

**PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL
MINUTES
REGULAR BOARD MEETING
January 25 and 26, 2024
Anchorage, Alaska**

Members Present

Robert Archibald	City of Homer
Amanda Bauer <i>(via videoconference)</i>	City of Valdez
Robert Beedle	Cordova District Fishermen United
Mike Bender	City of Whittier
Mike Brittain	City of Seward
Nick Crump	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>(1/25/24 only via videoconference)</i>	Kodiak Village Mayors Association
David Janka	City of Cordova
Melvin Malchoff	Port Graham Corporation
Dorothy Moore	City of Valdez
Bob Shavelson	Oil Spill Region Environmental Coalition
Angela Totemoff <i>(1/26/24 only)</i>	Tatitlek Corporation & Tatitlek Village IRA Council
Michael Vigil	Chenega Corporation & Chenega IRA Council
Aimee Williams	Kodiak Island Borough
Kirk Zinck	City of Seldovia

Members Absent

(None)

Committee Members Present

Steve Lewis <i>(via videoconference)</i>	POVTS Committee
Davin Holen	SA Committee
John Kennish <i>(via videoconference)</i>	SA Committee
Savannah Lewis <i>(via videoconference)</i>	IE Committee
Cathy Hart	IE Committee
Ruthie Knight	IE Committee
Matt Melton	OSPR Committee

Staff Members Present

Donna Schantz	Executive Director
Joe Lally	Director of Programs
Brooke Taylor	Director of Communications

KJ Crawford	Director of Administration
Ashlee Hamilton	Director of Finance
Jennifer Fleming	Executive Assistant
Danielle Verna	Project Manager
Roy Robertson	Project Manager
Linda Swiss	Project Manager
Jeremy Robida	Project Manager
Alan Sorum	Project Manager
Amanda Johnson	Project Manager
Sadie Blancaflor	Project Manager
Maia Draper-Reich	Outreach Coordinator
Nelli Vanderburg	Project Manager Assistant
Hans Odegard	IT Coordinator
Jaina Willahan	Office Coordinator

Ex Officio Members Present

Kara Kusche	Alaska Dept. of Environmental Conservation
Lisa FOX <i>(via videoconference)</i>	U.S. Department of the Interior
CDR Sarah Rousseau <i>(via videoconference)</i>	USCG MSU Valdez
Liza Sanden	NOAA
Tony Strupulis <i>(via videoconference)</i>	Bureau of Land Management
Scott Pegau <i>(via videoconference)</i>	Oil Spill Recovery Institute
Paul Degner <i>(via videoconference)</i>	Bureau of Land Management

Others Present

Andres Morales	Alyeska Pipeline Service Company
Klint VanWingerden	Alyeska Pipeline Service Company
Weston Branshaw <i>(via videoconference)</i>	Alyeska Pipeline Service Company
Suzanne Cunningham <i>(via videoconference)</i>	Alyeska Pipeline Service Company
Mike Day	Alyeska Pipeline Service Company / SERVS
Alyssa Sweet	Alyeska Pipeline Service Company
Diana Bouchard <i>(via videoconference)</i>	Alyeska Pipeline Service Company
Emma Pokon	Alaska Dept. of Environmental Conservation
Ytamar Rodriguez	Alaska Dept. of Environmental Conservation
Anna Carey <i>(via videoconference)</i>	Alaska Dept. of Environmental Conservation
Graham Wood	Alaska Dept. of Environmental Conservation
Teresa Melville	Alaska Dept. of Environmental Conservation
Mollie Dunkin <i>(via videoconference)</i>	Alaska Dept. of Environmental Conservation
Sonja Mishmash <i>(via videoconference)</i>	Alaska Dept. of Environmental Conservation
Melissa Woodgate <i>(via videoconference)</i>	Alaska Dept. of Environmental Conservation
Mo Radotich <i>(via videoconference)</i>	Alaska Dept. of Environmental Conservation
CDR Chris Spencer <i>(via videoconference)</i>	USCG Sector Anchorage
Steve Weeks <i>(via videoconference)</i>	Bureau of Land Management
Chris Merten <i>(via videoconference)</i>	Alaska Tanker Company
Andrea West	Polar Tankers

Chris Peterson	Crowley Alaska Tankers
Mark Curtis	Crowley Alaska Tanker
Rob Kinnear <i>(via videoconference)</i>	Hilcorp
Marshall Blankenship	Hilcorp
Marc Bayer <i>(via videoconference)</i>	Marathon Petroleum
Joe Levesque <i>(via videoconference)</i>	Levesque Law Group
Billie Pirner Garde	Clifford & Garde, LLP
Charla Hughes	Prince William Sound Stewardship Foundation
William Melton	Prince William Sound Stewardship Foundation
Dennis Staley	U.S. Geological Survey
Haley Griffin <i>(via videoconference)</i>	Nuka Research & Planning Group, LLC
Sierra Fletcher <i>(via videoconference)</i>	Nuka Research & Planning Group, LLC
Brooke Mallory	Native Village of Eyak
Mead Treadwell	Treadwell Development
Bert Adams	Native Village of Eyak
Gene Therriault	PWSRCAC Legislative Monitor (State)

Thursday, January 25, 2024

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 January 25 and 26, 2024, at the Embassy Suites Hotel, Anchorage, Alaska. President Robert Archibald called the meeting to order at 8:15 a.m. on January 25, 2024.

A roll call was taken. The following 17 Directors were present at the time of the roll call, representing a quorum for the conduct of business: Archibald, Bauer (via teleconference), Beedle, Bender, Brittain, Cutrell, Donaldson, Haggerty, Hasenbank, Herbert, Jackson (via teleconference), Janka, Malchoff, Moore, Vigil, Williams, and Zinck. Nick Crump and Bob Shavelson joined the meeting in person at 8:40 a.m. and 9:10 a.m. respectively.

Introductions and Directors' reports followed.

1-0 AGENDA

President Archibald presented the agenda (green-colored sheet) for approval.

Michael Vigil moved to approve the agenda (green-colored sheet). Jim Herbert seconded and the agenda was approved as presented.

1-1 MINUTES

Ben Cutrell moved to approve the minutes of the Regular Meeting of the Board of Directors of September 21 and 22, 2023, with a correction to the spelling of Davin Holen's name on the top of page 5, first paragraph of the SAC report. Robert Beedle seconded and the minutes were approved with the correction.

1-2 MINUTES

Jim Herbert moved to approve the minutes of the Special Meeting of the Board of Directors of November 21, 2023. Robert Beedle seconded and the minutes were approved as presented.

PUBLIC COMMENTS

Dennis Staley of the U.S. Geological Survey (USGS) informed the Council of a new USGS report on landslide hazards in Prince William Sound. The report identifies 43 new, slow moving landslides, 11 of which have the potential to enter the waters of the Sound. One such landslide is on Maynard Mountain in Whittier and another in Yale Arm in College Fjord (which is expected to be twice the size of the Barry Arm slide area). He said USGS's main concern is the tsunamigenic hazards that could be created by the slides that have the potential to reach the water. He will provide staff with the link to the report as well as the contact information of those USGS personnel who will be able to answer specific questions. He went on briefly to answer general landslide questions from the Board.

INTERNAL OPENING COMMENTS - PWSRCAC TECHNICAL COMMITTEES**INFORMATION AND EDUCATION COMMITTEE (IEC)**

Cathy Hart reported that the IEC had three regular meetings and one project team meeting since the Board met in September.

- **Youth Involvement.** IEC accepted four final reports from the following contractors as complete and meeting all deliverables: Prince William Sound Science Center, Copper River Watershed Project, Alaska Geographic, and Center for Alaskan Coastal Studies.

There are contracts underway with Alaska Marine Conservation Council, University of Alaska Anchorage, and Center for Alaskan Coastal Studies. All four contracts are on track to be completed by the end of the fiscal year.

The most recent Youth Involvement RFP received nine project proposals. A project team met and implemented the committee's updated scoring rubric to evaluate the proposals and come up with a recommendation for how to distribute the remaining fiscal year 2024 Youth Involvement funds. Based on the project team's recommendation, the committee voted to fund seven of the proposed projects.

- **Illustrated Prevention and Response System Outreach.** The contract with author and illustrator Tom Crestodina has been signed. A project team made up of Savannah Lewis, Ruthie Knight, and Kate Morse from IEC; Matt Melton and Robert Beedle from OSPR; Amanda Bauer from POVTS; and multiple staff members was formed to help with review and feedback on content and materials.
- **Community Outreach.** In November, POVTS member Max Mitchell, OSPR member Matt Melton, and Outreach Coordinator Maia Draper-Reich, took the Council's booth to Seattle for Pacific Marine Expo where they had the opportunity to share the Council's

mission and work with over 250 people. Staff have coordinated and participated in many additional outreach events, including presentations, office visits, guest lessons, and student interviews, which will all be covered during the Community Outreach Annual Report at the May Board meeting.

IEC is excited to continue supporting outreach efforts during a busy spring season, which will include upcoming events such as the Alaska Forum on the Environment, the Alaska Ocean Sciences Tsunami Bowl, ComFish, the International Oil Spill Conference, and the Prince William Sound Natural History Symposium.

