

Regional Citizens' Advisory Council

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Inside this issue:

• **New skipper** - 'Stan' Stanley promoted to Executive Director.

Page 3.

• **New organization** - Agencies, industry form Prince William Sound Association.

Page 4.

• **Criticism** - GAO says RCAC should do more to foster partnership with industry.

Page 2.

• **Volunteer profile** - Bill Conley of Valdez wants more focus on human factors in tanker safety.

Page 2.

• **Delicate balance** - RCAC president Stan Stephens on independence and partnerships.

Page 3.

• **Finding common ground** - Alyeska President addresses RCAC Board.

Page 4

• **Drills and exercises** - BP completes three-phase drill; fire fighting equipment tested in berth drill.

Page 5.

• **Brakes applied** - RCAC Board stops socio-economic mitigation project.

Page 3.

• **In writing** - RCAC and ADEC formalize working relationship in Memorandum of Agreement.

Page 2.

• **Board vacancy** - Environmental seat undecided.

Page 6.

• **New faces, new titles** - Staff and board changes.

Page 6.

Jury still out on towing capabilities

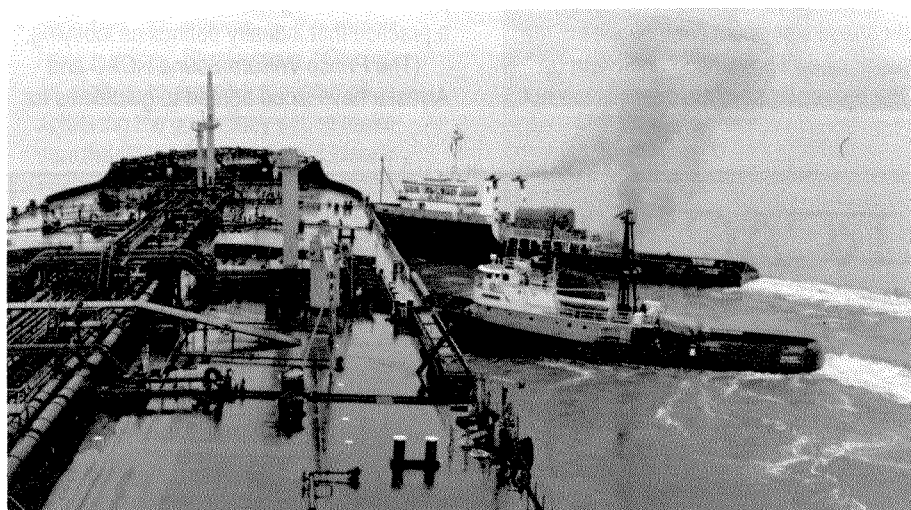
The first part of a major study of tanker towing in Prince William Sound has been completed, but the jury is still out on whether existing equipment and procedures are adequate to assist tankers in need. Part 2 of the study, an evaluation of alternative equipment and deployments, is expected to provide additional information and verification needed to draw conclusions about disabled tanker towing. Part 2 is expected to be completed in early 1994.

Part 1 of the Disabled Tanker Towing Study, completed in October, evaluated existing tugs, emergency towing equipment and towing practices. It also included a discussion of alternative equipment. The evaluation was conducted by Capt. Jan ter Haar, a senior salvage master with the Dutch firm Smit Tak BV.

Capt. ter Haar recommended:

- all vessels adopt towing package systems that can be deployed in 15 minutes or less by a crew of two without winch power;
- more drills and training in towing and makeup operations; and
- closer proximity between tankers and their escorts in the Valdez Narrows.

Capt. ter Haar's report was based on inspections of escort vessels operated by Alyeska Pipeline Service Co. and 30 tankers. The inspections were conducted in November 1992. He also expressed some personal opinions regarding the adequacy of current escort vessels to assist a tanker with power failure in the Valdez Narrows or to assist a disabled tanker in the open waters of the Gulf of Alaska.



The Sea River Benicia is pushed by the Heritage Service (rear) and the Stalwart (foreground) during full-scale trials Sept. 18, in Port Valdez. The trials were conducted to verify computer models that will form the core of Part 2 of the Disabled Tanker Towing Study. Photo by Henk van Den Boom.

Part 2 will provide a relative ranking of tug and escort configurations, based on computer simulation of real world situations. The simulations will include at least 15,000 scenarios, with variables for ship size, tug type and escort configuration, weather condition, geographic location and tanker speed.

Full scale trials, using three tankers, were conducted in September and October to verify the computer model. The purpose of the trials was to verify that the interaction of ship and tugs indeed works as predicted by the computer model. Part 2 also includes pulling trials using many of the tugs in Port Valdez.

Lead consultant on the study is The Glosten Associates, Inc., a Seattle-based naval architecture and marine engineering firm with extensive experience in tug and barge design, computer simulations, testing and tug performance prediction. In addition to Smit Tak, the study team includes Maritime Research Institute Netherlands (MARIN), and Maritime Simulation Centre the Netherlands (MSCN).

The Disabled Tanker Towing Study is a joint effort of RCAC, the Prince William Sound Tanker Association, the U.S. Coast Guard, Alyeska Pipeline Service Co., and the Alaska Department of Environmental Conservation.

RCAC, Alyeska plan joint air tracer study

Groundwork has been laid for a new air tracer study in Valdez to resolve a "dueling scientists" conflict that has confused the public for more than a year. Alyeska Pipeline Service Co. and the Prince William Sound Regional Citizens' Advisory Council (RCAC) plan to jointly conduct a second tracer study to determine how much of the total benzene in Valdez comes from sources at the Valdez Marine Terminal.

The purpose of the second tracer study, like the first, is to track the path of crude oil vapors released as a result of terminal operations. The tracer study will reveal how much of the vapors, which contain significant quantities of benzene, end up in Valdez and how much gets blown away from town.

At their first planning session, October 11, representatives of RCAC and Alyeska began to define the scope and management of the new study. The new tracer study is expected to be designed and conducted by scientists who have not been involved to date. All decisions will be made by a joint policy group with advice from a technical committee. The cost of the new study will be borne equally by RCAC and Alyeska; tentative estimates range from \$250,000 to \$1 million.

