effort over time of any study in Alaska.

Following her presentation, Dr. Powers answered specific scientific and technical questions from the Board on the petrogenic and pathogenic origins of the data.

Dorothy Moore **moved to accept** the reports titled "Long-Term Environmental Monitoring Program 2025 Summary Report" and "Long-Term Environmental Monitoring Program 2025 Technical Supplement," by Dr. Morgan Powers of Fjord & Fish Sciences dated December 2025, as meeting the terms and conditions of contract number 9510.26.04, and for distribution to the public. Michael Vigil **seconded**, and the **motion passed** without objection.

### **INTRODUCTION & DISCUSSION WITH ADEC COMMISSIONER-DESIGNEE RANDY BATES**

ADEC Commissioner-designee Randy Bates introduced himself to the Council and gave a brief summary of his personal and professional background, from growing up in Juneau, Alaska, to spending 25 years on and off with the State of Alaska -- 14 years at the Division of Coastal Management, then the Alaska Department of Fish & Game, and later the Division of Water. During this time, he became familiar with both regional citizens advisory councils and the work that they do.

He described his management style as having three pillars:

- Promoting resource development. Alaska's economy is run on the development of resources and is dictated by the development industry, and he is a fierce advocate of that.
- A strong advocate of states' rights, and the state's right to control and manage its resources the way Alaskans want to manage them, and to partner with the federal government but not be subservient to it.
- "Getting the fish back in the rivers" – meaning promotion of a healthy environment.

Commissioner Bates reported on recent developments since he became the designee to lead ADEC.

- Home Heating Oil Tank (HHOT) Program: ADEC has initiated the HHOT program to help homeowners cover clean-up costs that are related to home heating oil spills. This is a large issue for ADEC which it saw play out in a major way in the aftermath of Typhoon Halong in western Alaska. It is a program to help homeowners whose home heating oil tank has spilled or leaked to get the spillage cleaned up. It is available to homeowners statewide. The reimbursement cost that ADEC will be able to share is between \$13,000 - \$17,000 to clean up soils in the spilled area without penalization of the homeowner. He noted thousands and thousands of these spills across the state that are either unreported or are contributing to the degradation of groundwaters, streams, soils, etc. He pointed out that even as stable as home heating oil tanks are, they can be moved off their bases quickly, through no fault of the homeowner, when adverse weather hits, or snow falls off roofs or comes down hillsides. It may be a small spill, but ADEC wants to get it cleaned up.
- Administrative Order 360. Governor Dunleavy wants to streamline the state's regulations and has asked ADEC to take a hard look at its regulations to see where there is redundancy, what is duplicative, and what is extraneous or beyond the scope of statutory authority, and to clean up those regulations, and in this way streamline ADEC's permitting or program initiatives. He emphasized there is no initiative to reduce or do away with environmental protections. This administrative order is meant to streamline, clean up, and get rid of extraneous requirements without lessening or reducing those environmental protections. ADEC has put together its response proposal and shared it with the Governor's Office. He expected to hear within the next couple of weeks what regulations ADEC is going to be revising.
- Oil and Hazardous Substance Release Prevention and Response Fund (470 Fund). Commissioner Bates reported that the Fund had a significant settlement recently of \$24 million in the last six months. The Fund is healthy and stable at present and ADEC has no intention to use it for anything other than its intended purpose. That being said, Bates pointed out the Legislature could still appropriate monies from that Fund.

Following his remarks, Commissioner Bates took questions from the Board and added the following comments:

In response to a question from Bob Shavelson as to what ADEC is doing about methane releases around the VMT, Bates acknowledged that ADEC did purchase a thermal imaging FLIR camera to detect methane releases that was used by the state's Division of Air on some inspections. This was because it was useful in terms of stack emissions and it was a useful drone as ADEC was getting into the drone business, but he was not up to date on Shavelson's question about methane releases. He will find out and get back to PWSRCAC staff with more information.

Jim Herbert acknowledged to Bates the good interaction with PWSRCAC of ADEC representatives Teresa Melville, Ytamar Rodriguez, and Graham Wood. They attend a lot of meetings and they are very open to dialogue with PWSRCAC staff. Herbert said it was encouraging to hear from ADEC's report at this Board meeting that the positions in the department pertaining to the Council's work are 99% full. Herbert also pointed out some of the work that PWSRCAC does benefits ADEC (e.g., when ADEC is short on engineers to review some of its projects), and a lot of the work that the

Council supports not only benefits PWSRCAC, but it benefits ADEC and Alaska. In that way, PWSRCAC is a partner working with ADEC in an effort to keep the environment safe.