- **Conferences.** Both IEC and the Executive Committee voted to approve travel for Cathy Hart and Kate Morse to attend the 2024 Nonprofit Technology Conference happening in March. Savannah Lewis will be attending the conference virtually. This conference teaches essential nonprofit technology best practices and helps establish connections with other like-minded non-profit organizations. Sessions have been informative and useful in previous years, and the committee is looking forward to the valuable takeaways from this year's event.
- **Web Presence BAT.** The Council's web contractor has been working with Project Manager Amanda Johnson to prepare the Council's websites for major technical updates and ensure a smooth transition with the new host.

TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE (TOEM)

Chair Amanda Bauer reported on the TOEM Committee's updates since the last Board meeting.

- TOEM put out a Request for Qualifications (RFQ) for a contractor to perform a review of the Valdez Marine Terminal (VMT) Title V Air Quality Permit renewal. It is unknown when the permit will be released for renewal and public comment, but the committee deemed it best to select a contractor who could be ready to start work as soon as the permit renewal is released. Two contractors responded to the RFQ and were evaluated by the TOEM Committee members. A contractor was selected following that process.
- At the September 2023 Board Meeting, the Council's Alyeska liaison, Andres Morales, committed to providing a schedule of responses to outstanding requests for information and responses to recommendations. On November 2, 2023, Alyeska transmitted their internal timeline for providing the Council with the information requests. All outstanding information to complete reports for Tank 94, Tank 7, and Tank 2 has been received.
- The committee received a presentation from Bill Mott of Taku Engineering on the "Review of the Ballast Water Tank 94 and Crude Storage Tank 7 Out-of-Service Inspection Reports" final report at the January 5, 2024 TOEM meeting. This report has been sent to Alyeska for their review and input, which Alyeska has indicated they intend to provide. The committee, with the support of Taku Engineering, will review and

address Alyeska's input once received. The final report will be presented at a future meeting of the Board for acceptance.

- The committee discussed Alyeska's proposal, as submitted to ADEC on September 27, 2023, to utilize the non-destructive testing method geoelectric leak location (GELL) to evaluate the integrity of the secondary containment liner at the VMT. The committee voted to recommend Board approval of additional funding to bring contractor Dr. Craig Benson to the Valdez Marine Terminal to observe the pilot testing and calibration of GELL this summer on the secondary containment liner installed at the West Tank Farm. On January 11, 2024, Executive Director Donna Schantz received verbal permission from Alyeska's Klint VanWingerden to allow Dr. Benson to observe the pilot testing/calibration.
- The Council transmitted Taku Engineering's Snow Vent Damage Report to Alyeska in October 2023, and received a response from Alyeska on October 25, 2023, requesting additional information on Taku Engineering's mass balance calculations and reasoning behind the lack of gaseous mixing in the headspace. The Council prepared and transmitted a letter in response on November 3, 2023, offering a meeting with Taku to present their calculations and reiterating the Council's ongoing requests for additional information to compare Taku Engineering's results with those of Alyeska's engineers and further refine the model. Taku Engineering is currently tasked with preparing for this presentation.
- The committee was provided updates on the snow removal efforts this winter to avoid excessive accumulation on the tank tops.

OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)

Chair Jim Herbert reported on the OSPR Committee's activities since the last Board meeting.

- The committee received updates on area and regional planning efforts for the Alaska Regional Contingency Plan, and the Prince William Sound, Arctic and Western Alaska, and Inland Alaska c-plans and area committees. These included:
 - Prince William Sound Shippers' major amendment replacing the Mineral Creek barge with OSRB-5 and changes to align the plan with planning regulations updated in 2023.
 - VMT Plan five-year renewal. This renewal also incorporates regulation changes. PWSRCAC comments were submitted in December. The Council's priority concern with this renewal is the integrity of the secondary containment liner. This issue will be addressed later during this Board meeting.
- The committee was updated on the status of the VMT secondary containment liner. Alyeska selected geoelectric leak location (GELL) as the method to evaluate the integrity of the buried secondary containment liner that will be used in Alyeska's pilot study. The pilot study will take place this summer in the West Tank Farm.

- The committee was kept apprised of staff participation in an ARRT-initiated Regional Stakeholder Committee (RSC) Task Force. The group is working to construct a job aid for liaison officers helping manage the RSC process and for RSC members themselves.
- The committee reviewed and accepted various drill reports.
- The committee was updated on various weather-related projects, including repair and maintenance on the Port Valdez weather buoys. Most recently, the weather buoy located off of Jackson Point broke free from its anchoring system and with the help of SERVS and Thane Miller, the buoy was retrieved, and the committee is contemplating what to do next. The committee was also updated on the non-operational Seal Rocks weather buoy, which stopped working, then broke free from its anchoring system and grounded on the outside of Montague Island. Staff wrote to the National Data Buoy Center and the response was that the buoy would not be repaired or replaced until at least spring of 2024.

Those interested in additional information on all of OSPR's projects were directed to Section 5 of the Board's meeting notebook.

SCIENTIFIC ADVISORY COMMITTEE (SAC)

Chair Davin Holen thanked the staff and committee members for their efforts, with a particular acknowledgment to Dr. Danielle Verna for her valuable contributions to the committee's work. He went on to report on SAC's activities since the last Board meeting.

- **Long Term Environmental Monitoring Program (LTEMP)**. 2023 was an "expanded" LTEMP sampling year, where environmental samples were collected from Port Valdez as well as additional monitoring stations in Prince William Sound. Analytical results from the samples were received from various laboratories in the fall. Dr. Morgan Bender of Owl Ridge Natural Resource Consultants interpreted the data and drafted a summary report and technical supplement for SAC's review and comment. The final report will be presented to the Board at this meeting and SAC recommends its acceptance.
- **Marine Bird Survey**. The fourth year of winter marine bird surveys is scheduled to take place in March 2024. Staff from the Prince William Sound Science Center will conduct the survey on the same transects as last year, in and around the tanker escort lanes and Port Valdez. The goal of the study is to document variability of marine birds and mammals during the non-breeding season and perform a hot spot analysis of seasonal marine bird observations.
- **Marine Invasive Species**. The field work components of the broadscale invasive species survey in Prince William Sound last year went off without a hitch. Thanks to Board member Mike Bender and Lazy Otter Charters for their help transporting scientists and gear from Whittier to Cordova during the September gear retrieval. Results of the survey are expected later this year.

Staff will be recruiting invasive species monitoring interns in Valdez, Cordova, and Kodiak this spring. Anyone aware of an interested high school student was encouraged to contact Danielle Verna.

- **Science Night.** A successful Science Night took place on November 30, with four engaging speakers sharing updates on 30 years of LTEMP, forage fish in Prince William Sound, landslide hazards, and wildlife identification during spill events. All recordings are now available on PWSRCAC's website and YouTube page.
- **Herring Toxicity.** Dr. John Incardona recently joined a SAC meeting to share an update on several years of research on the toxic effects of oil on herring embryos. This project was financially supported by the Council through a multi-year Memorandum of Agreement with the Northwest Fisheries Science Center. Dr. Incardona's group recently published a paper on this topic and several more are in preparation.
- **Upcoming Conferences.** SAC member Roger Green will be attending the International Conference on Aquatic Invasive Species in May 2024 in Halifax, Nova Scotia.

SAC Chair Davin Holen and staff member Danielle Verna will be attending the International Oil Spill Conference to present a paper titled "Building Collaborative Social Science Research Models to Understand the Social, Cultural, and Economic Impacts of Spills" in May 2024, in New Orleans, LA.

PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)

Chair Steve Lewis reported that the POVTS Committee consisted of five members at that time and would consider more volunteers to join them. He went on to report on the efforts of the committee since the last Board meeting:

- The committee continues to stay informed about the weather-based projects led by the OSPR Committee and on matters pertaining to the Port Valdez weather buoys.
- Miscommunication in Maritime Contexts (8520). The committee received the initial draft report for this project on December 30, 2023. The committee plans to meet in February to discuss the report and anticipates the Board will hear a presentation on this project/report at its May meeting.
- Vessel Operator Tsunami Hazards Guidance Workshop (8025). Staff and committee members are working with Nuka Research and Planning Group, LLC, on this project, as well as a steering committee that includes representatives from the City of Valdez, Ground Truth Alaska, the Alaska Division of Natural Resources, and Alaska Pacific University. The workshop is scheduled to take place on June 3-4, 2024. A tentative agenda has been drafted and potential workshop presenters and participants have been identified.

Lewis commented that the new information from the USGS on potential landslide risks in Prince William Sound was disturbing. He encouraged people to attend the workshop to learn more on the topic.

Lewis stated that the breakaway NDBC weather buoys were a major concern to the POVTS Committee and they needed to get the Seal Rocks Buoy back in place, but he encouraged the Council to seriously consider options or alternatives to the obsolete technology of the current buoy, such as remote sensing and other new technologies which may provide better or more accurate information.

Lewis spoke of the danger of possible major disruptions to the world's oil supply and PWSRCAC's financial stability because of recent attacks on tankers in the Red Sea and the Ukraine/Russian oil supply infrastructure and other world events.

(This concluded the Opening Comments of PWSRCAC's Technical Committees.)

INTERNAL OPENING COMMENTS – PWSRCAC BOARD SUBCOMMITTEES

BOARD GOVERNANCE COMMITTEE (BGC)

Chair Luke Hasenbank reported on the activities of the Board Governance Committee (BGC) since the last Board meeting.

