

PRINCE WILLIAM SOUND  
REGIONAL CITIZENS'  
ADVISORY COUNCIL



1 9 9 3  
A YEAR IN  
R E V I E W





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# FROM THE PRESIDENT AND EXECUTIVE DIRECTOR



**L**ooking back at 1993, our fourth full year of operation, the communities and citizens impacted by the Exxon Valdez oil spill have cause to be pleased and cause for concern.

The best news of 1993 was Alyeska's announcement that it will install a vapor control system at the Valdez Marine Terminal to control hydrocarbon vapors emitted during tanker loading. What's more, Alyeska hopes to capture and reuse the vapors, instead of merely incinerating them. RCAC has been urging Alyeska to install such a system since 1990, and applauds Alyeska for taking this step. Certainly, the residents of Valdez should breathe easier.

Vapor controls notwithstanding, the greatest good RCAC can do is prevent oil from going into the water. Accordingly, RCAC put special emphasis in 1993 on oil spill prevention. A

major study of disabled tanker towing, to be completed the first quarter of 1994, will help determine whether current escort procedures are adequate to keep another tanker from going on the rocks. RCAC also sought additional weather reporting stations in Prince William Sound and continued to monitor indications of unsafe conditions and practices that could lead to spills.

A major emphasis of RCAC since the beginning has been contingency planning to prepare for another oil spill. In 1993, RCAC continued to work with and advise industry and government on various facets of response planning. RCAC published a report to the public, assessing progress since 1989 in spill prevention and response.



STAN STEPHENS  
PRESIDENT



STAN STANLEY  
EXECUTIVE DIRECTOR

On the scientific front, two major projects were launched. A long term environmental monitoring program is providing baseline data that, in the event of a future spill, will allow the extent of new pollution to be gauged. Work also began in earnest on developing mitigation strategies to minimize the impact of future spills on communities in the region. RCAC also continued to monitor operations at the Valdez Marine Terminal, in particular those that impact air and water quality.

While we progress slowly but steadily on some fronts, other developments are cause for alarm. Less than five years after the Exxon Valdez made history, efforts are underway that could dismantle hard-won protections. In 1993, elements of the oil industry lobbied for changes that could cripple the state's ability to perform its oil spill prevention and oversight functions.

With oil prices down and throughput declining, pressures on the oil industry to cut costs will continue to mount. Cutting costs too often leads to cutting corners. The incentive grows daily to take a calculated risk and back off on prevention or response measures. That is why oversight is so important.

Complacency put the Exxon Valdez on the rocks and it threatens us again. Citizens must work together to fight it. There are no guarantees against a catastrophic oil spill in the future, but we can do our best to keep the pressure on to minimize that risk.

In 1989, all it took was one tanker. All it ever takes is one.





# MISSION AND RESPONSIBILITIES



RCAC CONTRACTORS TAKE SAMPLES OF BLUE MUSSELS AND SUB-TIDAL SEDIMENTS AS PART OF A LONG TERM ENVIRONMENTAL MONITORING PROGRAM. MONITORING THE ENVIRONMENTAL IMPACTS OF TERMINAL AND TANKER OPERATIONS IS ONE OF RCAC'S MAIN RESPONSIBILITIES.

**T**he Prince William Sound Regional Citizens' Advisory Council is guided by its mission: citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

Consistent with that mission, RCAC's structure and responsibilities stem from two documents. Under a contract with Alyeska Pipeline Service Company, RCAC receives funding for services provided to Alyeska and the public. The second guiding document, enacted after RCAC was created, is the federal Oil Pollution Act of 1990, which provided for citizen oversight councils for Prince William Sound and Cook Inlet. The RCAC is certified as the citizen council for Prince William Sound.

## CONTRACT

The contract between Alyeska and the Regional Citizens' Advisory Council is explicit about RCAC's independence:

*"The independence, and public perception of independence, of the Committee is of overriding importance to the Committee in fulfilling its functions and in meeting public needs. This contract shall be interpreted in such a way as to promote the independence, both actual and perceived, of the Committee from Alyeska. . . . Alyeska shall have no right . . . to have any degree of control over the formation or operation of the corporation. . . ."*

Under the terms of its contract, the RCAC provides specific services to Alyeska and the public. They include:

• Review, monitor and comment on:

- Alyeska's oil spill response and prevention plans;
  - Alyeska's prevention and response capabilities;
  - Alyeska's environmental protection capabilities; and
  - the actual and potential environmental impacts of terminal and tanker operations;
- Increase public awareness of:
- Alyeska's oil spill response and prevention capabilities;
  - Alyeska's environmental protection capabilities; and
  - actual and potential environmental impacts of terminal and tanker operations;

• Comment on/participate in monitoring and assessing the environmental, social and economic consequences of oil related accidents

• Provide input on actual or potential environmental impacts in or near Prince William Sound;



- Comment on the design of measures to mitigate the potential consequences of oil spills and other environmental impacts of terminal and tanker operations;

- Participate in development of the spill prevention and response plan; annual plan review; periodic review of operations under the plan, including training and conducting exercises;

- Comment on/participate in selection of research and development projects.