The first tracer study was conducted as

part of Alyeska's two-year Valdez Air Health Study. Based on the first tracer study, Alyeska concluded that benzene emitted during tanker loading represents a small part of the benzene that Valdez residents are exposed to from all sources. Scientists hired by RCAC said the tracer study was flawed and disputed Alyeska's conclusions.

At a quarterly meeting in September, the RCAC Board of Directors offered to jointly conduct a new tracer study with Alyeska. Alyeska officials agreed.

The question of how much of the total benzene exposure can be attributed to the terminal has been a source of disagreement

and conflict between Alyeska and RCAC for more than a year.

The Valdez Marine Terminal is the largest single source of volatile organic compound (VOC) emissions in the country. Tanker loading at the terminal emits 43,000 tons of VOCs, including 450 tons of benzene, per year. Those figures are not at issue. Nor is there disagreement about how much total benzene people in Valdez are exposed to, from all sources.

Those other sources of benzene include automotive emissions, wood smoke, tobacco smoke and gasoline vapors. Once the new

See 'Air Study' Page 6

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GAO criticizes RCAC for lack of partnership

A report by the U.S. Government Accounting Office (GAO) to Congress says Alaska's two regional citizens' advisory councils should do a better job of fostering "effective partnerships" with industry and government agencies. The GAO report does not address industry's role in fostering such partnerships.

The GAO report was released August 5, after a one-year study of the Prince William Sound and the Cook Inlet RCACs. The report credits the advisory councils with substantially increasing the level of citizen involvement in environmental oversight of oil transportation in Cook Inlet and Prince William Sound and notes that the councils "have made significant contributions in the areas of oil spill prevention and clean up."

But the report says the councils are not

doing enough to foster the "effective partnerships of citizens, industry and government that the Congress had hoped to create under the Oil Pollution Act of 1990." The report said industry believes the councils are overly concerned with public perception of their independence from industry.

The report also touches on an on-going debate about who the councils speak to. "Industry representatives at both locations generally believe that the councils should provide their advice and recommendations primarily to industry or to regulatory agencies. Conversely, the councils believe that they have the right to advocate their positions with legislative officials and others - a practice that industry defines as lobbying."

(The Prince William Sound RCAC and Alyeska have since agreed to guidelines for

communications with public officials, but an element of the debate still remains. Does RCAC serve Alyeska in its role as advisory, or does it serve the public it represents? The answer is both, but opinions differ about which is the primary constituency. That issue was not addressed in the GAO report.)

The Oil Pollution Act of 1990 (OPA 90) established two demonstration projects in Alaska, in which industry-funded citizen oversight groups would monitor terminal and tanker operations, conduct independent research, and evaluate the adequacy of spill prevention and response measures.

The RCAC in Prince William Sound was already in existence when OPA 90 was enacted. By virtue of their contracts with

terminal operators, the two councils are certified each year as meeting the requirement outlined in the law.

As is customary with GAO reports, representatives of industry, the RCACs and agencies were allowed to review and comment on the report before it was released. Representatives of Prince William Sound RCAC criticized the GAO report for placing too much emphasis on partnership and not enough emphasis on promoting greater safety in oil transportation.

The "effective partnership" language is contained in the findings section of OPA 90 but is not referenced in the actual duties and responsibilities of the councils described in the law.

RCAC, ADEC formalize working relationship

In the first of what RCAC hopes will be a series of such agreements, the RCAC and the Alaska Department of Environmental Conservation have signed a Memorandum of Agreement formalizing their working relationship.

RCAC is in the process of negotiating similar documents with the U.S. Environmental Protection Agency and the U.S. Coast Guard.

ADEC's goals, according to the agreement, are to:

- Develop a long term relationship with RCAC;
- Gain an understanding of community concerns;
- Coordinate with RCAC and citizens in permit action, oversight activi-

ties, development of contingency plan regulations and review, and other environmental issues related to Prince William Sound;

- Encourage communication and community involvement in maintaining compliance with environmental laws and addressing environmental concerns in the operation of the Alyeska terminal;

- Coordinate information with RCAC during drills and actual incidents.

RCAC and ADEC already have been working together quite extensively on a wide range of projects and activities. However, the agreement for the first time formally spells out how ADEC communicates and works with the RCAC.

State monitoring of ballast water entering the ballast water treatment plant at the Valdez Marine Terminal will be continued under a contract between RCAC and the Alaska Department of Environmental Conservation. The contract was approved by the RCAC Board of Directors Sept. 24.

The unusual arrangement allows continuation of ADEC's monitoring program despite budget cuts that had threatened to kill it. In an ironic twist, the substitute funds remain from a 1991 state grant to RCAC for ballast water treatment studies. The first round of studies was completed in 1992.

The new contract allows \$107,650 in unexpended grant funds to pay for monitoring for illegal or unauthorized disposal into the ballast water treatment plant. Under the cooperative arrangement, ADEC officials will be responsible for collecting and handling the samples. RCAC, through its Terminal Operations and Environmental Monitoring (TOEM) Committee, will retain the services of a contract laboratory to analyze the samples. In addition, RCAC staff will be present during each sampling by ADEC.

The money is expected to extend the

monitoring program another 18 to 24 months.

Incident card sent to fishers

Laminated, wallet-size cards with numbers to call in case of an incident have been distributed to permit holders in Prince William Sound. The card was developed by RCAC's Oil Spill Prevention and Response Committee to facilitate communications and response in the event of an oil spill or incident.

The card lists phone numbers for state and federal agencies to be contacted in case of an oil spill, as well as the radio frequencies used by TAPS tankers, SERVS escort vessels, and the Valdez Vessel Traffic System (VTS). The primary purpose of the card is to encourage mariners to contact the appropriate regulatory agency to report spills or incidents relating to crude oil operations in Prince William Sound. It is also intended to reduce the risk of collision by encouraging mariners sharing the traffic lanes to communicate with tankers and the VTS during periods of reduced visibility and inclement weather.