- The committee met twice since the September Board meeting. The full Board was invited to both BGC meetings to keep everyone informed on the progress being made to fill a recreation seat on the Council's Board.
 - At the September 2023 Board meeting, the Board supported the concept of a coalition of recreation entities to potentially fill a Class I Recreation seat on the PWSRCAC Board of Directors. The Board also granted authority for staff to engage PWSRCAC legal counsel in review of the draft Memorandum of Agreement, as presented by the newly formed Oil Spill Region Recreational Coalition.
 - In November, BGC met to discuss the formal submission packet provided by the Oil Spill Region Recreational Coalition. BGC also reviewed supplemental documents requested by the BGC Project Team.
 - At the conclusion of the November meeting, BGC moved to recommend seating the Oil Spill Region Recreational Coalition as a Class I member. The issue was then passed to the Executive Committee for consideration and will be presented for full Board discussion during the Executive Session later in this agenda.
 - Should the recreation coalition be seated as a Class I member, BGC has identified the required bylaw modifications to facilitate this change. This information will also be presented during Executive Session.

Hasenbank thanked the committee, the BGC project team, and staff for their involvement throughout this ongoing process.

LEGISLATIVE AFFAIRS COMMITTEE (LAC)

Chair Dorothy Moore reported 100% committee attendance at several meetings. She went on to report on committee activities since the last Board meeting and those going forward into 2024.

Activities Since the Last Board Meeting:

State:

- Alaska Department of Environmental Conservation (ADEC) Spill Prevention and Response (SPAR) Budget Deficit. The Council has been concerned with the long-term sustainability of the SPAR budget, which will go into deficit in FY2029, based on the latest Prevention Account projection. SB 137, introduced by Senator Giessel, which would have increased the refined fuels surcharge to 1.5 cents per gallon, failed to advance in the previous legislative session and has carried forward into the current session. As the 2024 session opened, HB 244, which also proposes to increase the refined fuels surcharge, was introduced by Representative Josephson. PWSRCAC and LAC continue to strongly support this legislation.

The Council is also concerned with the increasing level of personnel attrition from ADEC/SPAR and its potential impact on the agency's ability to conduct adequate regulatory oversight. The loss of institutional knowledge, technical experience, and expertise associated with personnel turnover is also a significant concern to LAC and the Council. PWSRCAC's State Legislative Monitor is working with the Council to identify the cause of increased attrition and determine how best to highlight the matter with the Legislature.

- PFAS Use, Regulation, and Testing (SB 67) – Senator Kiehl. This bill would have allowed the State Fire Marshal to determine an alternative safe and effective firefighting substance and adopt regulations requiring use of alternative non-PFAS-containing substances. As the 2023 legislative session neared its conclusion, the contents of SB 67 were inserted into another bill which passed the Legislature. Unfortunately, this legislation was vetoed by the Governor. Senator Kiehl's original bill is still "alive" in the legislative system, and he has initiated a dialogue with the Administration to determine if acceptable modifications are needed to avoid a future veto.

Federal:

- A major item of discussion was the recommendations from the PWSRCAC report "Assessment of Risks and Safety Culture at Alyeska's Valdez Marine Terminal" by Ms. Billie Garde, one of which was a request that the Government Accountability Office (GAO) determine the adequacy of federal and state regulatory oversight of the Valdez Marine Terminal. The Council encouraged the Alaska Delegation to make this request to the GAO and the request was granted. The Council's Legislative Monitor

in Washington, D.C., has encouraged the Council to do some outreach to GAO to make sure the audit moves forward and to offer our assistance.

- The Council's Legislative Monitor in Washington, D.C., has also done some outreach with the Alaska Delegation staff regarding the Seal Rocks weather buoy, which stopped working in October and has since broken free from its mooring and grounded on Montague Island. The Council has done outreach to the U.S. Coast Guard, the Response Planning Group, and Alyeska/SERVS to support a request to the National Data Buoy Center to expedite the replacement of this weather buoy before spring 2024.

LAC Priorities Going Forward:

- The committee's top state legislative priority continues to be the sustainability of the Alaska Department of Environmental Conservation's Spill Prevention and Response Division's budget. The Council, through LAC and its state legislative monitor, watch the deliberations on the Governor's proposed status quo budget and will support legislation to increase the refined fuels surcharge that will provide a stable funding source for the SPAR Division in the future.
- LAC's top federal legislative priority continues to be following up and supporting the Alaska Congressional Delegation on their request to the GAO to determine the adequacy of federal and state regulatory oversight of the Valdez Marine Terminal.

FINANCE COMMITTEE (FC)

Treasurer Wayne Donaldson reported that the Finance Committee had met twice since the last full Board meeting in September. The draft FY2023 Audit Review and Audit Wrap Up Report were presented at the committee's meeting in November. The recent audit has concluded with an unqualified opinion, indicating a clean bill of financial health. The audit, conducted by BDO, thoroughly examined the organization's financial statements and internal controls. The positive outcome reflects the effectiveness of PWSRCAC's financial management practices and adherence to regulatory requirements. The Board approved the audit report at the Special Board meeting in November. It was confirmed that BDO will be filing our IRS Form 990 and, once filed, that will conclude PWSRCAC's relationship with BDO.

The committee continues to search for a new auditor and is hoping to finalize its selection at its next Finance Committee meeting in February. The November meeting also covered alternatives to holding the fall Board meeting in member communities.

The committee met again in January to discuss the proposed budget modifications that Director of Finance Ashlee Hamilton will speak to later in the agenda. The committee also discussed the potential of the Anchorage office move and will continue to have discussions at upcoming meetings. The staff is currently working with a broker to look at optional office space.

(This concluded the Opening Comments of PWSRCAC's Board Subcommittees.)

Break: 9:43 a.m.-- 9:58 a.m.

EXTERNAL OPENING COMMENTS-- EX OFFICIOS

ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)

Kara Kusche reported for ADEC and outlined some recent personnel changes since the September Board meeting. In the Preparedness, Prevention & Response Division (PPR), Ytamar Rodriquez has been hired to replace Allison Natcher. ADEC's Central Region is fully staffed and five of those positions are located in the Valdez office. The PPR Division has been approved three new positions that will be senior level staff members, one of which will be assigned to the Central Region.

She reported no notable spills for the Central Region. However, there were other notable spills throughout the state.

Kusche went on to report on the following ADEC activities:

- Prince William Sound C-plan updates: The Prince William Sound Area C-plan is being moved into the new Area C-Plan architecture. Kusche thanked PWSRCAC for its continued support in this regard.
- A review of major amendments to Prince William Sound tanker plans is underway to incorporate the new lightering barge OSRB-5 into the Prince William Sound tanker c-plans, and staff are continuing to complete tanker inspections for tankers that call at the VMT.
- The SPAR Division launched online spill reporting in 2023 which allows users to report oil and other hazardous substance releases via their smart phone, tablet, or computer. No login is required and the process can be started offline and then completed and submitted once the user is on wi-fi or the internet. Reports of spills that meet ADEC's immediate reporting thresholds still need to be called in directly to ADEC's Regional Response Teams, but the app will prompt a user to do that if needed. When online spill reports are received by ADEC, they are verified by staff and automatically migrated into ADEC's spills database.
- Two regulation updates:
 - Regulated facilities in Alaska are required to have the financial ability to respond to an oil spill of the response planning standard volume. The adoption of the updated financial responsibility regulations became effective on October 1, 2023. The dollar amounts of proof of financial responsibility were adjusted in accordance with changes in the CPI for Anchorage. The update also removed some requirements for how certain documents must be signed, allowing for electronic submissions.

- Adoption of the repeal of Class II above-ground storage tank registration requirements. (These are facilities that store non-crude oil in above-ground storage tanks and have storage capacity of over 1,000 gals but less than 420,000 gals.) The repeal became effective October 18, 2023.
- The SPAR Division held an open house in October to inform the public as to the SPAR Division's role and work.
- In November, staff conducted a web IAP training, internally, which included approximately 60 SPAR employees. Staff is now better equipped to use that software in the event of a spill.
- Upcoming events:
 - A Prince William Sound Area Plan tabletop drill is scheduled for March 13, focusing on a vessel that overturns in Jack Bay with over 1,000 gallons of oil and hazardous materials onboard.
 - The Valdez team is planning to participate in the Valdez portion of Alaska X which will simulate a 9.2 earthquake in Southcentral Alaska.
 - The Valdez team is coordinating a VMT exercise with Alyeska on May 8.

In response to questions from Jim Herbert about how the department was filling engineering positions, Kusche reported that the Integrity & Engineering unit currently contains three positions (a supervisor and two staff). One of the engineers recently retired and another moved out of state. Recruitment has been opened statewide.

She will find out and report back to the Board on whether ADEC Valdez personnel will be invited to observe the secondary containment liner pilot testing in the VMT West Tank Farm this summer.

Bob Shavelson asked how ADEC's change in emphasis in its oversight role from compliance to compliance assistance will work. Kusche explained that compliance is still the agency's primary goal but compliance assistance is the term used internally when the agency is exercising its base level of being helpful. She emphasized that the agency is not doing less enforcement; rather, personnel are encouraged to be extra thoughtful and conscientious to provide that compliance assistance, as that is the easiest and quickest way to achieve compliance.

UNITED STATES COAST GUARD (USCG)

CDR Sarah Rousseau (via videoconference) reported on USCG activities since the September Board meeting. She spoke of the great cooperation among various units and port partners and entities in Port Valdez over the previous months. First, was the buoy that broke loose at the VMT. She received the call from PWSRCAC and that immediately set in motion retrieval activities. She gave kudos to the fishing vessel King Fisher (Thane Miller) for assistance with the retrieval. She also thanked everyone for the assistance on the Seal Rocks buoy, in getting

information passed up the line and the coordination with various agencies so NOAA so can advocate for that buoy.

