

Regional Citizens' Advisory Council

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RCAC asks Alyeska to continue role as contingency plan holder for Sound

RCAC has asked Alyeska to continue to be the planholder for the Prince William Sound Tanker Spill Prevention and Response Plan, in the interest of the best possible oil spill prevention and response. The Prince William Sound Plan is the core contingency plan for tanker spills in the Sound and it has always been produced and held by Alyeska. Alyeska maintains it has never been the planholder.

In a May 16 letter to Alyeska President David Pritchard, RCAC President Stan Stephens cited state and federal laws, and a history of industry assurances as evidence of Alyeska's responsibility to be the planholder. That information is contained in a recently completed report, "Alyeska Planholder Responsibilities," prepared for RCAC.

Beginning in 1990, Alyeska began to assert a different relationship to the contingency plan. While Alyeska acknowledges its duty to respond to a tanker spill in Prince William Sound, officials maintain that it does so only on behalf of the shippers. As such, Alyeska says it is a "response action contractor," with no responsibility as a planholder in its own right.

When the Prince William Sound Plan was

"RCAC feels strongly that the best possible prevention and response oversight by ADEC and concurrently, the best possible prevention and response actions by Alyeska will occur when Alyeska is a planholder for the Prince William Sound Plan."

— RCAC letter to Alyeska

submitted this spring to the Alaska Department of Environmental Conservation (ADEC) for review, it was presented not as Alyeska's plan, but as the plan of the oil shippers with Alyeska as their response action contractor. ADEC so far has accepted Alyeska's assertion that it is not the planholder.

"RCAC feels strongly that the best possible prevention and response oversight by ADEC and concurrently, the best possible prevention and response actions by Alyeska

will occur when Alyeska is a planholder for the Prince William Sound Plan," Stephens' letter said. "It is clear that response action contractor status provides for a lower general standard of care in response actions than that applicable to a planholder."

RCAC asked Pritchard to explain why Alyeska needs to change from what RCAC views as its historical position of being the author and plan holder for the Prince William Sound Plan.

Passage of "470" fund legislation puts state prevention programs at risk

Funding for the state's efforts to prevent oil spills and ensure adequate spill response has been cut back significantly, in the wake of a bill approved by the legislature. Passage of SB 215 will bring more than \$30 million in tax savings to the oil industry over the next five years. As of May 18, there appeared to be a possibility that the governor would veto the measure.

Since 1989, North Slope oil producers have been paying a nickel-per-barrel surcharge into a state fund that pays for programs and projects related to spills of oil and other hazardous substances. The so-called "470 Fund" has paid for oil spill prevention and response work within the Alaska Department of Environmental Conservation (ADEC).

Under the new system created by SB 215, the nickel surcharge will be split and the portion available for ADEC's work will be spread much more thinly. Two cents of the nickel will be funneled into a response account, a reserve to be used only in certain circumstances. The 2-cent portion of the surcharge will be suspended within a year and reimposed only if and when the reserve drops back under \$50 million.

Three cents will go to spill prevention and abatement work in ADEC, and that portion of the tax will continue indefinitely. But the legislature added major new uses for that portion of the nickel: cleanup of underground

storage tanks and above ground storage tanks. Based on recent expenditures and projected costs, ADEC will not be able to cover all the programs and projects out of the prevention account.

SB 215 also benefits the oil industry at the expense of spill prevention by funneling most of the money now in the 470 Fund into the response account. The bill put approximately \$32 million into the response account, ensuring the 2-cent surcharge will be suspended soon. Only \$5 million of the \$37 million current balance in the response fund was put into the prevention account.

The change could mean significantly less oversight by state regulators and curtailing of ADEC's efforts to help prevent and respond to oil spills. The actual impact of the legislation on specific spill prevention and

response programs will depend on the philosophy and priorities of the legislators and governor elected in November.

Despite these problems, it could have been even worse. The original measure would have devastated prevention programs.

RCAC tracked the bill throughout the legislative session, submitted reams of testimony, alerted the public to the issues involved and worked with other groups opposed to the bill.