Another function of the card is to encourage mariners to report breaking events to RCAC on-water observers during an incident. Communication with vessels deployed as part of the response can be an important part of RCAC's monitoring role. The card lists phone and fax numbers for RCAC in Anchorage and Valdez, as well as a daily single side band radio schedule and a mobile phone used by RCAC during drills and actual incidents.

"Then & Now" reviews changes since '89 spill

Progress made in oil spill prevention and response since 1989, and gaps that still remain, are the focus of a report published by the RCAC. "Then and Now: Changes Since the Exxon Valdez Oil Spill" reviews factors that contributed to the oil spill and hampered the effectiveness of the cleanup.

The report assesses 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.

The report is available at RCAC offices in Anchorage and Valdez.

Volunteer profile: Bill Conley, 'POVTS'

RCAC relies heavily on the energy, expertise and resources of volunteers. Those volunteers share some core values - the importance of citizen involvement and concern for environmental protection, foremost among them. But their interests, politics and perspectives reflect a wide-ranging diversity.

Bill Conley, a member of the Port Operations and Vessel Traffic Systems (POVTS) Committee, wants to make it very clear right from the start that he believes in oil.

"I appreciate what the oil companies have done for Alaska and Valdez and for us as a society. Oil is a valuable commodity," Conley says. "But Prince William Sound is my backyard and playground. Nobody wants to see the sound ruined. Nor do I want to see development halted all together," he said. "I'm trying to do my part in the middle of the road. I strongly feel we can accomplish both. I'm involved as a citizen because I want to ensure that Alyeska and the oil companies are taking care of Prince William Sound."

Conley has been a member of the POVTS Committee since it was organized in 1990. He puts in an average of four to five hours a week on committee projects, over and above POVTS and council meetings. His primary areas of interest have been the human factors aspect of tanker safety, fire protection

and double hulls. Like the other POVTS members, he also has spent considerable time on the disabled tanker towing study.

A resident of Valdez since about 1971 and an Alaskan since 1960, Conley is a marine technician with Alyeska Pipeline Service Co. Employees of Alyeska can and do serve on RCAC committees, but only as regular citizens, not as representatives of Alyeska. Even so, Conley said, he tries to be sensitive to potential conflicts and keep his role as a citizen separate and distinct from his work with Alyeska.

"Occasionally it creates awkward situations and it can require some discretion," Conley said. "I either check with my supervisor or manager to see if what I want to do and participate in would cause any problems. I've never had any backlash from Alyeska or any trouble getting off for meetings or participating when I needed to. They've been supportive."

In terms of priorities for tanker safety, Conley wants to see the Coast Guard and the International Maritime Organization conduct a comprehensive evaluation of manning structures on tankers. To the extent that human factors have been studied, it's only been piecemeal, he said.

"As we look at problems in the marine industry, probably 80 per cent to 85 per cent of them are attributable to human factors. We need to look at training and licensing -



Bill Conley

that's part of manning. It goes way beyond just numbers," he said.

Conley also has suggestions for RCAC. "I'd like to see RCAC have better rapport with the oil companies," he said. "RCAC should be looking toward the future, and not dwelling on things that happened in the past."

From the President: *Meetings must be open*

by Stan Stephens

The public has raised real concerns about RCAC's way of handling meetings, reports and other activities. Some individuals have charged that a recent addendum to our contract with Alyeska has compromised RCAC's independence and its ability to serve the public. This was never the intent.

Others have asked why we meet privately with Alyeska and question why all meetings are not open to the public.

Many of these concerns hit the beach with a strong incoming tide of sentiment when RCAC kept under wraps a report by one of our committees. As the tide started to recede we found ourselves high and dry between a rock and a dry beach. RCAC failed to follow a procedure which would have been fair both to Alyeska and the public.

Despite the best of intentions and good-faith effort, everybody - RCAC, the public and Alyeska - lost over the mishandling of this report. RCAC has learned a valuable lesson and is moving ahead to keep this type of problem from occurring again.

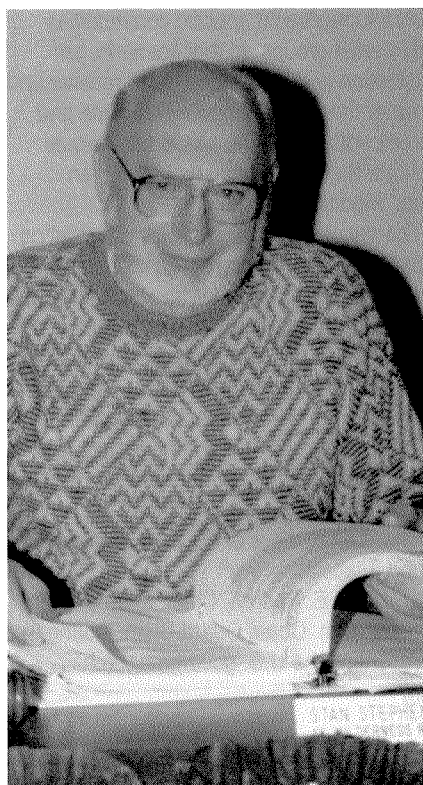
Most RCAC directors represent a public body and every director must represent the interests and concerns of people with a stake in environmentally safe operation of the terminal and tankers. RCAC directors also have a responsibility to be fair and objective and responsible advisors to Alyeska. Ultimately, our job is to influence; to persuade Alyeska decision-makers of the rightness of our particular position on an issue.

As a new organization, RCAC is striving to find the delicate balance between effectively advising Alyeska, on the one hand, while serving and representing the public, on the other.

Even while we strive to find that balance, one thing is very clear - all RCAC meetings must be and will be conducted openly and publicly.

In addition, we are undertaking a review of the original contract and the addendum to ensure that RCAC has not sacrificed its independence.

RCAC was created to advise Alyeska. As



Stan Stephens

"RCAC is striving to find the delicate balance between effectively advising Alyeska . . . while serving and representing the public . . ."

such, it represents the citizens of the communities affected by the Exxon Valdez oil spill. The two are not mutually exclusive; we can do both by being totally independent in our advisory role.