She spoke of the new Coast Guard Office of Commercial Vessel Compliance Work Instruction (CVC WI-032) requiring additional inspection requirements on vessels of opportunity and oil spill response vessels. The new instruction differentiates between vessels of opportunity and oil spill response vessels, and it does disproportionately affect the Prince William Sound area, especially with SERVS and all the vessels of opportunity that are in the c-plans. Rousseau reported that MSU Valdez is well aware of those impacts and is working with District 17 and Sector Anchorage, and they in turn are working with USCG Headquarters and Congressional Affairs offices to determine the full impact, and how they can implement or not implement WI-032. Rousseau reported that District 17's instruction at this time is not to implement until they receive further guidance. District 17 has already looked at three potential options:

1. Implement WI-032 without any changes. It would decimate shallow water recovery options, etc.
2. Implement WI-032 as written, but grandfather in those vessels already signed on as vessels of opportunity or oil spill response vessels.
3. Develop a work group to figure out how to implement and how long it would take to implement.

Rousseau reported that District 17 has contacted USCG Headquarters about the potential effects of WI-032, and the unintended consequences of it to Prince William Sound. District 17 is still waiting to hear back from USCG Headquarters.

CDR Rousseau then took miscellaneous questions from the Board:

Jim Herbert asked if USCG mandates the Edison Chouest vessels to go out to look at the weather situation at Seal Rocks now that the buoy is not operating. Rousseau responded that USCG can ask them to go out but does not have the authority to mandate them to do so, and as the Captain of the Port her concern is for life and safety, and she would not want to put another mariner's team in jeopardy by going out to look at that. She also stated that she would make decisions *[about vessel transits at Hinchinbrook Entrance]* based on policies and procedures USCG already has that have served them well in the past and continue to serve them now with the equipment and information that they have. She stated that they do ask SERVS to go out as a voluntary measure and SERVS has the ability to comply or decline, and she trusts the professionalism of those SERVS credentialed mariners if they say it is too dangerous or unsafe to go out. She also added that MSU Valdez would go directly to NOAA for information at Seal Rocks and get spot reports. NOAA is able to give USCG good information from sources other than the Seal Rocks buoy and USCG is able to monitor their own sources and cameras as well.

Herbert also asked CDR Rousseau whether she thought a suggested OSPR project, looking retrospectively at whether the Windy data [available online or through an app] corresponded well with the numbers that were being produced before the loss of the Seal Rocks buoy, would

be a worthy project. CDR Rousseau stated that anything that adds more information and provides additional context is a good idea.

Lewis specifically asked CDR Rousseau if the captain of the standby escort tug based at Port Etches were to report that conditions were too dangerous to go out, would she close the Entrance. CDR Rousseau stated that her/USCG's decision would not be based on someone else's information. There are policies and procedures that USCG uses to make that decision regardless of the users in the waterway. It may be something she/USCG would take into consideration for context, but it is not something on which she would base the decision by itself. Lewis said his concern is that there could be a scenario where an inbound laden tanker is attempting to come in and the Port Etches vessel refuses to do the escort based on the captain's assessment of inclement conditions.

Alyeska's Andres Morales clarified that there is not a scenario where a tanker gets underway and an escort vessel opts out of the escort duties, emphasizing that escorts and attending tugs do not opt out of the escort process because they are concerned about weather. It is not feasible.

Dave Janka asked about the inspection process for foreign flagged vessels (FFVs) coming into the VMT. CDR Rousseau explained that all vessels inbound to the Valdez Captain of the Port (COTP) zone are required to file a notice of arrival prior to arriving and have their current certificate of inspection. FFVs get exams annually; they are not considered inspections. They are just as stringent, but because they are foreign flagged and are overseen by the flag state where they come from the USCG is a backup to make sure they are in compliance with the flag state from whence they came. There are no foreign flag inspectors in Alaska, but all FFVs coming into Alaska COTP zones have been examined by another port in the US and signed off. If Valdez has a concern, the COTP can still go on board and make sure that all the documentation and certificates are in order, but that is all part of the notice of arrival process (i.e., checking to see that their documents are uploaded into their system) and they check them before the vessel arrives.

Nick Crump raised the issue of some unintended consequences under WI-032 for his uninspected commercial fishing vessel in Valdez that is in the Tier I fishing vessel response fleet with SERVS. He had heard that in order to become an inspected vessel he may be required to replace the stainless steel fuel line piping to copper, as well as other issues. CDR Rousseau emphasized that that is precisely the kind of information USCG needs to hear to communicate with District 17 and Headquarters about the difficulties the new regulations could potentially present to the fishing vessel response fleet to come into compliance, as well as other unintended consequences or difficulties.

Bob Shavelson raised an issue regarding two vessels in Cook Inlet that had sought safe haven from weather in the Inlet but did not have pilots on board. CDR Rousseau explained that pilotage requirements are state law requirements. There are no federal laws regarding pilotage and USCG has no authority to enforce them. Rousseau also pointed out the *force majeure*,

freedom of navigation, and other laws of the sea that apply worldwide to vessels seeking safe haven could come into play.

In response to a question from Wayne Donaldson about risks encountered between tankers and fishing vessels in the transit lanes and whether MSU Valdez has enough resources to ensure safe passage of tankers, CDR Rousseau stated that there was an issue that came up during the summer months and USCG applied additional measures and resources. They noticed that things went more smoothly when there was a greater USCG presence during fishing openers, etc., and USCG is trying to crack down on people not using their radios, which is a violation, and they need to make sure they are aware of the surroundings, etc.

Mike Bender asked if USCG would consider contracting with someone in Cordova to retrieve the Seal Rocks buoy which broke loose and went adrift on December 22, 2023, and was last tracked to Montague Island (unless it was recently recovered). CDR Rousseau stated that USCG would work with someone if the buoy was a danger to navigation, but it is a NOAA buoy and is the responsibility of NOAA.

In response to a question from Robert Archibald as to whether other areas of the country were having the same concerns as Alaska to the WI-032 requirements for vessels of opportunity and whether they were speaking up as forcefully as Alaskans, CDR Rousseau stated that she did not think they have the same issues. She also suggested that when the Work Instruction was written they did not understand the full impact it would have, particularly on Alaska. Other Coast Guard Districts have far more capabilities, and they do not have to deal with the difficulties of distance, fewer people, and fewer resources covering a much larger area, and they do not have the same concerns impacting them in the same way.

ALASKA DEPT. OF NATURAL RESOURCES (ADNR)

Tony Strupulis, State Pipeline Coordinator for the ADNR Division of Oil & Gas, reported (via videoconference) that they had a couple of key vacancies in their division (i.e., an engineer and an operations manager). (Their operations manager who came from ADEC originally had gone back to ADEC.) He had no other updates to share but would be available for answer questions during the meeting.

BUREAU OF LAND MANAGEMENT (BLM)

Paul Degner reported that Dave Mushovic had been selected as the permanent Authorized Officer for the agency.

Following the early heavy snowfall and recent wind events in Valdez, BLM personnel had been working to jointly monitor snow removal activities from the tank farms with ADEC to ensure that the updated snow removal plan is being implemented.

BLM personnel attended the Shoreline Cleanup Assessment Technique training and the equipment deployment at the VMT in October, and then in December they did their annual review of the c-plan updates. BLM personnel continue to participate in exercise planning meetings and the VMT Coordination Workgroup, as well as reviewing quarterly exercise packages.

Degner reported on Alyeska's Alaska Native hire compliance in the absence of Eileen Oliver and reported that for the last quarter of 2023 there were three contractors who were on corrective plans, however the overall compliance for Alyeska's contractors as a whole is 25.5% Alaska Native hire which meets the goal of 20%. Alyeska is reporting 26% for a combined TAPS workforce of 23.3%. Oliver has been working with Alyeska and their contractors on their implementation plans and they have been submitted to Alyeska. BLM expects Alyeska to share those plans by the end of January.

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)

Liza Sanden explained her position in the Office of Response & Restoration of NOAA. The Office of Response & Restoration supports two divisions: the Emergency Response Division and the Disaster Preparedness Division. They are currently tracking the same incidents that ADEC is tracking and in particular is looking at the dangers of lithium ion batteries when they fail.

NOAA is also looking at updating the Environmental Sensitivity Index (ESI) maps of Alaska. Some of the maps go back to the 1980s, and NOAA is also looking at its capabilities for remote sensing data.

Sanden also explained that she is the NOAA point of contact for USCG for pollution responses for any scientific and technical support for all hazards. The services her office provides is often the fate and trajectory of oil on water, atmospheric plume modeling, chemical hazard assessments, coordinating with the National Weather Service for their spot forecasts, and coordinating with the Ocean Predicting Center, etc.

Sanden explained some of the dangers of failed lithium-ion batteries.

ALASKA DEPT. OF FISH AND GAME (ADF&G)

(No report)

OIL SPILL RECOVERY INSTITUTE (OSRI)

(No report.)

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

(No report.)

U.S. DEPARTMENT OF THE INTERIOR (DOI)

(No report.)

ALASKA DEPT. OF HOMELAND SECURITY AND EMERGENCY MANAGEMENT (ADHSEM)

(No report.)

U.S. FOREST SERVICE (USFS)

(No report.)