RCAC board member Wayne Coleman worked closely with RCAC's consultant, Ginny Fay, and traveled to Juneau three times. He also testified at five teleconference hearings. "I'm just very disappointed that they left so little in prevention," Coleman said. RCAC President Stan Stephens also

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People

Why we do it: A volunteer's perspective of RCAC

by Stan Stephens, RCAC President

(Excerpted from a March 25, 1994, speech to the conference on "Prevention, Response and Oversight 5 years after the Exxon Valdez oil spill.")

What makes citizens put in so much time and energy to make these regional citizens' advisory councils work? In Eric Nalder's book, *Tankers Full of Trouble*, he ends with two sentences that strike to the heart of the reason for citizen involvement. He says, in talking about tankers, "the difference between an uneventful trip and a disaster is attitude. Our real enemy isn't the elements or anything like that. It is complacency, indifference and arrogance."

This statement really fits the period of time before the *Exxon Valdez* disaster, the disaster itself and the months that followed. It fits the *Braer* disaster in the Shetland Islands. Our real enemies are complacency, indifference and arrogance.

This is why citizens have to be involved. This is why the grand experiment of RCAC must work. No industry under any circumstances, has the right to destroy the environment or other industries for monetary gain.

Nalder left something out, though: greed for its own seek is what leads to complacency, indifference and arrogance.

This is where citizen involvement is good for both industry and the people. Offering advice and reminding industry of their environmental responsibilities will help keep us all in tune and on top of problems before they become an actuality.

This is the driving force for the citizens who give five to 40 hours a week without pay. They want a future that has clean air and water, and restore their land as close as possible to its original state. Citizens also think industry needs to survive, for they realize they are some of the heavy users of oil. We demand the big cars, RVs, boats, heated homes and electricity. We expect industry to meet these high demands, but we are critical when they move oil in unsafe conditions. So it is not just greed on the part of the industry, but greed on the part of the consumer.

My first introduction to Prince William Sound was in 1961. I never could have believed that a fairyland like this existed if I had not experienced it. My relationship with Prince William Sound became an instant love affair that lasts to this day.

I'll never forget my first trip back into Port Fidalgo. Every turn, every mile, I encountered scenery and wildlife I never dreamed possible. Birds of every kind wherever my eyes rested. Porpoise were so plentiful you couldn't travel on the water without them for companions. There were whales feeding on the unspoiled bounty of the Sound. And every few miles a bear was walking the beaches, feeding from the rich eco-system. I remember brown bear trails as wide as a sidewalk and a foot deep. I couldn't step into the woods without smelling them. There were goats on every mountain and the streams were full of fish. Creek fishing was great for Dolly Varden and cutthroat trout. Silver salmon used to be so plentiful, I didn't have to fish them — they seemed to jump into the boat.

If I have seen changes, what about those whose heritage goes back long before we have records? These people totally lived from the Sound and survived and enjoyed a special way of life. It was a way of life only those who are part of that heritage can understand. They have survived winds and rains, storms and hurricanes, and earthquakes. It is the intrusion by white man that has changed their way of life.

I'll never forget the comment of a father from New Chenega. He was worried about his son, because he wasn't going to be able to carry on the hunting traditions that he himself had known, to teach those traditions and let his son experience them. The oil spill was the last straw in destroying a life style. As he explained this, tears came to his eyes and he stopped to regain his composure.

How do we restore this way of life that has been here for hundreds of years? I do not think it is exaggerating to say the Sound can be restored. But we must stop abusing it.

It is not just earthquakes and oil spill that have hurt this area, but a total disregard for tomorrow by all of us. We are all to blame. The number of seals is depleted. Sea lions are on the endangered species list. You hardly see porpoise anymore, or the whales. It is hard to find a goat on the mountains. The birds are fewer and the wild stock salmon are nearly gone. Some of the fishing creeks, as in Irish Cove, are now mud streams from improper clear cutting at Two Moon Bay. We have carelessly overdone the harvesting of trees. We have over-fished some of our waters. We have over-harvested with hunting of wild game animals.