RCAC is a vehicle for a partnership of citizens and Alyeska. That partnership ultimately has one overriding purpose: to make the movement of North Slope crude the safest and most environmentally clean operation of its kind in the world.

with economics of commercial fishing and recreation/tourism, has always been awkward for RCAC and is likely to be dropped. Under the terms of its contract with Alyeska, RCAC cannot conduct research to support litigation.

The concept of the two-year \$300,000 study was to develop mitigation strategies to help communities prepare for and eliminate or reduce the impacts of a major environmental catastrophe such as an oil spill. Communities impacted by the Exxon Valdez oil spill suffered higher alcoholism and drug use, family dysfunction and community conflict, employment disruption, labor shortages and a resulting strain on services and facilities.

The project is roughly half complete. Most of the first year of work dealt with soliciting ideas and suggestions through a series of focus groups in six of the 18 communities affected by the 1989 oil spill. A study of social, cultural and economic impacts is referenced in, though not required by the Oil Pollution Act of 1990 and RCAC's contract with Alyeska.

Stan Stanley promoted to RCAC executive director

Retired U.S. Coast Guard Captain H.E. "Stan" Stanley has been named executive director of the Prince William Sound RCAC. Stanley, 56, joined RCAC in 1990 as staff assistant to the Port Operations and Vessel Traffic Systems Committee. He was appointed deputy director in 1991. The appointment was made at a meeting of the RCAC Board of Directors Sept. 24 in Kenai.

"I believe very much in what this organization stands for. I think it's important the citizens in the region have a voice," Stanley said. "Our job as staff is to support the council in achieving the goals they set, to make sure the citizens' voice is heard, clearly and as effectively as possible. That's no small job, considering the diverse interests and concerns people have," he said. "It's a tremendous challenge; I'm approaching it with respect and enthusiasm."

Stanley served in the U.S. Coast Guard for 28 years, retiring in 1982. Over the course of his Coast Guard career, Stanley held posts in Juneau, Kodiak, Seward and Ketchikan. He participated in design of the Vessel Traffic System for Prince William Sound, processed all Coast Guard permits required for the trans-Alaska pipeline to cross navigable waters and participated in Coast Guard review of



H.E. 'Stan' Stanley

the environmental impact statement for the pipeline during early stages of planning and construction.

After retiring from the Coast Guard, Stanley sailed in the Pacific, Caribbean and Atlantic for five years. In 1987, became a full time university student, graduating summa cum laude with a bachelor's degree from Western Kentucky University in 1990.

Update: Work in progress

Air quality in Valdez

RCAC and Alyeska plan to conduct a joint study to determine how much of the total benzene in Valdez, both indoor and outdoor, comes from the Valdez Marine Terminal. (See story, page 1.)

Ballast water treatment

- Materials balance study - RCAC, with the help of consultants, is developing an outline for a materials balance study, an examination of chemicals that go into and come out of the ballast water treatment plant. Such a study could provide answers to long standing questions about the causes of toxicity in the effluent and the presence of polyaromatic hydrocarbons in Port Valdez sediments and marine life. The outline will provide a focus for a state-sponsored working group organized by ADEC to address ballast water treatment issues. The working group includes RCAC, Alyeska, the EPA and the Technical Advisory Group to ADEC.

- Influent monitoring - RCAC has entered into a contract with ADEC to continue the state's influent monitoring program, using funds remaining from RCAC's 1992 monitoring studies.

Contingency planning

Under a steering committee organized by the Alaska Department of Environmental Conservation (ADEC), RCAC works with industry and regulators to review, revise and finalize the Prince William Sound Tanker Spill Prevention and Response Plan. The steering committee and its working groups are consensus-driven. RCAC also submits its own comments and suggestions for contingency plans.

- Contingency plan review - A consultant

is developing model review protocols to provide a standard method for reviewing Prince William Sound contingency plans. Anticipated completion is late October.

- RCAC continues to work on contingency plan issues as a member of the Mechanical Containment and Training Working Group. Contingency plans for Prince William Sound will come up for public review in June 1994.

- RCAC opposes a proposal by Prince William Sound shippers to obtain credit for dispersant use in order to reduce mechanical recovery requirements. The shippers' request is under consideration by the Response Technology Working Group.

Disabled tanker towing study

Year-long study evaluating the capability of existing emergency towing equipment and practices; also to examine alternatives to enhance escort and assist capabilities for disabled tankers. The first phase of the study - review and evaluation of existing and alternative towing equipment and practices - has been completed. Phase 2, computer modeling and simulation scenarios, is in progress. (See story, page 1) Study is funded by RCAC and the Prince William Sound Tanker Association. Non-funding sponsors are the U.S. Coast Guard, the Alaska Department of Environmental Conservation and Alyeska.

Fire prevention task force

RCAC, Alyeska, tankers owners, the U.S. Coast Guard and the City of Valdez organized a task force to assess current capabilities for responding to terminal and tanker fires. A fire drill conducted Sept. 9 at the terminal (see story, page 5) was an outgrowth of the task force. The task force

See "Update" Page 5

Brakes applied to socio-economic mitigation project

Concerns about whether the finished product would be a practical, usable tool for communities lead the RCAC Board of Directors to halt a two-year study of social and economic mitigation strategies. Although the board terminated a major contract with the Institute for Social and Economic Research (ISER), the door has been left open for portions of the project to proceed at a later time.

The project was designed in phases, with steps for review and approval along the way. In a lengthy presentation to the board, the consultant requested approval of its design for Phase 3 of the project, which included four "initiatives," separate projects to develop mitigation strategies in subsistence, community well-being, community response and commercial fishing and tourism/recreation. The contract with ISER required council approval of the Phase 3 work plan.

There appears to be support on the board for picking up work on the first three initiatives at some point in the future, and a new or revised contract with ISER has not been ruled out. The fourth initiative, dealing

Industry, government form PWS association

Representatives of regulatory agencies and the oil industry have formed an executive-level forum to consider advice and recommendations from RCAC. Formation of the new group - the Prince William Sound Oil Terminal Facility and Oil Tanker Operations Association - is not expected to change RCAC's current practice of communicating advice and recommendations directly to industry and regulatory agencies.