Mako Haggerty pointed out to Bates that PWSRCAC makes trips to meet legislators in Juneau during the legislative session and is constantly working to get ADEC/SPAR more funding. He pointed out the Council's effort to pass the surcharge on refined fuels as one example of PWSRCAC's support of ADEC and the great amount of work PWSRCAC did in an effort to get ADEC more funding into SPAR. Ultimately, that bill did not pass, but PWSRCAC will try again.

In response to David Janka's question about what the department will face in the next few years, Bates pointed out that ADEC is under Administrative Order 358 which limits hiring and travel, but if they see a position that is critical, they will put it forward for a waiver. He said one challenge he sees is offsetting the loss of institutional knowledge as long-term employees retire. Two retirements will be coming up soon, which together represent about 50 years of permitting experience. His goal is to make sure there is a mentoring program for those up-and-coming employees in permitting and protecting the environment. He noted that Alaska is coming into a tighter fiscal situation in the next five years and it will be difficult for the next administration. His goal is to keep a level budget and a level staff.

Wayne Donaldson asked whether the longstanding policy of closing commercial fisheries when there's a spill and oil in the water is still policy, as it would devastate Kodiak's economy. Bates stated the reason for the policy is that the State of Alaska wants to make sure the product is not contaminated by fuel, etc., so there is no intention to change policy, but he said he is certainly sensitive to the concerns of communities that would be impacted and to limit those impacts that would only be incidental.

Executive Director Schantz noted the infusion of UGF funds into ADEC's budget for this coming fiscal year and asked if there are any alternate plans if the UGF funds should not be available. Commissioner Bates reported that the proposed budget for FY2027-FY2028 is level funding. ADEC has not looked beyond 2027. That will be a challenge as they put together the next budget in 2027 for the next administration.

President Archibald asked if the Commissioner was aware of the testing of the SCS at the VMT to verify that the integrity of the CBA liners is sufficiently impermeable to protect groundwater. He pointed out that this has been the number one issue PWSRCAC has been following for over 20 years and it is the Council's hope there is some resolution coming that will work and will meet the regulations as they are currently written. Commissioner Bates assured the Council that he is fully engaged and 100% up to date. He stated that ADEC staff is working with the VMT to get the information it needs, and it is working with PWSRCAC staff. He also noted that they are dealing with the adjudicatory hearing appeals on a number of these issues.

Executive Director Schantz assured Commissioner Bates that while adjudicatory hearings and appeals may be seen as burdensome, PWSRCAC does not take those appeals lightly or as a routine matter. PWSRCAC only requests adjudicatory hearings because it believes it is an important part of the process to ensure a correct decision on critical issues. She hoped the Commissioner also shared that view about the role of adjudicatory hearings and appeals.

Bob Shavelson spoke of the 60% prevention credits that Alyeska receives against the statutory Response Planning Standard (RPS) for its secondary containment liner and questioned whether a credit against something that is statutorily already required is good policy. Bates responded that it is what is in place and it is his job to implement the law, not judge whether it is good policy or not. ADEC's role is to make sure spilled oil is prevented, respond if necessary, and clean it up.

*(Break: 9:45 a.m. – 10:00 a.m.)*

#### **4-6 REPORT APPROVAL: PWSRCAC ANNUAL LONG RANGE PLAN (LRP)**

PWSRCAC's Director of Administration Hans Odegard presented the Council's Five-Year Long Range Plan for FY2027-2031 for adoption/approval. As outlined in the briefing sheet 4-6, the Long Range Planning Committee worked with PWSRCAC staff, committees, and the Board to update the Plan at a workshop the previous day (on January 21) and recommended it for Board approval.

Dorothy Moore **moved to approve** the Five-Year Long Range Plan for Fiscal Years 2027–2031, as developed and finalized for consideration by the Board at the January 21, 2026, Long Range Plan work session. Aimee Williams **seconded** and the **motion passed** without objection.

LRP Chair Cathy Hart thanked staff Hans Odegard and Nelli Vanderburg for their hard work on this Long Range Plan.

#### **4-7 APPROVAL OF IRS FORM 990**

Director of Finance Ashlee Hamilton presented the Council's 2024 IRS Form 990 for approval, signing, and ultimate filing with the Internal Revenue Service on or before May 15, 2026.