We cannot control earthquakes, but we can control man made problems. It is not just the oil companies that have damaged the Sound. We all have.

We surely cannot handle another oil spill. That is why citizen involvement must work.

Charter member Tim Robertson cuts ties

One of the founders and most active members of the Prince William Sound Regional Citizens' Advisory Council is calling it quits after nearly five years. Tim Robertson, of Seldovia, submitted his resignation from the Oil Spill Prevention and Response (OSPR) Committee in May. Robertson cited the press of several business ventures and other commitments for his reluctant decision to resign.

"Tim's contributions to RCAC have been enormous," RCAC President Stan Stephens said. "His historical perspective, his knowl-

edge of legal and technical issues, and his dedication have been extraordinary. Tim has made a real difference, especially in spill response planning. We'll miss him."

Robertson was part of the original group that began meeting in July 1989 to form a formal citizens group to advise Alyeska. Robertson represented the City of Seldovia from RCAC's inception until he resigned in December 1991. He left the board in order to represent RCAC in a six-month "negotiated rulemaking" task force set up by the U.S. Coast Guard to develop federal regulations on vessel contin-

gency plans. As the original chairman and continuing member of the OSPR Committee, Robertson was a driving force behind RCAC's work on contingency planning and response preparedness.



Tim Robertson

Gary Kompkoff named to board

Village leader Gary Kompkoff has been seated on the RCAC Board of Directors to represent the community of Tatitlek. He replaces Darrel Olsen.

Kompkoff is president of the Tatitlek IRA Council and is employed by the council as supervisor of capital projects. He also fishes commercially and for subsistence. Kompkoff was born and raised in Tatitlek and attended high school in Cordova.

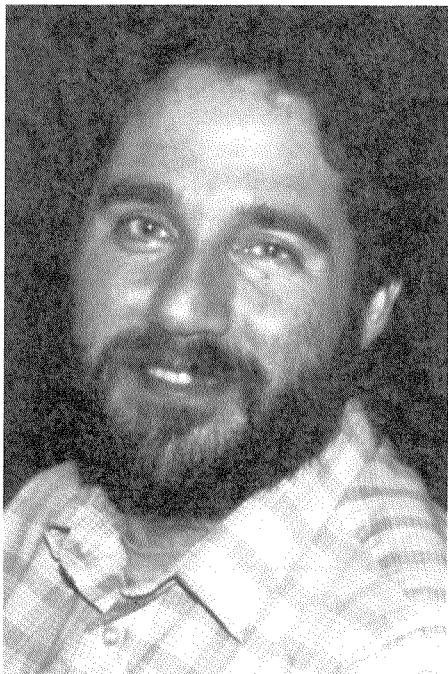
Volunteer profile: Jim Levine

RCAC relies heavily on the energy, expertise and resources of volunteers. Those volunteers share some core values, such as the importance of citizen involvement and concern for environmental protection. But their interests, politics and perspectives are wide-ranging and diverse.

It was anger that mobilized Jim Levine to get involved in RCAC in the first place, but the satisfaction that comes from making a difference keeps him involved. Levine, an engineer from Anchorage, is into his fourth year as a volunteer on RCAC's Terminal Operations and Environmental Monitoring (TOEM) Committee. He currently serves as committee chair.

"I was very angry and very upset at what happened in 1989, at the general modus operandi of the whole cleanup process," he said. "I felt the most important thing was to prevent it from happening again and I felt local people could help make sure it doesn't happen again."

Although his initial reaction focused on oil spill prevention, Levine applied for the TOEM committee, because his environmental engineering background gave him more to



Jim Levine

offer in pollution issues. Most of TOEM's efforts have focused on the impacts of terminal operations on air quality and water pollution issues related to the terminal's

ballast water treatment facility.