(This concluded the External Opening Comments of PWSRCAC's Ex Officio Members)

EXTERNAL COMMENTS – TAPS SHIPPERS, OWNER COMPANIES, AND PILOTS

POLAR TANKERS

Andrea West reported Polar Tankers successfully completed 99 loads in 2023 with 73.5 million barrels shipped without incident. The Polar Discovery completed its regulatory drydock in December and it was also the last Polar tanker to get its ballast water treatment system installed.

Polar is planning an officers' conference in March 2024, in Houston, and its bridge resource management course in the fall.

The Polar Enterprise and the Polar Adventure will be going out for their regular shipyard maintenance in 2024.

West gave an overview of some of the upgrades and enhancements Polar has made, including onboard improvements to its vessels to attract and retain its shipboard personnel, such as adding updated gyms with all new equipment, new entertainment systems to their lounges, improved wi-fi connections, completely rewritten its steward's manuals to improve the quality of food on board using chefs, and being proactive in recruiting from trade schools.

Steve Lewis asked how Polar is dealing with attrition of senior officers and generally whether Polar's individual pay rates are competitive. West stated that attrition in the senior officers was less of a problem than the lower level positions. As to the pay scale, she noted that Polar has two in-house unions, one for officers and one for unlicensed crews, and Polar renegotiates their contracts and has a good working relationship with both unions.

HILCORP

Rob Kinnear (via videoconference) recapped Hilcorp's 2023 activities and gave a look forward to 2024.

He reported 56.3 million barrels loaded with no incidents in 2023. There were no spot charters in 2023.

Looking forward to 2024, there are a couple of contractual changes that will affect Hilcorp's marine activity in Valdez. Some commercial contracts have expired and as a result the amount of volume that Hilcorp will be moving through Valdez is going to decline as much as 15-20%. As a result, Hilcorp has restructured its long-term charter fleet from three ships to two going forward. Hilcorp will still have the Alaskan Navigator and the Alaskan Legend on long-term charter through Alaska Tanker Company (ATC), but the Alaskan Explorer is now off-hire from Hilcorp. Kinnear said that Hilcorp expects that the vast majority of their volume will continue to move to the West Coast of the U.S. through the time charter activity with potentially one to three foreign flagged spot charters coming up throughout the year, depending on needs of the business.

Mike Brittain asked if Kinnear/Hilcorp had any projections in the increase in shipping when the Willow Project comes online. Kinnear pointed out that most of the larger projects are outside Hilcorp production area. Hilcorp does have a new pad going in at Milne Point at the Raven Pad which is expected to increase production and throughput by approximately 10,000 barrels/day, so within Hilcorp's portfolio they are continuing to sustain and grow production incrementally through things like the Raven Pad.

CROWLEY ALASKA TANKERS (CAT)

Mark Curtis and Chris Peterson reported on the activities of Crowley Alaska Tankers (CAT) since the last Board meeting.

Mark Curtis addressed the absence of Angelina Fuschetto, who joined Alyeska/SERVS since the Board's last meeting in September. Curtis stated that he is filling in some of the responsibilities of Fuschetto while they find a replacement. Her position at CAT has been advertised.

Curtis reported that the tankers California and Washington transported 27,489,000 barrels safely and without incident in 2023. Both ships are due for their drydocks in 2024 and it was anticipated they would go to Singapore for that work.

Chris Peterson reported that both ships are operating well and crew staffing for senior officers is good. It is a union shop – they have eight unions companywide – two of which are on the California and the Washington. Senior officer positions are sought after because it is a Quality Ship, the steadiness of the run, and the amenities on board the vessel. CAT sees the same issues as the other shippers in the junior officer ranks and it has also taken a number of steps to address pay, schedules, and life-on-board amenities.

On other news generally, Peterson reported that CAT is involved in offshore wind development and will soon take delivery of an LNG bunker barge.

Peterson reported that the joint venture with Seabulk Tankers (to be known as Fairwater) is undergoing regulatory review and the transition will take time. Meanwhile, the two entities will continue to operate as separate entities and there should be no implications to Alaska's operations and trade.

ALASKA TANKER COMPANY (ATC)

Chris Merten (via videoconference) reported that 2023 was a very good year for ATC. They performed 56 loads spread across the Explorer, the Navigator, and the Legend, totaling 56.2 million barrels, and no lost time injuries, zero spills to sea, and zero losses of containment, all while carrying out two large shipyards.

For 2024, the fleet profile for the Alaska trade has changed, with the Navigator and the Legend staying on charter with Hilcorp, and the Explorer trading on the East Coast.

Merten reported that ATC was not seeing too many issues with staffing. ATC has good pay scales, but they do see some issues in the junior and the unlicensed ranks, etc. ATC has upgraded its vessels and made improvements on board and is working with the academies to help with recruitment.

Steve Lewis asked Merten about an issue raised by Sam Norton of OSG (*ATC's parent company*) about using licensed foreign merchant mariners to sail U.S. flagged vessels. Merten said it was his understanding of Norton's comment that the intention was not to have foreign licensed mariners sailing U.S. flagged vessels, but rather to have a targeted immigration program where those with maritime backgrounds, skills, and/or licenses could get a path to a green card and then become licensed in the U.S. He emphasized that if one does the math regarding the future merchant marine workforce there will be a shortage even if every person currently in U.S. training programs were eventually to become licensed and stay in the industry.

MARATHON PETROLEUM

Marc Bayer reported via videoconference that Marathon Petroleum was currently operating seven ships bringing crude oil into Kenai, loading in Valdez. Four of them are Marathon ships (the Ohio, the West Virginia, the Louisiana, and the Texas,) then the American Endurance operated by Crowley Alaska Tankers on a time charter, and the Oregon and the Washington make occasional trips in as well.

He reported that Marathon had been operating 12 years in Cook Inlet with zero spills to water and had moved over 300 million barrels companywide this year with zero spills to water.

He echoed similar comments from the other Shipper representatives about improvements and upgrades to life-on-board systems for the crew. Marathon is also seeing a deficit of people coming into the workforce and is working with the academies to encourage people to come into the fleet. Marathon is also working to encourage a more diverse workforce, such as sponsoring a women's leadership conference. They also offer internships and cadet shipping on their ships.

On October 26, 2023, Marathon held its pre-winter meeting in Seward with ice training at AVTEC.

The only big project Marathon has going on with its ships at the present time is working on meeting the California Resources Board rules for electrification in California.

(This concluded the External Opening Comments of TAPS Shippers, Owner Companies, and Pilots.)

ALYESKA/SERVS ACTIVITY REPORT

Andres Morales, Alyeska's Emergency Preparedness and Response Director gave Alyeska/SERVS' activity report for the 2023 calendar year.

VMT Operations:

- Operations: *(As of 12/31/2023)*

	<u>2023</u>
○ Tankers Loaded	216
○ Tankers Escorted	219
○ Barrels Loaded	164,365,514
	<u>Since start up</u>
○ Tankers Loaded	23,502
○ Tankers Escorted	17,824**
○ Barrels Loaded	17,952,122,363

** Verbally corrected by Morales from the slide in his Power Point presentation

- Safety: *(As of 12/31/2023)*

○ Days away from work cases	0
○ TAPS Combined Recordable Rate %	0.24

- Environment (Valdez): *(As of 12/31/2023)*

○ Spill Volume (Gallons)	258.3
○ Number of Spills	12

Fishing Vessel Availability by Port (end of 4Q 2023):

<u>Port</u>	<u>Tier 1</u>	<u>Tier 2</u>
Valdez	24	11
Cordova	26 (8 Rapid Resp.)	99
Whittier	7	16
Seward		26
Homer		45
Kodiak		<u>40</u>
Totals	65	237

2023 4th Quarter Contingency Plan Activities:

- Support Shippers on PWS C-Plan Amendment RFAI response.

- VMT C-Plan renewal submitted on 10/20/2023.
 - Anticipated RFAI’s Mid-March.

2023 4th Quarter Training & Exercises Completed

- 10/3 SCAT Training.
- 10/4 Unannounced IMT Notification Exercise.
- 10/4 VMT Functional Exercise.
- 10/6 Emergency Tow and Tether Exercise.
- 10/9 IWR Wildlife Training.
- 10/27 VMT On Land Tactics.
- 11/16 Valdez Rapid Response Vessel Exercise.

- 12/13 Unannounced Personnel Decon Exercise.
- 12/28 Unannounced Q1 Notification Exercise (After Hours).

2024 Valdez Major Maintenance:

- 2024 BWT Triennial Inspection & Repair A Header & Berth 5.
- Berth 5 Foam System Transition.
- VMT Excavation and Direct Inspection of VMT Relief Line.
- ILLI of A & B Header.
- External Coating of Tank 54-TK-3 and 54-TK-4 (VMT-Crude).
- 500-2 Refurbishment.

OSRB-5 and Allison Creek Replacement

- Coming into the system in 2024.

President Archibald thanked Alyeska/SERVS for their assistance in retrieving the Council's weather buoy located off of Jackson Point in the vicinity of the VMT and asked Morales to pass on those thanks to the SERVS crews.

Alyeska's Klint VanWingerden gave an update of other VMT issues: the Process Safety Management (PSM) Audit, the Billie Garde report, status of snow removal, current status of Tank 8, and the tank bottom fire.