The contract states that the council may work on other related issues not specifically identified when the contract was written. The RCAC was initially funded at \$2 million per year. The funding level is reviewed every three years.

## OIL POLLUTION ACT OF 1990

RCAC's contract with Alyeska pre-dates the Oil Pollution Act of 1990 (OPA 90), but the similarities are not coincidental. Many of the people involved in the establishment of the RCAC also actively promoted citizen involvement provisions in the federal law.

OPA 90 establishes two demonstration projects in Alaska – one in Prince William Sound, the other in Cook Inlet – designed to promote cooperation between local citizens, industry and government; build trust and provide citizen oversight of environmental compliance by oil terminal facilities and tankers.

The law specifically allowed for

an alternative, existing organization to meet the requirement for a citizen group and the RCAC is certified as the voluntary alternative advisory council for Prince William Sound. As such, RCAC is to:

- Advise and make recommendations on policies, permits, and site-specific regulations relating to the oil terminal and tankers;
- Monitor the environmental impacts of the terminal and tankers;
- Monitor terminal and tanker operations that affect or may affect the environment in the terminal vicinity ;
- Review the adequacy of oil spill prevention and contingency plans for crude oil tankers operating in Prince William Sound ;
- Advise and make recommendations on port operations, policies and practices;
- Recommend standards and modifications for terminal and tanker operations to minimize the risk of oil spills and other environmental impacts, and enhance prevention and response.



TANKERS AT BERTH, VALDEZ MARINE TERMINAL

Photo © Randy Brandon/courtesy Alyeska Pipeline Service Co.



## 1993 EFFORTS

# OIL SPILL PREVENTION



### DISABLED TANKER TOWING STUDY

*Most of the work on a major study of tanker towing in Prince William Sound was conducted in 1993. The final report was expected in early 1994. The disabled tanker towing study was undertaken to evaluate the capability of existing emergency towing equipment and practices and to examine alternatives to enhance escort and assist capabilities for disabled tankers. The study was funded by RCAC and the Prince William Sound Tanker Association. The U.S. Coast Guard, Alyeska Pipeline Service Company, and the Alaska Department of Environmental Conservation participated as non-funding sponsors.*

### SURVEY ON SAFETY OF NAVIGATION

*RCAC conducted a survey of tanker deck officers to determine attitudes about the suitability of current navigation aids and escort procedures in Prince William Sound. The survey found room for improvement in weather reporting, and ice monitoring and reporting procedures in Prince William Sound. RCAC began making recommendations for changes and improvements in response to the survey findings.*

**SPECIALLY EQUIPPED ESCORT RESPONSE  
VESSELS ACCOMPANY LADEN TANKERS  
TO HINCHINBROOK ENTRANCE.**

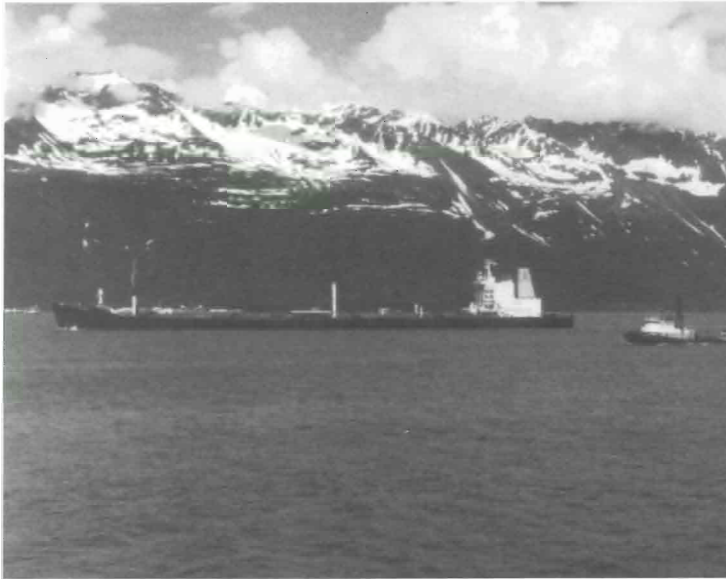
### ADVICE, COMMENTS AND RECOMMENDATIONS

*RCAC encourages stronger oil spill prevention measures in part through advice, comments and recommendations to industry and government regulators. In 1993, RCAC:*

- *wrote to the U.S. Coast Guard, urging better enforcement of work hour restrictions on foreign flag vessels, consistent with the requirements of the Oil Pollution Act of 1990;*
- *commented on the proposed federal rule for measures to reduce oil spills on single hull tankers;*
- *commented on the proposed federal rule for escort vessels for laden tankers in Prince William Sound;*
- *recommended revisions to the navigation chart*



Photo courtesy: Alyeska Pipeline Service Co., © 1989 David Prediger



TUGS STAND BY TO ASSIST LADER TANKERS.

for the approach to Hinchinbrook Entrance;

- recommended that all laden tankers be escorted by one tug and one escort response vessel. The recommendation was in response to a proposal by Alyeska to use two escort response vessels, while an escort tug was out of service.
- suggested more frequent updates to the U.S. Coast Guard's Port System Information Exchange, an activity tracking system. RCAC recommended it be updated weekly instead of quarterly.