The four members of the association represent the U.S. Coast Guard, the Alaska Department of Environmental Conservation, Alyeska Pipeline Service Co., and owners/operators of tankers that call at the Valdez Marine Terminal.

Coast Guard CDR Bill Hutmacher, who has been instrumental in organizing the new group, said the association will not interfere with the working relationships RCAC now has with agencies and industry, and it will not get involved in every piece of advice and recommendation that RCAC makes. Rather, it would address only important issues not resolved at lower levels. He said RCAC also might want to refer issues to the association in cases where an agency or industry has failed to respond.

"The association provides something RCAC has not had before: one body, representing regulators and affected industry, guaranteed to respond to RCAC's advice and recommendations," Hutmacher said.

Some aspects of the association's procedures and operations still must be

"The association provides something RCAC has not had before: one body, representing regulators and affected industry, guaranteed to respond to RCAC's advice and recommendations."

- CDR Bill Hutmacher

worked out, but funding will come from the four members.

Such an association is required under one of the two avenues by which the councils can

be established under the Oil Pollution Act of 1990. Under the first avenue, the governor appoints members to the citizens advisory council to represent specific communities and interest groups. In that scenario, an association is also established to receive and consider the advisory council's advice and recommendations. The association would evaluate the recommendation and then adopt, modify or reject it.

The second approach allows pre-existing citizen groups to be certified as the OPA-mandated councils. Under this approach, an association is not required because the council already has an advisory relationship with terminal operators. Since the Prince William Sound RCAC was already in existence when OPA 90 was enacted, it applied for certification under the second approach.

Charter members of the Prince William Sound Association are:

- Capt. D.E. Bodron, Chief, Marine Safety Division, 17th Coast Guard District, Juneau, representing the U.S. government (chairman)

- Roger Gale, BP Shipping, Cleveland, Ohio, representing the owners and operators of crude oil tankers that call at the Valdez Marine Terminal

- Commissioner John Sandor, Alaska Department of Environmental Conservation, representing the State of Alaska

- David Pritchard, President and CEO of Alyeska Pipeline Service Company.

The association will evaluate RCAC's advice and recommendations on port operations, policies, permits and site-specific regulations relating to the operations and maintenance of the terminal and crude oil tankers that affect or could affect the environment in the vicinity of the terminal. The association will also accept recommendations regarding oil spill prevention measures, spill response plans and suggested modifications to tanker operations designed to minimize risk and mitigate spill impacts.

The association held its first meeting July 27 and plans to meet quarterly to coincide with RCAC's quarterly board meetings.

Tank inspections & repair finished for '93

Alyeska has completed a major tank inspection and repair program at the Valdez Marine Terminal. All 18 crude tanks were inspected and repairs made where needed. The program began in March and was accelerated in May after corrosion was found to have penetrated a tank bottom. In that instance, a barrier of internal coating and/or solids on the bottom of the tank prevented oil from seeping all the way through.

The inspection program revealed spots in two tanks where corroded matter ate through the bottom. In all areas where corrosion had penetrated the tank bottom, floor plates were removed and soil under the tanks was inspected to determine whether oil had leaked through. None had. The inspection and repair program cost \$13.5 million.

Spills and incidents

Aug. 23 - The response vessel Sun Tide spilled between 6,000 and 13,000 gallons of diesel fuel into Cook Inlet after crashing into the leg of a drilling platform 40 miles southwest of Anchorage. The first mate was charged with negligence. Despite quick response actions, little of the spilled fuel was recovered.

Aug. 27 - Approximately 20,000 gallons of jet fuel spilled from an overfilled storage tank at the Tesoro tank farm in Valdez. Between 3,500 and 5,000 gallons were recovered.

May 20 - Explosive oil vapors were released at the Valdez Marine Terminal when a pipeline experiment backfired. Though potentially quite dangerous, the incident did not result in damage or injury.

May 18 - Up to 4,200 gallons of oil leaked from an oil-water separation unit at Granite Point tank farm on the west side of Cook Inlet. The oil was contained and removed by Cook Inlet Spill Prevention and Response, Inc.

Finding the Common Ground

A Message from David Pritchard, President & CEO, Alyeska Pipeline Service Company

Recently, I had the privilege of meeting with RCAC directors at their quarterly meeting in Kenai. This was my second opportunity to visit with council members and to lay out the challenge, as I see it, that Alyeska and the RCAC face in working together.

In my remarks, I compared the RCAC's mission statement with Alyeska's. Not surprisingly, both organizations have much in common. We both seek to achieve safe and environmentally sound movement of Alaska North Slope crude oil.

The chief difference in our respective missions is not surprising, either. Alyeska must focus on cost-effective delivery. The RCAC's mission statement is silent on this issue and thus

arises the area of potential disagreement between us.

It is likely that Alyeska and the RCAC will continue to have discussions over what needs to be done to make our operations meet the expectations of citizens living in the area. Both parties must work towards a convergence of opinions that is acceptable to both sides.

Alyeska and the RCAC must strive to resolve our differences through dialogue and negotiations. Only then will the vision of OPA 90 be realized, i.e., a "partnership of industry, government and citizens." We look forward to more progress in achieving that goal, and consider the proposed RCAC/Alyeska air health study as a worthwhile movement in that direction.



David Pritchard

Alyeska responds to Congressional heat

In response to a blistering session last summer before a key congressional committee, Alyeska President David Pritchard has outlined a series of steps the company is taking to address issues raised at the July 14 hearing.

"As stated at the hearing, Alyeska is in the process of correcting all known discrepancies throughout our operations," Pritchard said in an August 16 letter to Congressman John Dingell, chairman of the Committee on Energy and Commerce. "We are giving increased attention to our organization and management systems so that they will continue to meet our goals for safe and efficient operations . . ."

Pritchard cited the following steps:

- Safety program upgrades, including management training in an internationally recognized program and use of a new OSHA safety program over and beyond regulatory requirements
- Periodic formal briefings with pipeline system regulators
- Review by Booz-Allen & Hamilton, a

nationally-recognized management firm, of Alyeska's major business processes to apply a "disciplined and industry-accepted approach to the management of organizational change."

- Implement systems to increase confidence in Alyeska's quality assurance and quality control processes.