Mako Haggerty **moved to authorize** the Executive Director to sign the IRS Form 990 on behalf of PWSRCAC and submit it to the Internal Revenue Service on or before May 15, 2026. David Janka **seconded** and the **motion passed** without objection.

#### **4-9 DIRECTOR APPOINTMENT FOR OSREC**

The purpose of this agenda item was to fill the Oil Spill Region Environmental Coalition (OSREC) seat held by Bob Shavelson. Mr. Shavelson notified the Council that he would step down from his role as the member representative for OSREC and as Secretary of PWSRCAC at the close of this January 2026 Board meeting.

The Council was notified that Lois Epstein was nominated by OSREC to fill the seat to be vacated by Mr. Shavelson. If that nomination is confirmed, Ms. Epstein's term will expire at the May 2026 Board meeting.

Bob Shavelson **moved to confirm the appointment** of Lois Epstein, representing the Oil Spill Region Environmental Coalition, with a term set to expire at the May 2026 Annual Meeting. Mako Haggerty **seconded** and the **motion passed** without objection.

Mr. Shavelson's resignation also created a vacancy in the office of Secretary. An appointment was necessary to fill that vacancy as an officer of the corporation and to serve on the Executive Committee. *(Section 4.5 of the Council's Bylaws allows the vacancy of an officer position to be filled by a majority vote of the Board for the unexpired term. The unexpired term of the office of Secretary is May*

2026.) After a brief discussion, Jim Herbert was nominated to serve as Secretary of the corporation with a term set to expire at the May 2026 Annual Meeting.

Ben Cutrell moved to confirm the appointment of Jim Herbert to serve the office of Secretary with a term set to expire at the May 2026 Annual Meeting. Robert Beedle seconded and the motion passed without objection.

The appointment of Jim Herbert as Secretary created a vacancy in his Member-at-Large seat on the Executive Committee. *(Section 3.18.2.1 of the Council's Bylaws allows for one member-at-large and up to two additional members-at-large to serve on the Executive Committee.)* There were three members-at-large serving on the Executive Committee prior to Herbert's appointment as Secretary.

President Archibald explained the Board could choose to fill the vacant seat for the unexpired term (until May 2026) or choose not to fill it. He opened the floor to nominations for the vacant member-at-large seat. There were no nominations for the member-at-large position on the Executive Committee, therefore the seat will remain vacant until elections at the Annual Meeting (May 2026).

Archibald thanked Shavelson for his many contributions to and work for PWSRCAC, and the environmental community.

#### **DIRECTOR OF FINANCE'S REPORT TO THE BOARD**

Director of Finance Ashlee Hamilton reported the following:

- The FY2024 financial audit was a clean audit.
- The Valdez office lease was approved with a 1.5% annual rent increase. The building was recently sold, and the new landlord has had positive interactions with staff.
- Work continues on the compensation study.
- The transition to ProLiant software for payroll has been positive.
- Staff are still exploring different options for suitable budgeting software.
- Bank signatories. Following the resignation of Bob Shavelson as Secretary, the bank's advice is to remove Bob Shavelson as a signatory at this time, use the remaining signatories, and update all signatories after elections at the May Annual Meeting.

#### **EXECUTIVE DIRECTOR'S REPORT TO THE BOARD**

A detailed written report from Executive Director Schantz was emailed to the Board the previous week, recapping key activities and issues of concern since the September meeting. She supplemented that written report with the following remarks:

- Recertification: Schantz pointed out that the Coast Guard really likes to hear from member entities, the public, industry, and government. Since PWSRCAC is the alternative advisory group in lieu of a council, it is important for the Coast Guard to hear that PWSRCAC continues to foster the goals and purpose of its section of the Oil Pollution Act of 1990 (OPA 90), and that is also a reason why it is important for PWSRCAC to stay within its OPA 90 mandates. One of those mandates in the preamble includes fostering long-term partnerships with industry, government, and local communities: *"Only when local citizens are involved in the process, will the trust develop that is necessary to change the present system from confrontation to consensus."*