RCAC also promotes safety and oil spill prevention by participating in on-going work groups with industry and regulatory agencies. RCAC is a member of the Valdez Marine Operations Committee, which meets quarterly to address issues relating to marine operations in the Port of Valdez.

RCAC regularly attends meetings of the Prince William Sound Tanker Association, whose members are tanker owners and operators. The association addresses issues related to the safe operation of TAPS-trade tankers.

RCAC frequently attends meetings of the Terminal Users' Group, sponsored by Alyeska. This group covers the interface between the terminal and tankers, and provides key players in the terminal operation with the opportunity to meet and talk.

## HUMAN FACTORS IN MARINE CASUALTIES

Work began late in 1993 to outline a study of the human factors that contribute to marine casualties. The project is a cooperative effort with the Cook Inlet Regional Citizens' Advisory Council.

## WEATHER REPORTING STATIONS

RCAC began a campaign urging federal agencies to install additional weather reporting stations in Prince William Sound. Additional weather stations would improve safety by providing more accurate information about wind and sea conditions before a vessel leaves the terminal, and contribute to better vessel traffic management.

## 1993 EFFORTS

# OIL SPILL PREPAREDNESS AND RESPONSE



## OIL SPILL CONTINGENCY PLANS

### Review industry response plans

One of RCAC's most basic responsibilities is to review industry plans for oil spill prevention and response. These documents, required by state and federal law, describe the equipment, resources, personnel and procedures that would be mobilized in case of an oil spill. The Prince William Sound Tanker Spill Prevention and Response Plan describes how Alyeska will respond in the first 72 hours after a tanker spills oil in Prince William Sound. Each tanker owner and operator prepares its own contingency plan describing how it, as the spiller, would take over from Alyeska after the initial response.

In 1993, RCAC participated in working groups with industry and regulators to revise and update elements of the Prince William Sound Plan. Specific areas of attention included equipment requirements, mechanical containment, shoreline cleanup, and training.

RCAC submitted comments on industry's shoreline clean up plan, an appendix to the Prince William Sound Tanker Plan, and other documents related to response planning. At the end of the year, RCAC began reviewing Alyeska's Valdez Marine Terminal Response Plan.

### Dock analysis

Dock facilities in four Prince William Sound communities were examined to assess the viability of moving 3 million pounds of oil spill response equipment onto vessels in 72 hours. The study determined it is possible. The question related to the state requirement for response capability within 72 hours.



Photo © Sean Reid

DURING SPILL DRILLS, RCAC OBSERVERS MONITOR THE PERFORMANCE OF RESPONSE PERSONNEL AND EQUIPMENT, SUCH AS THIS ESCORT RESPONSE VESSEL.

### State and federal plans & requirements

The state and federal governments develop their own response plans and stipulate requirements for industry contingency plans. RCAC encourages strong response capabilities through advice and comments on these documents. In 1993, RCAC submitted comments on:

- *State/Federal Unified Plan* - Outlines how state and federal agencies will respond to an oil spill anywhere in Alaska.
- *Draft federal rule on the National Contingency Plan* - Sets policy and guidelines for all federally-required contingency plans. It also outlines how the U.S. Coast Guard will respond to an oil spill.





- \* *Interim final rule on facility response plans - Federal requirements for contingency plans prepared by facilities, such as the Valdez Marine Terminal.*

- \* *Interim final rule on vessel response plans - Federal requirements for contingency plans prepared by vessel owners and operators.*

RCAC also participated in a working group formed to work on the Prince William Sound Area Plan, a draft document outlining government oversight of an oil spill in Prince William Sound.

#### **Contingency plan review protocols**

RCAC developed contingency plan protocols, a set of guidelines for assessing whether oil spill prevention and response plans meet state and federal requirements. The protocols enable a reviewer to assess the response capability required to implement the contingency plans for crude oil tankers operating in Prince William Sound and the Gulf of Alaska.

## **SPILL DRILL MONITORING**

RCAC retained the services of a contractor to monitor spill drills and training exercises. During 1993, 31 SERVS and Alyeska oil spill drills and training exercises were observed. These included two full scale operations, one for Tesoro in the spring and a three-part British Petroleum drill that began in August and concluded in October. RCAC staff,

directors and volunteers also participated in major drills, as planners, monitors and participants. RCAC submits written comments, observations and critiques after each drill monitored.