- Prohibit, as simply unacceptable, harassment or intimidation as a means of suppressing employee concerns about

safety, the environment or regulatory compliance.

Pritchard said additional initiatives, beyond those listed in his letter, would be undertaken and he committed Alyeska to "providing the nation a safe and reliable pipeline that is responsive to the needs of the customers who are served by the system and that complies with all applicable laws, regulations and agreements."

Alyeska will submit a full report on its efforts by the end of the year.

Alyeska posts '92 safety record

The incidence of occupational injuries and illness during 1992 at Alyeska Pipeline Service Company was about half the overall industry rate, according to a report issued in August by the American Petroleum Institute.

The report covered data from 221 oil and gas companies, including 42 liquid pipeline companies. In 1992, Alyeska's total incidence rate was 1.75 per 200,000 hours worked, compared to the industry rate of 3.03.

Of the five liquid pipeline companies with 800 or more employees, Alyeska had the second lowest incident frequency rate and the lowest severity rate. Contractor accidents were not considered in the study results.

Data collected in the study are based on occupational injuries and illnesses as defined by standards set by the Occupational Safety and Health Administration (OSHA).

Berth drill tests fire equipment

Firefighting spray nozzles and a foam resupply system were tested as part of a recent fire drill at a berth at the Valdez Marine Terminal. Berth fire drills are conducted quarterly by the Terminal Fire Brigade, but the Sept. 9 exercise was the first berth drill to activate the spray nozzles, called monitors, deploy firefighting tugs and use an actual tanker.

Participants in the drill were the Terminal Fire Brigade, Crowley tug crews and the crew of the tanker *Kenai*, chartered by BP. The *Kenai* had only clean ballast water in its tanks during the drill.

Roland Reising, Alyeska Fire Fighting Branch Director, said he was pleased with the drill. "I thought it went very well for the first time," he said. "We found things we need to correct and that's why you have drills. We also proved we could do some things, such as the redundant fire fighting system and the monitors. " The redundant fire fighting system is a back up or resupply line which pipes additional foam to the berth from land.

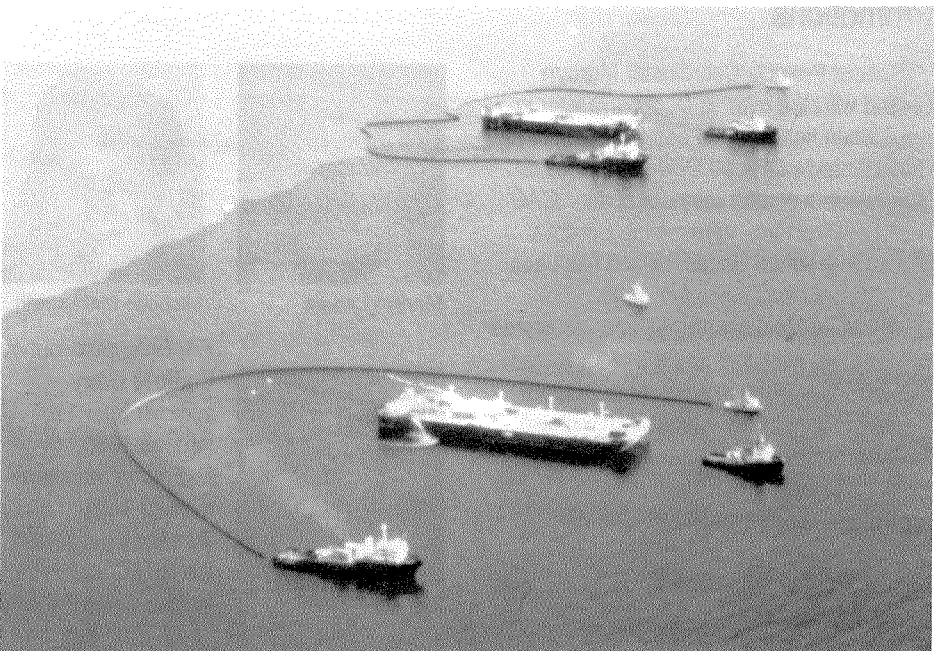
The drill was an outgrowth of a Fire Protection Task Force initiated in 1992 by RCAC to assess current capabilities for responding to terminal and tanker fires. The task force includes representatives from Alyeska, tanker owners and operators, the Coast Guard and the City of Valdez.

Under the drill scenario, a laden tanker had just finished loading crude, when a fire erupted from the drip tray during disconnect.

An RCAC observer noted that the mechanical response was rapid and apparently effective, and the incident command organized quickly, producing an initial report 16 minutes after the drill began. The drill demonstrated that the berth monitors could cover the deck of the ship as far back as the house and the tugs could shoot an effective spray, approximately 150 feet.

Areas identified for improvement included:

- Establish who is in charge, as it was unclear who was directing the firefighting efforts of the tugs;
- Adjust security system software to provide quick information about how many people were at the terminal at the time of the "fire;"
- Locate foam resupply station at a safe, accessible site. In this exercise, the tugs would have had to move between the fire and the shore in order to replenish their firefighting foam.
- Keep track of how much foam is on hand and where and how resupplies would be obtained
- Better tracking of personnel - the berth operator worked alone next to a fire for half an hour before anyone tried to check on her.
- Pacing of drill activities - Like many drills, events moved more quickly in the simulation than would occur in a real incident. More actual deployment of resources and equipment would help slow it down.



Tugs and escort vessels surround tankers with boom during Stage 3 of the BP drill.

BP tries new approach in three-phase spill drill

A three-part spill drill designed to provide a comprehensive internal examination of BP's ability and readiness to handle a major oil spill in Prince William Sound concluded October 5-6, with a two-day demonstration of how BP would manage a long term spill response after taking over from Alyeska.

Stage 1 of the drill took place June 24 with unannounced notification and mobilization of BP responders from Houston, Cleveland, Washington, DC, London and Anchorage. The responders called in, identified how they would get to the spill scene and estimated their times of arrival. Stage 2 of the drill, August 5, simulated Hour 2 to Hour 14 of a spill response and focused on operations inside BP headquarters in Cleveland, Anchorage and Valdez, as they prepared to take over managing the response from Alyeska.