- PSM audit: It has been finalized and the final report has been received by Alyeska with recommendations, and Alyeska is actioning those recommendations. VanWingerden gave a brief overview of those recommendations and Alyeska's actions taken or being taken.
- Billie Garde report: The items that Alyeska could take action on immediately have been completed and he outlined those items briefly. Other things are long term and will be incorporated into Alyeska's Maintenance Action Plan (MAP).
- Snow removal: Alyeska has actioned the snow removal plan on the snowfall of the previous month. It worked well.
- Status of Tank 8: It has been cleaned and isolated from Alyeska's process, and it is safe to stay in that state until a decision is made whether it will be returned to service or remain permanently out of service.
- Tank Bottom Processing Fire: Since his report at the September Board meeting the investigation of the tank bottom fire has been finalized and the lessons learned have been shared with leadership.

With regard to the upcoming geoelectric leak location testing and the involvement of PWSRCAC's contractor, Dr. Benson, VanWingerden stated that Alyeska welcomes Dr. Benson's

observation, pilot calibration, and the testing, and wants there to be confidence in the technology to be used. He noted that Alyeska is on track to get it done this year.

Billie Garde asked VanWingerden if Alyeska had done all 14 elements of the PSM audit or only five and were there any repeat findings. VanWingerden responded that Alyeska followed the OSHA practice for PSM standards and evaluated all 14. He stated that the documentation side has been a headwind for Alyeska for a while and it continues to be something they battle. VanWingerden also clarified that some of the cultural attributes are now incorporated into the new mindsets.

In response to a follow-up from Garde about the timing of another open work environment assessment, VanWingerden stated that a recent survey had been sent out by Alyeska's president John Kurz looking for feedback, but VanWingerden did not know when another open work environment survey would be conducted.

Lunch Break: 12:23 p.m. – 1:00 p.m.

PRESENTATION BY ALASKA TANKER COMPANY ON UPGRADES/CHANGES TO ITS ALASKA FLEET

Chris Merten, gave a presentation on Alaska Tanker Company's upgrades and changes to its Alaska TAPS fleet.

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

4-1 REPORT ACCEPTANCE: 2022-2023 LONG TERM ENVIRONMENTAL MONITORING PROGRAM (LTEMP)

PWSRCAC Project Manager Dr. Danielle Verna introduced two reports for Board acceptance on the Council's LTEMP program by contractor Owl Ridge Natural Resource Consultants, Inc. The first report titled "Long-Term Environmental Monitoring Program 2022-2023 Summary Report" was accompanied by a technical supplement report, both provided data and results from the 2022 and 2023 sampling excursions in Port Valdez and Prince William Sound for the Council's LTEMP program, now in its 30th year.

Dr. Morgan Bender of Owl Ridge Natural Resources, the principal researcher, presented her summary of the data and results of the sampling analyses by a pre-recorded video which was played for the Council.

A briefing sheet and the report were included in the meeting notebook under Item 4-1.

Mako Haggerty **moved to accept** the reports titled "Long-Term Environmental Monitoring Program 2022–2023 Summary Report" and "Long-Term Environmental Monitoring Program 2022–2023 Technical Supplement" by Morgan Bender of Owl Ridge Natural Resource Consultants, Inc., both dated December 2023, as meeting the terms and conditions of contract number 951.24.04, and for distribution to the public. Mike Bender **seconded** and the **motion passed** without objection.

4-2 APPROVAL OF FY2024 BUDGET MODIFICATIONS

Director of Finance Ashlee Hamilton introduced the FY2024 budget modifications for Board approval. The budget figures were included on a sheet provided as an attachment to Item 4-2 in the meeting notebook.

Robert Beedle **moved to approve** the FY2024 budget modifications as listed on the provided sheet, with a total revised contingency in the amount of \$111,654. Jim Herbert **seconded** and the **motion passed** without objection.

CONSENT AGENDA

3-1, 3-2

There were two items on the consent agenda (3-2 and 3-3):

Mako Haggerty **moved to approve the consent agenda as presented.** Dave Janka **seconded** and the **motion passed** without objection.

- **3-1 CONTRACT APPROVAL FOR AIR QUALITY MONITORING AT THE VMT**
Authorization of a contract with Ron Sahu, Ph.D., in an amount not to exceed \$50,000 to conduct work related to VMT Title V air quality permit review and associated air quality issues under project 5570 - Valdez Air Quality.
- **3-2 APPROVAL OF FY2024 CONTRACT WITH TAKU ENGINEERING FOR ENGINEERING SUPPORT**
Authorization of a contract increase with Taku Engineering in the amount of \$21,720, for a new not-to-exceed total of \$46,720, to provide engineering support related to Alyeska's request for information on the oxygen content of the head spaces of the VMT crude oil storage tanks.

4-3 2023 VMT C-PLAN RENEWAL & APPROVAL OF C-PLAN CONTRACT INCREASE

Project Manager Linda Swiss briefed the Board on the renewal of Alyeska's Valdez Marine Terminal C-Plan (VMT C-Plan) and presented a request for additional funding for contingency planning. The VMT C-Plan was approved in November 2019, for a period of five years, and will expire in November 2024.

As reported by Swiss, Alyeska submitted the VMT C-Plan renewal to ADEC for a sufficiency review on October 20, 2023, followed by a 45-day public review. PWSRCAC's comments were submitted to ADEC on December 15, 2023. Highlights of those comments were included in the 4-3 briefing sheet in this meeting's notebook. PWSRCAC's submittal contained 47 comments and requests for additional information (RFAs). PWSRCAC's areas of concern are secondary containment and prevention credits, crude oil storage tank inspections, prevention training, and documents incorporated by reference.

- **Secondary Containment.** Based on documented damage to the catalytically blown asphalt (CBA) secondary containment liner by Alyeska contractors, PWSRCAC questions whether Alyeska should receive a 60% prevention credit they currently receive for this prevention measure. Visual inspection of the liner conducted between 2014-2017 demonstrated significant existing damage, thus rendering the liner ineligible for the full 60% prevention credit. Additional testing of the liner needs to be conducted to verify its integrity and whether the liner meets the “sufficiently impermeable” regulatory requirement.
- The significance of the 60% prevention credit is that Alyeska is able to plan and commit resources (including personnel and equipment) for a significantly smaller spill than they would if the credit was not given. Having adequate resources is critical in the event of a spill.
- **Crude Oil Storage Tank Inspections.** Due to the questionable integrity of the secondary containment liner, the age of crude oil storage tanks, and sensitivity of the local environment, PWSRCAC advocates that ADEC use its discretion to impose a maximum of 10 years between internal inspections on tanks.
- **Prevention Training.** The VMT C-Plan lacks details to verify compliance with state regulations.
- **Documents Incorporated by Reference.** The VMT C-Plan incorporates more than 70 documents by reference. Information from these documents that may not be available to the public for review is used to satisfy state and federal requirements.

A general discussion followed the presentation.

Bob Shavelson commented that from a public policy standpoint it makes no sense to give a credit to someone (Alyeska) for something (“sufficiently impermeable liner”) they are already legally required to do, and he urged the Board to think about whether it wanted to push for some change to that part of the regulation because it is basically rewarding Alyeska for something they are required to do anyway. He said that the CBA liner at the VMT is fraught with problems.

Mike Brittain said the tank farm scares him and pointed out that there appears to be more attention paid to the tankers and the VMT than the tanks and the tank farm at the VMT, and the tanks are currently the biggest liability. In his opinion, there should be more frequent inspections of the tanks, not less.

Jim Herbert pointed out that this is the first time the VMT C-Plan is being reviewed and evaluated under the new regulations that came into being under the 2023 Article 4 revisions.

Jim Herbert **moved** to delegate authority to the Executive Director to negotiate contract increases with selected contingency plan review contractors at a cost not to exceed \$90,000 for

Project 6510: State Contingency Plan Reviews for FY2024. Dave Janka **seconded** and the **motion passed** without objection.

Break: 2:33 p.m. - 2:47 p.m.

PRESENTATION ON THE HOPE SPOT DESIGNATION FOR PRINCE WILLIAM SOUND

Jim Herbert introduced Dr. Charla Hughes of the Prince William Sound Stewardship Foundation who made a presentation on the Hope Spot designation nomination for Prince William Sound.

Hope Spots areas are special places that are scientifically identified as critical to the health of the ocean, such as:

- A special abundance or diversity of species, unusual or representative species, habitats or ecosystems.
- Particular populations of rare, threatened or endemic species.
- A site with potential to reverse damage from negative human impacts.
- The presence of natural processes such as major migration corridors or spawning grounds.
- Significant historical, cultural or spiritual values,
- Particular economic importance to the community.

Board members were given the opportunity to ask questions.

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

EXECUTIVE SESSION

An executive session was noticed on the agenda to discuss the following:

- 4-4 Consideration of Oil Spill Region Recreational Coalition as Class I Member.
- 4-7 Federal Government Affairs Monitor Contract Approval.
- Annual Review: Executive Director job description and performance goals.

Dorothy Moore **moved to go into executive session** to discuss the items noted. Ben Cutrell **seconded** and the **motion passed** by unanimous consent.

The following were asked to join the Board in executive session: Legal counsel Joe Levesque, Executive Director Donna Schantz, Director of Programs Joe Lally, Director of Communications Brooke Taylor, Director of Administration KJ Crawford, Director of Finance Ashlee Hamilton, Executive Assistant Jennifer Fleming, and IT Coordinator/Project Manager Assistant Hans Odegard.

Recess: The open meeting recessed at 2:22 p.m. to reconvene the following day.