In addition, five tanker assistance exercises, several skimmer booming operations and other oil spill response drills were observed. Skimming rates and storage capacities of Alyeska's response equipment were also analyzed and a computer generated database was developed of vessels in the SERVS response system.

RCAC further refined its Emergency Response Plan, which spells out RCAC's role and procedures to be followed in the event of a major oil spill.

## **INDUSTRY AND GOVERNMENT ACTIVITIES**

RCAC monitors developments in industry and government that may affect oil spill response



TUGBOATS SPRAY SEA WATER ON A BARGE IN AN EXERCISE SIMULATING A BURNING TANKER.

Photo © Sean Reid

## 1993 EFFORTS

# OIL SPILL PREPAREDNESS AND RESPONSE



### (CONTINUED)

capabilities. Several major issues emerged in 1993:

- Legislation was introduced that threatens the state's ability to help prevent and respond to oil spills and oversee oil industry compliance with prevention and response requirements. RCAC testified against the measure and conducted grassroots lobbying to encourage public opposition to the bill.
- RCAC registered protests with Alyeska and the Alaska Department of Environmental Conservation when decisions or changes were made that RCAC believed compromised response capabilities.
- RCAC opposed a proposal by shippers to obtain "credit" for dispersant use in order to reduce requirements for mechanical recovery of spilled oil 50 miles off-shore in the Gulf of Alaska. The proposal called for the federal on-scene coordinator to have greater discretion in decisions about dispersant use.
- RCAC participated in a working group to advise the state on a demonstration project on

nearshore response. Nearshore response is an element of response planning that utilizes local resources and personnel to contain spilled oil that has escaped initial containment and threatens shoreline.

## SPILL MONITORING

RCAC sent three observers to Shetland in January to observe response to the Braer grounding. Based on observations in Shetland, RCAC testified to a Congressional committee about the need for additional measures to rescue disabled tankers and better assess potentially dangerous weather conditions. RCAC also monitored and reported on the Tesoro/Petro Star diesel spill in August.

## HISTORICAL ANALYSIS OF OIL SPILLS

An analysis was conducted of 63 oil spills occurring between 1960 and 1993. The report analyzed the effects of weather, fire and explosion, structural failure, collisions and groundings on spill response. In particular, the report examines the ability of responders to meet the state's 72-hour requirements for oil recovery and equipment on site.

## DEVELOPMENTS IN SPILL PREVENTION AND CLEANUP TECHNOLOGY

RCAC reviewed developments in clean up technology, participated in a response technology work



THE T/V BRAER BREAKS UP AND GOES DOWN IN SHETLAND.





group and monitored technical journals and publications. Staff, directors and volunteers attended the International Oil Spill Conference and toured OHMSETT, the National Oil Spill Response Test Facility. RCAC also established an unofficial liaison with research and development staff at the Marine Spill Response Corporation.

## OIL SPILL TRAJECTORY ANALYSIS

Two reports looked at the Alyeska trajectory model for anticipating movement of oil on water in Prince William Sound and gave a timeline for movement of oil during the 1989 Exxon Valdez oil spill.

## EMERGENCY CONTACT CARD

Laminated, wallet-sized cards with numbers to call in case of an oil spill were produced and distributed to Prince William Sound fishermen. The primary purpose of the card is to facilitate communications and response in the event of an oil spill.

## FIRE PROTECTION

The ability to respond to fires at the terminal or on tankers has important implications for oil spill response. RCAC worked with the U.S. Coast Guard, tanker owners and operators and the City of Valdez



BOOM DEPLOYMENT DURING A SPILL DRILL

Photo: Dennis Harding/Chevron Corp.

in a joint task force initiated by RCAC in 1992 to assess capabilities for responding to terminal and tanker fires. In September, RCAC monitored and commented on a drill simulating fire on a tanker at berth.

## HUMAN IMPACTS AND COMMUNITY RESPONSE

A major two-year study of the social, cultural and economic impacts of oil spills on communities was temporarily halted because of concerns over the usefulness of the finished product. The underlying purpose of the project remains the same: to develop strategies that communities affected by the 1989 spill can use to prevent or reduce the impacts of a future spill. Late in the year, the project was revised to focus on planning for human impacts of a major oil spill in three areas: subsistence, community well-being and community response.

## 1993 EFFORTS

# ENVIRONMENTAL PROTECTION



## ENVIRONMENTAL MONITORING

### Long Term Environmental Monitoring Program

The first year of sampling was completed in a long term environmental monitoring program to collect baseline data on the ecosystems and organisms of Prince William Sound and the Gulf of Alaska. The study provides baseline measurements of hydrocarbons present in shallow sub-tidal sediments and inter-tidal mussels. The study also identifies the source of any hydrocarbons present. Field surveys are conducted twice a year at sites in Prince William Sound and the Gulf of Alaska. Sampling is conducted at sites both oiled and not oiled by the Exxon Valdez spill. The data will provide a benchmark for assessing the impacts of oil transportation and any future oil spills. Field samples were taken in March and July.