"The big difference in this drill is that it's the first one to look exclusively at the oil company, instead of focusing on Alyeska, as the initial responder," BP drill manager Alan Duggins said. "This drill is designed to examine BP's ability to manage the long term response."

Until now, most all-system drills have focused on Alyeska's initial response to a major spill.

Stage 3 of the BP drill assumed a worst-case scenario requiring a long term response. It included assessment of what communities in the path of the "spill" would need; lightering from a tanker to barges; full deployment of at least one hatchery protection program; a shoreline clean up task force; and one or more nearshore task forces to keep the leading edge of the "spill" from hitting coastlines.

BP's objectives for Stage 3 were to demonstrate its ability to:

- Strategically manage and direct the response with continuing Alyeska support
- Develop and implement tactics for an effective long term response
- Operate within the Unified Command System
- Implement an external affairs program for community information and safety programs, and a pro-active media program
- Implement successful salvage and stabilization programs for the disabled tanker
- Build up and manage logistics requirements

The specific objectives and evaluation criteria for each stage of the drill were established in consultation and agreement with the Alaska Department of Environmental Conservation, the U.S. Coast Guard and RCAC.

Update: Work in progress

Continued from Page 3

will develop recommendations for improvements, if needed.

Long term environmental monitoring project (LTEMP)

The two-year study, begun in March 1993, will create a baseline database to detect long-term changes in the environment and provide a historical comparison in the event of another catastrophic oil spill. The study presently focuses on measuring the concentrations of hydrocarbons in blue mussel tissue (*Mytilus edulus*) and subtidal sediment. Gas chromatograph/mass spectrometry (GC/MS) "fingerprinting" techniques will be used to determine the source if any hydrocarbons are detected. Field surveys are conducted twice a year in Prince William Sound and the Gulf of Alaska.

Occupational Exposure

The Terminal Operations and Environmental Monitoring (TOEM) Committee began gathering information to determine whether workers at the terminal are protected from unhealthy exposure to benzene and other pollutants. The project is currently on hold.

Safety of navigation survey

Recommendations are being developed based on responses to a survey of Prince William Sound mariners. The survey was conducted to determine attitudes about the suitability of current navigation aids and escort procedures in Prince William Sound.

Spill drills and simulations

RCAC participates in and monitors spill drills, deployment exercises and spill simulations. An RCAC contractor monitors and evaluates drills. In addition, staff, directors and committee volunteers participate in the major drills as participants, planners and evaluators. RCAC submits written critiques and comments after every drill or exercise observed.

RCAC participated in BP's three-part drill, which concluded Oct. 7. RCAC posted observers at the table top exercise conducted by the U.S. Coast Guard, Sept. 23 and 24, in Anchorage.

Weather reporting upgrades

The Port Operations and Vessel Traffic System (POVTS) committee is working with the National Data Buoy Center, a branch of the National Oceanic and Atmospheric Administration, on obtaining additional weather reporting stations in Prince William Sound. There aren't sufficient reporting stations currently to determine from Port Valdez what weather conditions are in Hinchinbrook Entrance and the middle of Prince William Sound.

RCAC publications and reports available

RCAC annual report

The RCAC's 1992 "Year in Review," an overview of work and activities undertaken last year, is available to the general public. The 24-page booklet also includes history and background information about the RCAC. The report may be obtained at either the Anchorage or Valdez office of RCAC. Reports will be mailed out by request. (Ref: #5.9.511.92)

"Then & Now"

Changes in oil spill prevention and response since 1989 are the focus of a new publication by RCAC. "Then and Now" examines terminal and tanker operations, procedures and practices as a gauge of whether Prince William Sound and other areas at risk from TAPS trade tanker traffic are better protected. The booklet is designed

for general audiences. Copies are available from RCAC offices in Anchorage and Valdez. (Ref: #5.9.517)

Advice & Comments (1993)

- Comments to EPA regarding interim final rule on response plans for non-transportation related facilities. (Ref: A/C #6506)
- Comments to U.S. Coast Guard on interim final rules for vessel response plans and marine-transportation related facilities (Ref: A/C #6505)
- TOEM Committee comments to EPA on Alyeska's Proposed Effluent and Sediment Toxicity Testing in 1993 (Ref: A/C #9516)
- TOEM Committee 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(f) of Clean Air Act Amendments of 1990 (Ref: A/C #9518)

- TOEM Committee Comments to ADEC on Ballast Water Treatment Plant Monitoring (Ref: A/C #9519)
- Comments on Response Plan Group's Prince William Sound Shoreline Cleanup Plan (Ref: A/C #SC-6507)
- Comments on SERVS Oil Spill Response Handbook for Fishing Vessel Operators (Ref: 2.9.14 SERVS FVA)

Consultants' reports (1993)

- "Initial Field Survey Report," Long Term Environmental Monitoring Project. Author: Kinetic Laboratories, Inc. (Ref: #4009-A)
 - "Analysis of Subtidal Sediment - Initial Field Survey," Long Term Environmental Monitoring Program. Author: Kinetic
- See 'Publications' Page 6*

Staff changes, additions . . .

Promotions

Special Projects Coordinator **Marilyn Leland** will take over as Deputy Director in April, when her two-year assignment with the Coast Guard's OPA 90 Office is completed. Leland was a charter member of the RCAC Board of Directors, representing Cordova District Fishermen United. Leland has been on the RCAC staff since early 1992.

Michelle Meckstroth has been promoted to Executive Assistant to the Executive Director. In addition to assisting Executive Director Stan Stanley, Meckstroth will also be responsible for volunteer coordination. Meckstroth has been Project Assistant to the Oil Spill Prevention and Response (OSPR) Committee since December 1991.

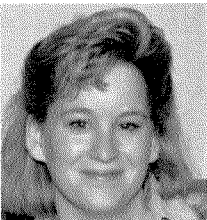
New hires

Replacing Meckstroth as OSPR Project Assistant is **Lisa Tomrdle**. Before coming to RCAC on Oct. 18, Tomrdle was a Subsistence Resource Specialist I with the Alaska Department of Fish and Game. She graduated Cum Laude from the University of Oregon with a GPA of 3.7 in 1989 and received a B.S. in Political Science.