Friday, January 26, 2024

CALL BACK TO ORDER

President Archibald called the meeting back to order at 8:15 a.m. on January 26, 2024. A roll call was taken. There were 19 Directors present at the time of the call back to order: Archibald, Bauer (via videoconference), Beedle, Bender, Brittain, Crump, Cutrell, Donaldson, Haggerty, Hasenbank, Herbert, Janka, Malchoff, Moore, Shavelson, Totemoff, Vigil, Williams, Zinck.

REPORT ON EXECUTIVE SESSION

President Archibald reported that the Board had discussed the items in executive session as noticed on the agenda. Archibald reported that as to the annual review of the Executive Director's job description and performance goals, the Board discussed but made no changes. As to the remaining items discussed in executive session, the Board was ready to take action:

- **4-4 CONSIDERATION OF THE OIL SPILL REGION RECREATIONAL COALITION AS CLASS I MEMBER.**

Robert Archibald passed the gavel to Vice President Bauer while the Board dealt with potential conflicts of interest with this agenda item.

As outlined in the briefing sheet (4-4) the proposed coalition to become the Class I Recreation seat on the Council (to be known as the Oil Spill Region Recreational Coalition), consists of the Prince William Sound Stewardship Foundation (PWSSF), the Friends of Kachemak Bay State Park (FKBSP), and the Valdez Adventure Alliance (VAA). Those Board members who had connections to the proposed members of the coalition asked for a ruling from the Chair as to any potential conflict of interest that may preclude their participation in this agenda item.

Robert Archibald stated that he held a Board position with PWSSF. Vice President Bauer stated that as a volunteer with the PWSSF and PWSRCAC, he gained no financial interest from his involvement in either organization; therefore, there was no conflict of interest with the Oil Spill Region Recreational Coalition. Hearing no objection, she returned the gavel to Archibald to chair the remainder of the meeting.

Jim Herbert declared a potential conflict as a member of PWSSF and also currently in the Temporary Recreation Seat on PWSRCAC. President Archibald stated that, after discussing this issue with legal counsel, it was determined that Herbert gained no financial benefit from his connection to PWSSF or his Recreation seat on PWSRCAC, and therefore Herbert had no conflict of interest with the Oil Spill Region Recreational Coalition.

Mako Haggerty declared that he was on the Board of the Friends of Kachemak Bay State Park. Archibald ruled that Haggerty had no conflict of interest with the Oil Spill Region Recreational Coalition by virtue of his connection to FKBSP.

This concluded the declared conflicts of interest. The Board moved on to the action requested which was to approve the bylaw amendment to remove the Temporary Recreation Seat and add the Oil Spill Region Recreational Coalition to the list of PWSRCAC Class I members.

Dorothy Moore **moved to approve the proposed amendment to Section 2.2.1 of the PWSRCAC Bylaws** to remove the Temporary Recreation Seat and add the Oil Spill Region Recreational Coalition to the list of Class I members. Robert Beedle **seconded**. A roll call vote was taken, as follows:

Archibald	Yes.
Bauer	Yes.
Beedle	Yes.
Bender	Yes.
Brittain	Yes.
Crump	Yes.
Cutrell	Yes.
Donaldson	Yes.
Haggerty	Yes.
Hasenbank	Yes.
Herbert	Yes.
Janka	Yes.
Malchoff	Yes.
Moore	Yes.
Shavelson	Yes.
Totemoff	Yes.
Vigil	Yes.
Williams	Yes.
Zinck	Yes.

The **motion passed** unanimously 19 in favor, none opposed (**2/3rds vote**).

The Board next took up the issue of whether to add a definition of “recreation” as an amendment to the Bylaws as outlined in the 4-7 briefing sheet.

Dave Janka **moved to approve the proposed amendment to the Bylaws** to include listing the definition of recreation as developed by the Board Governance Committee in the footnotes on page 2 of Attachment A. Michael Vigil **seconded**. A roll call vote was taken, as follows:

Archibald	Yes.
Bauer	No.
Beedle	Yes.
Bender	Yes.
Brittain	Yes.

Crump	Yes.
Cutrell	Yes.
Donaldson	Yes.
Haggerty	Yes.
Hasenbank	Yes.
Herbert	Yes.
Janka	Yes.
Malchoff	Yes.
Moore	Yes.
Shavelson	Yes.
Totemoff	Yes.
Vigil	Yes.
Williams	Yes.
Zinck	Yes.

The **motion passed** 18 in favor, one opposed (**2/3rds vote**).

- **4-5 PWSRCAC DIRECTOR APPOINTMENT FOR THE OIL SPILL REGION RECREATIONAL COALITION**

The last action requested of the Board related to the creation of the Class I Recreation seat was to appoint/seat a representative of the Oil Spill Region Recreational Coalition to the PWSRCAC Board.

Robert Beedle **moved to appoint** Jim Herbert as the representative of the Oil Spill Region Recreational Coalition with a term set to expire at the May 2025 annual meeting. Mike Bender **seconded** and the **motion passed** without objection.

- **4-7 FEDERAL GOVERNMENT AFFAIRS MONITOR CONTRACT APPROVAL**

The last action to be taken by the Board from the executive session discussion was the Federal Legislative Monitor contract.

Robert Beedle **moved to approve** a contract with Blank Rome to work with PWSRCAC's Federal Legislative Monitor Roy Jones and the Legislative Affairs Committee, under project 4440 Federal Governmental Affairs, in an amount not to exceed \$22,500 for FY2024. Mako Haggerty **seconded** and the **motion passed** without objection.

(This concluded the executive session report and related actions taken.)

INTRODUCTION & DISCUSSION WITH ADEC COMMISSIONER-DESIGNEE EMMA POKON

ADEC Commissioner-designee Emma Pokon introduced herself to the Council and gave a brief overview of her background and experience.

She outlined some recent department staff changes: Kristina Carpenter is now Deputy Commissioner; Teresa Melville is Acting Director of the SPAR Division, replacing Director Tiffany

Larson; and Graham Wood had returned to the SPAR Prevention, Preparedness & Response (PPR) Division.

Pokon addressed the Council's ongoing concerns about adequate staffing at ADEC to do its work and specifically in the SPAR PPR Division. She stated she is comfortable with the resources the program has right now. She believes there has been a commitment that if and when the department needs additional resources, they will be brought forward. There are currently plans to add three additional positions into the PPR Division and they are in process at the present time.

She stated SPAR will continue its focus on training and will continue to ensure that there is at least 37.5 hours of training/person/year. They are actively managing turnover as best they can. ADEC has put a focus on filling vacancies as promptly as possible and getting new staff trained as soon as possible.

Following her opening remarks, Commissioner Pokon listened to comments and answered questions from the Board.

President Archibald commented that PWSRCAC and ADEC are "partners" in the common goal of safe transportation of oil from the VMT, but PWSRCAC is also a "squeaky wheel" because PWSRCAC recognizes that a weak ADEC cannot do its job. He emphasized that PWSRCAC will not hesitate to go to legislators to advocate for ADEC and SPAR on issues the Council sees as important. Pokon said the department appreciates that support.

Bob Shavelson asked if Pokon considered it is sound public policy to have prevention credits under state law for something that is already required under federal law. Pokon responded that those prevention credits are already in statute and current regulations, but if staff brought forward recommendations to seek changes, she would consider that in full balance of the pros and cons. If citizens brought forward that recommendation, she would also need to hear from her team as well. Shavelson said he hoped that PWSRCAC could have that conversation with ADEC because if one looks at the public policy surrounding those prevention credits, it does not make sense that if one is required to do something by statute one then gets rewarded for fulfilling that requirement.

Jim Herbert asked Pokon to elaborate on diversification of SPAR funding and her position on the refined fuels surcharge which PWSRCAC has been advocating for as a way to stabilize the funding of SPAR into the future.

As to the department's funding stability, Pokon stated that she likes the combination of funding from the UGF as well as from the SPAR 470 Fund and is not concerned about continued funding from UGF funds in the future. In response to a follow-up from Herbert, Pokon stated that \$1.78 million in funding is coming into SPAR from the UGF and she did not see the proposed increase in the refined fuel surcharge as necessary for SPAR at that time and did not support proposals to do so. Also, in response to a direct question from Herbert about whether ADEC would actively oppose such proposals, Pokon stated that Gov. Dunleavy is focused on affordability for

all Alaskans and that increase would affect everybody at a time when there is deep concern about inflationary pressures and the affordability of living in Alaska. Herbert stated that he hoped as the current legislative session progressed that the will of the Legislature would nudge Pokon to a more positive direction on this.

Dorothy Moore said she favored having dedicated funding sources, such as a savings account that the SPAR Division could rely on into the future, noting that in the next budget cycle UGF could simply be taken away.

Michael Vigil asked if ADEC would be the agency doing any remediation of the lingering oil in Prince William Sound from the EVOS. Pokon stated that while lingering oil is known to be present in the soils and sediments, science seems to suggest that trying to remove it could do more harm than good, so there are no current plans to do any more remediation/cleanup of EVOS oil. Vigil listed several other contaminated sites leaching manmade pollutants in Prince William Sound that need cleanup attention. Pokon said she would pass the information along to ADEC's contaminated sites team. Vigil offered to provide his assistance or additional information ADEC may need to address the sites he mentioned.

Wayne Donaldson emphasized to Pokon that the City of Kodiak/Kodiak Island's economy is strongly reliant on commercial fishing. The value of the commercial fishery averages \$1 billion/year and employs 15,000+ seafood workers. The EVOS disaster impacted commercial fishing for years in Kodiak. He emphasized that commercial fishing is a high dollar value to Alaska, just like oil, and PWSRCAC is trying to protect that, as well as sport fishing and other pursuits, with the information and comments it provides to ADEC.