### Bibliography of Bibliographies

A central listing was compiled of bibliographies that reference hydrocarbon interactions and/or pollution relative to environmental monitoring in high latitude, cold climate conditions.

### Current Research Profile

Information was compiled describing research in progress in natural sciences and in the Exxon Valdez impact area.

## WATER QUALITY

### Ballast water treatment plant

• *Materials Balance Study* - RCAC began developing a proposal for a materials balance study, an examination of chemicals discharged into the terminal's ballast water treatment plant, and the chemicals discharged from the treatment plant

into Port Valdez. The study could provide answers to long standing questions about the causes of toxicity in the effluent and the presence of polycyclic aromatic hydrocarbons in Port Valdez sediments and marine life. The proposal will be presented to a state-sponsored working group formed to address ballast water treatment issues.

• *Sampling and monitoring* - RCAC worked with the Alaska Department of Environmental Conservation on a plan to continue the agency's sampling and monitoring program at the ballast water treatment plant. RCAC will fund laboratory services and provide a project manager for the program.

• *Waste water discharge* - RCAC expressed concern about plans to discharge 22,000 gallons of water contaminated with raw vacuum gas oil from the Lower 48 into Alyeska's Ballast Water Treatment Plant.

• RCAC submitted comments to the U.S. Environmental Protection Agency on Alyeska's proposals for effluent and sediment toxicity testing in 1993.



Photo courtesy: Alyeska Pipeline Service Co.





UNDER THE LONG TERM ENVIRONMENTAL MONITORING PROGRAM, FIELD SURVEYS ARE CONDUCTED TWICE A YEAR AT SITES IN PRINCE WILLIAM SOUND AND THE GULF OF ALASKA.

### Water quality standards

RCAC reviewed and submitted comments on proposed revisions to state water quality standards.

### Hydrocarbons in Port Valdez

RCAC monitored work by regulatory agencies to determine the source of elevated hydrocarbon exposure detected in two flatfish collected near the terminal. The two fish were among 15 collected and tested by Alyeska, which is required by its federal permit to sample flatfish for hydrocarbon exposure.

In a separate situation, RCAC monitored the Alaska Department of Environmental Conservation's response to indications of elevated hydrocarbon levels in Port Valdez near the terminal. RCAC protested the agency's failure to enforce the water quality standard for total hydrocarbons.

## AIR QUALITY

### Tanker vapor emissions

Alyeska announced in November that it would install a vapor control system to reduce hydrocarbon emissions from tanker loading at the Valdez Marine Terminal. RCAC has repeatedly urged Alyeska to voluntarily install such a system. Prior to the announcement, Alyeska and RCAC agreed in concept to jointly conduct a second study to help determine how much of the benzene in Valdez comes from vapors emitted during tanker loading.



A vapor control system at the terminal is expected to be required by federal regulations. Earlier in the year, RCAC submitted comments to the U.S. Environmental Protection Agency regarding control of air emissions from marine tank vessels.

### Legislation

RCAC testified on draft state legislation to bring Alaska into compliance with the federal Clean Air Act. The legislation has implications for hydrocarbons released into the air from the Valdez Marine Terminal.

### Air quality control permit

RCAC submitted comments to the Alaska Department of Environmental Conservation on the draft air quality control permit for the Valdez Marine Terminal. The permit covers emissions from power boilers, waste gas incinerators, crude oil storage tanks, solid waste incinerator and the ballast water treatment plant.

### Emissions from ballast water treatment plant

RCAC submitted comments on a proposal by Alyeska to measure air emissions from the ballast water treatment plant, using the plant's "splitter box" to take samples for source testing. Source testing is required by the terminal's air quality control permit.

## OTHER ENVIRONMENTAL AND SAFETY ISSUES

### Corrosion Inhibitors

RCAC began researching corrosion inhibitors, after the U.S. Environmental Protection Agency granted Alyeska interim approval to use them at the Valdez Marine Terminal.

### Pipeline vibrations

RCAC monitored an incident that caused vibration in a pipeline valve, loose fittings, cracks and spilled oil at the terminal's East Metering Building in May. Alyeska provided written and verbal reports of the incident.

## 1993 EFFORTS

# PUBLIC EDUCATION



One of the conclusions that emerged from the Exxon Valdez oil spill was that complacency was an underlying cause of system failures that led to the spill. There was plenty of complacency to go around. Regulatory oversight was inadequate or lax, industry couldn't meet its commitments to respond adequately to a major oil spill, and the public paid little attention.