- Reductions in federal oversight. She spoke of PWSRCAC's concerns with the reductions in federal regulatory oversight of the oil industry and reductions in regulations designed to protect the environment and citizens. With those reductions, it is more important than ever that PWSRCAC exists. At the same time, she emphasized the importance of celebrating the organization's successes, the good work that has been done, and the positive improvements that have been made, such as the fishing vessel response fleet exemption language in the NDAA and the upcoming book with Tom Crestodina.
- Recognition of PWSRCAC's successes.
  - She recognized and thanked CDR Rousseau for her contribution to getting the fishing vessel response fleet exemption language into the NDAA.
  - She anticipated that Tom Crestodina's book would be a wonderful outreach tool that highlights the positive improvements in prevention and response. She also commended Brooke Taylor for pitching the Crestodina book project and for all her work on this project.
  - She highlighted PWSRCAC's success in hiring the best technical experts it can find to help the organization provide sound advice on how to make improvements to prevention and response, and also hiring the best scientific experts for its science projects.
  - She commended Maia Draper-Reich and the IEC for what they accomplish in outreach and youth involvement with such a small staff, help from volunteers, and a relatively small budget.
- She recognized the commitment of Alyeska personnel that work with PWSRCAC to prevent oil spills, noting that they are not the ones making the financial decisions for Alyeska, but they are the ones carrying out the work. Their commitment to keeping the oil in the pipes and in the tanks is tremendous and needs to be highlighted and commended. She also emphasized that these successful partnerships need to be remembered to help everyone find common ground.
- She was encouraged to hear former staff member Joel Kopp talk at this meeting about how the founders of this organization had so much passion and worked so hard to overcome the spill and to create the Council. She emphasized how, to this day, everyone is entrusted with protecting what they created and continuing to work together to build upon the collective past successes.
- She highlighted the importance of protecting PWSRCAC so it can continue for future generations and meet the challenges of the changing needs in a changing and tumultuous world. In the Long Range Plan just approved, there is a section called "where are we today," which shows the SWOT (strengths, weaknesses, opportunities, and threats) analysis. That section has not changed much since it was first created by the Board in 2021, and it is still relevant today. She hoped that everyone in attendance, not just Board members, but PWSRCAC's ex officio members and industry representatives, recognize how their actions and voices have made a positive difference, and how continuing this work and why preserving what we have is so important.
- She recognized Dorothy Moore on achieving her 101<sup>st</sup> attendance at a PWSRCAC Board meeting. Since she joined the Council in 2007, she has only missed two meetings. In addition to serving on the Board, she has served as past Board President and in other roles on the Executive Committee, and she is currently on the SAC, BGC, and the LAC committees, as well as some *ad hoc* committees that have been stood up over the years.

- She thanked Bob Shavelson for his 11½ years on the Council and 10 years as Secretary. There will be a parting gift to acknowledge his years of service at a later date.
- She welcomed Peter Casey, Project Manager Assistant, and Robbin Capers, Terminal Operations Environmental Monitoring Project Manager, to the staff.
- She reminded everyone that she will miss the May Board meeting to attend her son's college graduation. She noted that this January Board meeting marks 26 years of her being with the Council, the last 10 years of which have been in the Executive Director's seat. In that time, the only other Board meeting she has missed was when her son was born.
- She thanked all the Board members, committee volunteers, and staff for their dedication to the Council's mission.

### **PRESIDENT'S REPORT TO THE BOARD**

President Robert Archibald spoke of the importance of prevention in industry, but also in life, emphasizing that the old adage of an ounce of prevention is worth a pound of cure still holds true, especially in the transportation of oil. In PWSRCAC's circle, everyone talks about prevention all the time, whether it is preventing accidents, injuries, or oil spills. He said Alyeska deserves recognition for its safety culture. The statistics for this past year are very good, and he commended Alyeska for that achievement because it has not always been that way. But if one has that culture and one thinks about prevention, you want to prevent adverse events from happening. He urged everyone to think about prevention of adverse consequences and carry that forward into everyday life.

### **CONSIDERATION OF CONSENT AGENDA ITEMS**

(None.)

### **CLOSING COMMENTS**

Directors were given the opportunity to make closing comments. Thanks were extended to Dorothy Moore and Bob Shavelson for their service to the Council. Thanks were expressed to the industry representatives who stayed for the duration of this meeting.

Shavelson made a presentation and donation of an art print to the organization's offices.

### **ADJOURNMENT**

There being no further business to come before the Board, and hearing no objection, **the meeting was adjourned** at approximately 11:15 a.m. on a **motion made** by Robert Beedle, **seconded** by Ben Cutrell, and **passed** by general consent.

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Secretary