Herbert asked what ADEC is doing to attract and retain more engineers. She said the governor has focused on more accommodations for state employees, such as childcare and telecommuting accommodations. She said she appreciated Herbert raising the issue as to the engineering staff and she would look into that. Herbert echoed Robert Archibald's comment earlier about PWSRCAC and ADEC pushing for the same goal, and that PWSRCAC has paid for many studies and particularly engineering studies that ADEC can roll into its own information and work. Pokon thanked the Council for the work that it does and for providing good information to ADEC.

Bob Shavelson asked Pokon if she would continue to advocate for UGF funds for SPAR going forward, emphasizing that in the Council's view a financially stable SPAR Division is vital to ADEC's statutory obligations. Pokon said she would advocate for continuation of UGF funding for SPAR, even though the 470 Fund would still be solvent for a few years without the UGF, but she recognized that without it ADEC would be back to making some hard budgeting decisions.

Dave Janka said he was pleased to see ADEC's report on lingering oil in Prince William Sound. He commented that there is still a lot of it out there, and until that report came out most agencies and industry had ignored the evidence. He hoped ADEC would have open communication with the communities nearby who are still seeing the effects of lingering oil on their communities and their way of life. Pokon added that on more positive news ADEC has

made it a priority to press the federal government to address contaminated sites that were transferred to Alaska Native corporations as part of the Alaska Native Claims Settlement Act and has filed suit against the federal government to address the issue. She reported that ADEC has received court determination that those sites were not fully remediated by the federal government prior to transfer. Sen. Lisa Murkowski's office is assisting with these issues, the result of which is that some federal resources were forthcoming, but not nearly enough to cover the problem, but there is potentially more money on the horizon to deal with it.

Department of the Interior (DOI)'s Lisa Fox stated that DOI takes the lead on the federal coordination on those contaminated sites programs and she can provide additional information for those who request it. It is an all-federal effort and there will be a DOI report issued in February to the Alaska Statement of Cooperation Group on the ANCSA federal contaminated sites issue and the federal government's progress during the past year.

President Archibald spoke of the importance of ADEC preserving the institutional knowledge of its employees by having new or younger employees overlapping and working with seasoned/long-term employees. As the infrastructure gets older and people retire from the agency, important institutional knowledge or historical context will be lost, and while ADEC's emergency response activities have been quiet for some time, the agency needs to be able to pick up and run with it in an instant if an incident such as an oil spill should occur.

Archibald thanked Ms. Pokon for coming to the Council and being willing to engage with the Board.

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

NATIVE VILLAGE OF EYAK PRESENTATION ON SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY

Mead Treadwell of Treadwell Development and a consultant to the Native Village of Eyak (NVE) introduced Brook Mallory, Chair of the NVE Council, and Bert Adams, Project Manager for the NVE who presented the Board with an overview of the Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility to expand marine response capabilities in Alaska.

The request to PWSRCAC at this time was for the Council to keep an open mind to the advantages of the Shepard Point Facility and its capability to add to the current SERVS model currently operating in Prince William Sound, by enhancing and improving safety, improving coverage outside the Sound, at Shepard Point, Kodiak, Aleutians, etc., and containing costs.

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

Break: 10:15 a.m. - 10:30 a.m.

4-6 APPROVAL OF PWSRCAC LONG RANGE PLAN FOR 2025-2029

Director of Administration KJ Crawford introduced the Council's 2025-2029 Long Range Plan (LRP) for approval. An LRP workshop was held the previous day (January 24, 2024) at which time the draft plan was discussed and a recommendation was developed for Board approval.

Dorothy Moore **moved to approve** the Five-Year Long Range Plan for Fiscal Years 2025–2029, as developed and finalized for consideration by the Board at the January 24, 2024 Long Range Plan work session. Michael Vigil **seconded** and the **motion passed** without objection.

EVOS/PWSRCAC LEGACY PROJECT

Director Bob Shavelson spoke of the importance and uniqueness of the Council, and as it approaches its 35th anniversary he said he felt an obligation to honor and commemorate its legacy in some way so that it is not lost in the future. He thanked staff for trying to put together his original concept of bringing together the founders for a roundtable discussion on the formation and success of this unique organization based on citizen involvement that has yet to be duplicated anywhere in the country, but logistical challenges and timing did not make it possible at this time. He would like to see the idea of a series of roundtable discussions of citizen involvement in resource protection into the future explored further as part of the Council's public outreach. He said his goal in bringing this up was to plant the seed that the Council start looking forward rather than always looking backward.

A general discussion followed on citizen responsibilities, rights and advocacy, and how citizens can engage for protection of their public resources, and how to preserve the Council's files and historical information after the shutdown of TAPS and the sunseting of PWSRCAC as a citizens' oversight organization.

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

DIRECTOR OF FINANCE'S REPORT TO THE BOARD

Director of Finance Ashlee Hamilton reported the following issues:

- Issues with the new payroll system have been resolved.
- The search for a new financial audit firm continues and the Finance Committee is in the process of evaluating three proposals. It is hoped that a decision will be made by the Board's May meeting.
- The IRS Form 990 has gone through the final review stage with accountants BDO and a draft is ready for staff review. A final detailed review is likely to take place at the February Finance Committee meeting with a recommendation of acceptance at the May meeting.
- Sage Intacct is working exceptionally well as the organization's accounting platform. The 1099 process was smooth and all documents were filed/mailed to the intended recipients.

- She is actively working on the FY2025 budget. While there may be some format changes, all information will remain consistent and presented in a refreshed way.
- In light of the upcoming expiration of the Anchorage office lease, staff is actively exploring new lease space for the Anchorage office.

EXECUTIVE DIRECTOR'S REPORT TO THE BOARD.

A written Executive Director's Report by Donna Schantz was previously distributed to the Board in advance of the meeting as well as a lay-down at the table. Schantz thanked the Board for its attention to those items and for its continued support of staff and the items it brings forward to the Board. She highlighted a few of the items in her report that were of particular importance:

- Alyeska is making significant progress on PWSRCAC's outstanding requests for information. She recognized Alyeska's Alyssa Sweet who had been helping with this task. Schantz commented that the progress seemed to reflect a change in focus in Alyeska's leadership under President John Kurz and there seemed to be a positive step in the right direction.
- She noted the following upcoming significant dates in the Council's history: February 8, 2024, will mark 34 years since signing of the contract with Alyeska creating the Council and citizen involvement; March 24, 2024, will mark 35 years since the EVOS; and August 18, 2024, will mark 34 years since the passage of OPA 90. She also pointed out that the people she talks to about the Council are surprised that the Council's contract with Alyeska predated the passage of OPA 90, and in all likelihood led to the inclusion of the provision in the Act of "an alternative voluntary advisory group in lieu of council" (which is the provision under which PWSRCAC falls) because PWSRCAC already existed in contract prior to passage of OPA 90.
- There has been 35 years without a major oil spill from the VMT or tankers in PWSRCAC's region, 34 years of citizen involvement, and the Council. Both presently involved and those who served in the past should be proud of all the improvements that have been made over the years since the EVOS.
- She commented on the importance of recognizing the regulatory agencies and industry when progress is made. There are good people in the regulatory agencies and industry working to keep oil in the pipe. There are no limits to what PWSRCAC can ask for, whereas agency personnel are limited to what they can do under the regulations of their agency and what they are directed to do by their leadership. She emphasized that one can never reduce risk to zero, but that is why PWSRCAC always asks for the maximum risk reduction and is always striving for improvements to the system.
- Staff changes: Project Manager Alan Sorum had resigned after nearly 13 years with the organization. He has agreed to continue on in a part-time capacity until his position can be filled. At the request of staff and starting with this meeting, she will report staff

longevity major milestones: Director of Programs Joe Lally (5 years), Project Manager Assistant Nelli Vanderburg (10 years), Public Communications Project Manager Amanda Johnson (15 years), Contingency Plan Project Manager Linda Swiss (20 years), and this summer would see her 25th year with the Council. She noted the great team of staff that carries out the Council's work, and she thanked all the Board and committee volunteers who support the Council's mission and staff.

PRESIDENT'S REPORT TO THE BOARD

President Archibald spoke of his experience in 1989, as he learned of a tanker (Exxon Valdez) that had gone aground on Bligh Reef and the lack of preparedness of any of the communities or response organizations to deal with the emergency as the enormity of it became apparent; and how he and a small crew worked to stop the oil that was coming down the outer coast towards Kachemak Bay by building a log boom commandeered from a lumber ship bound for Japan that was sitting in Kachemak Bay. He noted that the log boom worked and that sometimes the ingenuity of people can help solve a problem.

He noted that disasters can happen at any time, like the recent fire on board a ship carrying lithium batteries near Dutch Harbor which, while serious, could have been far worse. He agreed with CDR Rousseau's earlier comment that there is nothing truly safe in the marine industry because Mother Nature will throw out a curve ball when one least expects it, especially if one is unprepared.

He thanked Jim Herbert, the BGC Committee members, and staff who worked hard to resolve the recreation seat issue.

CONSIDERATION OF CONSENT AGENDA ITEMS

(None.)

CLOSING COMMENTS

Directors were given the opportunity to make closing comments.

ADJOURNMENT

There being no further business to come before the Board, and hearing no objections, **the meeting was adjourned** at 11:46 a.m.

Secretary