Keeping complacency at bay is a thread that runs through all of RCAC's work. Although RCAC worked most frequently with industry and government agencies in 1993, it also reached out to the public.

## THE OBSERVER

RCAC published "The Observer," a quarterly newsletter on RCAC activities and developments in marine oil transportation. The Observer is distributed to households in communities impacted by the Exxon Valdez oil spill, industry officials and regulatory agencies. It is available to other interested persons by request.

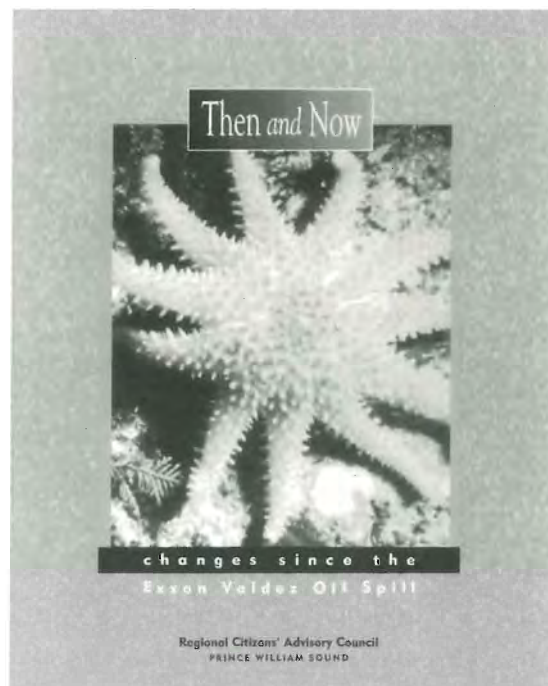
## "THEN AND NOW"

RCAC published "Then and Now: Changes Since the Exxon Valdez Oil Spill," an analysis of changes in oil spill prevention and response since 1989, and gaps that still remain. The report assessed changes in regulatory requirements for prevention and response, steps taken by Alyeska through its Ship Escort Response Vessel System, changes in state and federal oversight and citizen

oversight. The report also identifies areas where RCAC believes more work needs to be done to protect Prince William Sound, and the resources and communities at risk from oil transportation. Approximately 2,000 reports were distributed.

## MEDIA & PUBLIC PRESENTATIONS

RCAC published advertisements and wrote editorial columns for newspapers in the Exxon Valdez impact area, to alert the public to important issues. RCAC representatives also participated in radio talk shows and spoke to community groups.





# RCAC MEMBER ORGANIZATIONS



*City of Cordova*  
*City of Homer*  
*Kenai Peninsula Borough*  
*City of Kodiak*  
*Kodiak Island Borough*  
*City of Seldovia*  
*City of Seward*  
*City of Valdez*  
*City of Whittier*  
*Community of Chenega Bay*  
*Community of Tatitlek*  
*Alaska Chamber of Commerce*  
*Alaska Wilderness Recreation & Tourism Association*  
*Chugach Alaska Corporation*  
*Cordova District Fishermen United*  
*Kodiak Village Mayors Association*  
*National Wildlife Federation (Withdrew July 1993)*  
*Prince William Sound Aquaculture Corporation*



SEDOVIA

Photo © Richard Newman



## EX-OFFICIO MEMBERS (CLASS II NON-VOTING)

*Alaska Department of Military and Veterans Affairs, Division of Emergency Services*  
*Alaska Department of Environmental Conservation*  
*Alaska Department of Fish and Game*  
*Alaska Department of Natural Resources*  
*U.S. Coast Guard*  
*U.S. Department of Interior, Office of Environmental Affairs*  
*U.S. Environmental Protection Agency*  
*U.S. Forest Service*  
*U.S. National Oceanic and Atmospheric Administration*



CORDOVA

Photo © Richard Newman



# COMMITTEES



FLOYD HEIMBUCH (RIGHT), CHAIRMAN OF THE OIL SPILL PREVENTION AND RESPONSE COMMITTEE, WITH STAFF JOE BANTA, REPORTS TO THE RCAC BOARD OF DIRECTORS.

Much of the council's work is done through volunteer committees, consisting of council members and other citizens with interest, experience and background in a given field. The committees work for the council, with assistance from staff provided by the council. All official policy is presented to the full council for approval and further action. Public members of the committees are selected through a formal application process.

## COMMUNITY INFORMATION AND EDUCATION COMMITTEE

The Community Information and Education (CIEC) Committee was organized in 1992 to promote public awareness of oil spill prevention and response issues, the environmental impacts of marine oil transportation and efforts to mitigate those impacts. The committee was disbanded in September 1993.

Committee chair: Jocelyn Barker

Members: Rick Kurtz  
Darrel Olsen\*  
John Parker

## OIL SPILL PREVENTION AND RESPONSE COMMITTEE

The Oil Spill Prevention and Response (OSPR) Committee works to minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning and effective regulations.