Tomrdle has accumulated graduate level credits from the University of Washington through the School of Marine Affairs in oceanography, marine affairs, economics, and ocean politics. She crewed aboard the



Marilyn Leland



Michelle Meckstroth



Tom Sweeney

F/V Enterprise out of Cordova every summer from 1987 through 1990.

Former merchant mariner **Tom Sweeney** has joined the RCAC staff in Valdez, filling the new

position of Project Assistant to the Port Operations and Vessel Traffic Systems (POVTS) Committee.

Sweeney spent 10 years sailing as a mate with Sauce Brothers Ocean Towing out of Coos Bay, Oregon. He moved to Valdez from Juneau, where for the past two years, he studied migration and habitat of Coho salmon at NOAA. Sweeney is a graduate of the U.S. Merchant Marine Academy. He was born and raised in New York. As POVTS project assistant, he will work directly under POVTS program coordinator Scott Thompson. Sweeney began his new job Sept. 14.

Kenai Peninsula Borough names Blake Johnson to fill board seat

Blake Johnson of Nikiski is now representing the Kenai Peninsula Borough on the RCAC Board of Directors. Johnson was appointed by Borough Assembly President Betty Glick to replace Floyd Heimbuch, who held the seat on an interim basis. Johnson was seated on the board August 25.

Johnson is business agent for Laborers' Local 341. Johnson and his wife Rosi own Peninsula Advertising in Nikiski. A lifelong Alaskan, he has lived on the Peninsula about 18 years.

"I'm just a concerned citizen," Johnson said. "I want to see the environment protected but I also believe in being reasonable with the industry. We need to be even-keeled. I think there is a way to be fair to business and sensitive to the environment."



Blake Johnson

Publications

Continued from Page 5

- Laboratories, Inc. (Ref: #4009-B)
- "Second Survey Report (interim) July 16-25, 1993," Long Term Environmental Monitoring Program. Author: Kinetic Laboratories, Inc.(Ref: #4009-C)
- "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: ENRI, UAA. (Ref: #4008)
- "Current Research Profile for the Exxon Valdez Oil Spill Area" - Catalog of research projects currently underway in the region affected by the Exxon Valdez oil spill. Author: ENRI, UAA. (Ref: #4007)
- "Disabled Tanker Towing Study" Part 1 - Review and evaluation of existing towing equipment and practices, and discussion of alternatives. Consultant: The Glosten Associates. (Ref: DTTS - Part 1)

Air study

Continued from Page 1

tracer study is completed, a second study may be undertaken to identify all benzene sources.

Alyeska concluded from its original study that benzene sources at the terminal - primarily from tanker loading - account for 26 percent of the outdoor benzene and 11 percent of the total benzene that Valdez residents are exposed to.

In a related issue, the RCAC Board of Directors sent back for revisions a report by the Terminal Operations and Environmental Monitoring (TOEM) Committee. The council directed staff to delete statements speculating about Alyeska's intent in conducting its air health study. The TOEM report summarized Alyeska's air health study and the disagreement about the study's conclusions.

RCAC: What it is

The Prince William Sound Regional Citizens' Advisory Council (RCAC) is an independent, non-profit organization formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts associated with the terminal and tanker fleet.

The RCAC has 18 member organizations, including municipalities, commercial fishing groups, Alaska Native interests, and environmental and business organizations.

RCAC is certified under the federal Oil Pollution Act of 1990 as the citizen advisory organization for Prince William Sound, and operates under a contract with Alyeska. The contract, which is in effect as long as oil flows through the pipeline, guarantees RCAC's independence, provides annual funding, and ensures RCAC the same access to terminal facilities as state and federal regulatory agencies.

RCAC Board of Directors

Carl Marrs	Alaska State Chamber of Commerce
Stan Stephens	Alaska Wilderness Recreation & Tourism
Larry Evanoff	Community of Chenega Bay
Michael Brown	Chugach Alaska Corporation
Margy Johnson	City of Cordova
Michelle O'Leary	Cordova District Fishermen's United
Tex Edwards	City of Homer
Blake Johnson	Kenai Peninsula Borough
Kristin Stahl-Johnson	City of Kodiak
Wayne Coleman	Kodiak Island Borough
Charles Christiansen	Kodiak Village Mayors Association
John Herschleb	Prince William Sound Aquaculture Corp.
Ivan Widom	City of Seldovia
Dennis Lodge	City of Seward
Darrel Olsen	Community of Tatitlek
Mike Gallagher	City of Valdez
Bill Walker	City of Valdez
Carol Till	City of Whittier

Executive Committee

- Stan Stephens - President
- Michelle O'Leary - Vice president
- Ivan Widom - Secretary
- Bill Walker - Treasurer
- Wayne Coleman - Member at-large

Regional Citizens' Advisory Council

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Toll free in Alaska: 800 478-7221

TOEM & POVTS Committees:
Royal Center, 310 Egan St., Rm. 210
P.O. Box 3470
Valdez, Alaska 99686
Phone: 907/835-5957 FAX: 907/835-5926

Environmental seat undecided

The environmental seat on the RCAC is still vacant in the wake of a Sept. 24 tie vote by the Board of Directors. Eight votes were cast for each of the two coalitions seeking to fill the seat vacated earlier this year by the National Wildlife Federation.

The two groups applying for the seat are Chugachmiut Environmental Protection Consortium and the Oil Spill Region Environmental Coalition.

The Chugachmiut Consortium is a coalition of the villages of Tatitlek, Chenega Bay, Port Graham and Nanwalek (formerly

English Bay). The consortium is funded by the Multi-Media Grant Program of the U.S. Environmental Protection Agency.

The Oil Spill Region Environmental Coalition is a group of environmental organizations, including the Prince William Sound Conservation Alliance, Kodiak Conservation Network, Kodiak Audubon Society, Alaska Marine Conservation Council and the Alaska Center for the Environment.

The issue will be taken up again at the next quarterly meeting, Dec. 9-10, in Anchorage.