Chair: Floyd Heimbuch

Members: Wayne Coleman\*  
Tom Copeland  
Gail Evanoff  
John Hayes  
John Herschleb\*  
Charles Lundfelt  
Tim Robertson  
Patti Saunders  
Gordon Scott  
Carol Till\*





## PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE

*The Port Operations and Vessel Traffic Systems (POVTS) Committee monitors port and tanker operations in Prince William Sound. It identifies and recommends improvements in the vessel traffic and navigation systems. The POVTS Committee is based in Valdez.*

Chair:               Tex Edwards\*  
Members:       Bill Conley  
                      Vince Kelly  
                      Peter Kott  
                      Dennis Lodge\*  
                      Vince Mitchell  
                      Tom McAlister  
                      Pete Kompkoff

## SCIENTIFIC ADVISORY COMMITTEE

*The Scientific Advisory Committee (SAC) sponsors independent scientific research. It also provides scientific assistance and advice to the other RCAC committees on technical reports, scientific methodology, data interpretation and position papers.*

Chair:               Kristin Stahl-Johnson\*  
Members:       Sharon Araj, Ph.D.  
                      Ivan Frohne  
                      James Hemming  
                      Gary Kompkoff  
                      A. J. Paul, Ph.D.  
                      Chuck Smythe, Ph.D.  
                      James D. Steward  
                      Carol Wilson

## TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE

*The Terminal Operations and Environmental Monitoring (TOEM) Committee evaluates operations at the Valdez Marine Terminal with respect to their effect on the environment and identifies actual and potential sources of chronic pollution. The TOEM Committee is based in Valdez.*

Chair:               Dave Dengel  
                      E.A. Jim Levine  
Members:       Bob Benda  
                      Julie Howe  
                      Judy Kitigawa  
                      George Skladal  
                      Stan Stephens\*  
                      Dennis Ulvestad  
                      Greg Winter

\*RCAC Board Member



# RCAC BOARD OF DIRECTORS 1993

## EXECUTIVE COMMITTEE



### EX-OFFICIO MEMBERS (NON-VOTING)

#### **Jerry Brossia**

(Alaska Dept. of  
Natural Resources)

#### **Bruce Van Zee**

(U.S. Forest Service)

#### **Cindy Gilder**

(U.S. Environmental  
Protection Agency)

#### **Cmdr. Bill Hutmacher**

(U.S. Coast Guard)

#### **Simon Mawson,**

#### **Steve Provant**

(Alaska Dept. of  
Environmental  
Conservation)

#### **Doug Mutter**

(U.S. Dept. of Interior,  
Office of Environmental  
Affairs)

#### **Pete Petram**

(Alaska Dept. Military and  
Veterans Affairs, Division  
of Emergency Service)

#### **Claudia Slater**

(Alaska Dept. of  
Fish and Game)

#### **John Whitney**

(National Oceanic &  
Atmospheric Admin.)



#### **Stan Stephens**

Alaska Wilderness  
Recreation & Tourism  
Association  
President



#### **Michelle O'Leary**

Cordova District  
Fishermen United  
Vice President



#### **Ivan Widom**

City of Seldovia  
Secretary



#### **Bill Walker**

City of Valdez  
Treasurer



#### **Wayne Colman**

Kodiak Island  
Borough  
Member-at-large



#### **Charles Christiansen**

Kodiak Village  
Mayors Association



#### **Tex Edwards**

City of Homer



#### **Larry Evanoff**

Community of  
Chenega Bay



#### **Mike Gallagher**

City of Valdez



#### **Dennis Lodge**

City of Seward



#### **Michael E. Brown**

Chugach Alaska Corp.



#### **John Herschleb**

Prince William Sound  
Aquaculture Corp.



#### **Carol Till**

City of Whittier



#### **Blake Johnson**

Kenai Peninsula  
Borough



#### **Carl Marrs**

Alaska Chamber  
of Commerce



#### **Darrel Olsen**

Community of  
Tatitlek



#### **Ann Rothe**

National Wildlife  
Federation



#### **Kristin Stahl-Johnson**

City of Kodiak



#### **Margy Johnson**

City of Cordova



# 1993 REPORTS, STUDIES, ADVICE AND COMMENTS

## CONSULTANTS' REPORTS

- "Contingency Plan Program Protocols," guidelines for reviewing oil spill contingency plans. Authors: Michelle Straube, Randolph Bayliss and Theresa Svancara (Ref #2046)
- "Historical Analysis of Oil Spills from Tankers 1960 and 1965-1993" Author: Walt Parker. (Ref. #2058).
- "Oil Spill Trajectory and the Exxon Valdez Hindcast" Author: Tim Jones. (Ref #2048)
- "Dock Analysis," a survey of dock facilities in four communities. Author: Ralph E. Lolise. (Ref #2054)
- "1993 Drill Monitoring - Annual Report." Author: Tim Jones (Ref #2050)
- "Initial Field Survey Report," Long Term Environmental Monitoring Project. Author: Kinnetic Laboratories Inc. (Ref: #4009-A)
- "Power Analysis Report," Statistical verification of adequacy of sampling in Long Term Environmental Monitoring Project. Author: Kinnetic Laboratories Inc. (Ref: #4009-B)
- "Second Survey Report (interim) July 16-25, 1993," Long Term Environmental Monitoring Project. Author: Kinnetic Laboratories Inc. (Ref: #4009-C)
- "Annual Monitoring Report - 1993" Long Term Environmental Monitoring Project. Author: Kinnetic Laboratories Inc. (Ref: #4009-D)
- "Focus group notes on mitigation strategies," Socioeconomic Impact Mitigation Project (Ref: #4005-A)
- "Bibliography of Bibliographies" - Lists papers on hydrocarbon interactions and pollution in high-latitude cold-climate environments. Author: Environment and Natural Resources Institute, UAA. (Ref: #4008)
- "Current Research Profile for the Exxon Valdez Oil Spill Area" - Catalogs research projects currently underway in the region affected by the Exxon Valdez oil spill. Author: Environment and Natural Resources Institute, UAA. (Ref: #4007)
- "Disabled Tanker Towing Study" Part I - Review and evaluation of existing towing equipment and practices, and discussion of alternatives. Consultant: The Glosien Associates. (Ref: DTTS - Part I)

## OTHER PUBLICATIONS & DOCUMENTS

- "1992 Year in Review" (Ref: #5.9.511.92)
- "Then & Now: Changes since the Exxon Valdez Oil Spill" (Ref: #5.9.517)
- "RCAC Emergency Response Plan," RCAC's operations and procedures in the event of a major oil spill. (Ref: ERP 7/15/93)
- "TOEM Committee Position Paper on Alyeska's Valdez Air Health Study," a summary of the air health study, RCAC's review of the study, and discussion. (Ref: #9024)
- "The Observer," RCAC newsletter

## FORMAL ADVICE & COMMENTS

### Spill Prevention and Response

- Comments to the U.S. Coast Guard on measures to reduce oil spills on single hull tankers (Ref: #A/C 3502) 12/2/93.
- Recommendation to U.S. Coast Guard that its activity tracking system be updated more frequently. (Ref: #A/C 3503) 12/15/93.
- Comments to the National Oceanic Atmospheric Administration regarding modification in the navigation chart of approach to Hinchinbrook Entrance. (Ref: #3504) 12/15/93.
- Comments to U.S. Coast Guard on interim final rules for vessel response plans and marine-transportation related facilities (Ref: A/C #6505)
- Comments to EPA regarding interim final rule on response plans for non-transportation related facilities. (Ref: A/C #6506)
- Comments on Response Plan Group's Prince William Sound Shoreline Cleanup Plan (Ref: A/C #SC-6507)
- Comments to the state Division of Governmental Coordination regarding Alaska Coastal Management Program review of area contingency plans (Ref: #A/C 6512) 11/17/93.
- Comments to ADEC and Alyeska regarding removal of Barge 450-8 (Ref: #A/C 6515 and 6514)
- Comments to Alyeska and the U.S. Environmental Protection Agency (EPA) on the National Contingency Plan proposed rule (Ref: #A/C 6516 and 6517) 12/16/93.
- Comments to the U.S. Coast Guard and ADEC on the State/Federal Unified Contingency Plan (Ref: #A/C 6518) 12/30/93.
- Comments on SERV's Oil Spill Response Handbook for Fishing Vessel Operators (Ref: 2.9.14 SERV's FVA)
- Comments to the U.S. Coast Guard on vessel escorts for certain oil tankers (Ref: #A/C 7502) 6/9/93.

### Air & Water Quality

- Comments to EPA and Alyeska on proposed discharge of waste water (Ref: #A/C 9523 and 9027) 11/22/93.
- Comments to EPA on Alyeska's Proposed Effluent and Sediment Toxicity Testing in 1993 (Ref: A/C #9516)
- Comments to ADEC on draft air quality control permit at Alyeska Marine Terminal (Ref: A/C #9517)
- Comments to EPA on Draft Regulation for Marine Tank Vessels and Proposed Language for Modeling Demonstration under Section 183(b) of Clean Air Act Amendments of 1990 (Ref: A/C #9518)
- Comments to ADEC on Ballast Water Treatment Plant Monitoring (Ref: A/C #9519)
- Comments to ADEC on Alyeska's ballast water treatment facility splitter box sampling plan (Ref: #A/C 9521) 10/4/93.
- Comments to ADEC on proposed revisions to Alaska water quality standards (Ref: #A/C 9522) 11/11/93.

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