Levine was born and raised in Newton, Mass., a suburb of Boston. He holds a bachelor of science in environmental engineering from Rensselaer Polytechnic Institute in New York. Levine came to Alaska in 1983 from Sacramento. Three years later he joined up with the U.S. Army Corps of Engineers, where he is an engineering manager for hazardous waste remediation.

Levine said he typically puts in 20 to 30 hours a month on RCAC work, but still makes time for skiing, hiking, sea kayaking and time as a volunteer for environmental groups.

He initially had some apprehensions about the degree of RCAC's independence from Alyeska, but those apprehensions turned out to be unfounded.

"We're bringing some important citizen input to the process and making some headway. It's satisfying to me, as a volunteer, because we've made a difference," he said. "We've brought some issues to light that would not have been brought out without our efforts. We've pushed a few items in the direction of stopping pollution in the Valdez area."

Levine cites Alyeska's decision to install vapor controls at the terminal as a prime example. "It wasn't all our doing by any means, but I think we contributed significantly to Alyeska's decision," he said.

Why does Levine care about Valdez? He subscribes to a variation of the NIMBY (not in my backyard) syndrome. "I care about everywhere. To plagiarize another environmentalist, I say, 'not in anybody's backyard.'"

He thinks progress is being made toward a cooperative working relationship with Alyeska and finds the willingness to seek consensus on issues and problems encouraging.

"I find the regulatory agencies more disheartening than industry. You know where industry is coming from. The agencies are supposed to watch out for the public's best interest but it seems to me they get too close to the industry they work with and see their point of view too easily," he said.

"Regulators hear from the public but they don't work with the public at the same level as they work with industry. Right now, it's easier for them to agree with industry. It may be our job to turn that around."

Oil spill prevention

Speakers call for high worldwide standards on tankers

Despite preventive measures instituted since 1989, major oil spills will keep occurring unless high international standards are imposed and enforced for tanker structure, and training and qualifications of masters and their crews.

That was a major theme echoing through an international conference, "Prevention, response and oversight five years after the Exxon Valdez oil spill." The conference, sponsored by the University of Alaska Fairbanks Sea Grant College Program, was held March 23-25, in Anchorage.

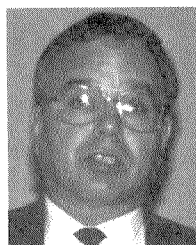
Ill-trained and overworked crews, substandard vessels and the absence of consistent worldwide standards were repeatedly cited as major contributors to the continuing risk of major oil spills.

Seattle journalist Eric Nalder, author of a new book *Tankers Full of Trouble*, noted that the Exxon Valdez was not a blip on the screen, but part of a continuing pattern of oil spills. No accident has a single reason, he said. "It's always a cascade of errors."

Nalder believes the problem is that no one is in charge and that international regulations are needed to govern the shipping industry, ship inspections, accident investigations and crew training.

Shetland journalist Jonathan Wills said the laws of the sea should be revamped to parallel the international rules of civil aviation. Like pilots, ship masters should file transit plans, and be monitored and controlled like planes, he said.

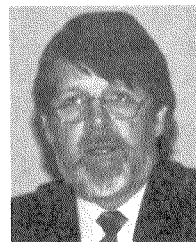
The most ardent proponents of international standards and regulation were former and present industry representatives. Mike Williams, former vice president of Alyeska Pipeline Service Co. and a master mariner, called for a paradigm shift in attitudes about the sea, even if it means restraining trade. He called for the major trading nations to set their own high standards and demand that all others meet those standards.



Jerry Aspland



Eric Nalder



Mike Williams



Jonathan Wills

"We must set a high standard of professionalism for ships, their management and their crews, that must be met by all who wish to trade in the world's premier markets," he said. Substandard vessels would end up in the scrap yard and unqualified seafarers would land on the beach, he said.

Williams also said the public must be willing to pay for safer oil transportation through higher prices.

"When the public demands that oil prices do not rise, it does not matter what the responsible ship owner or oil company does, because some trader will fulfill that demand for cheap oil by chartering the cheapest vessel that floats," he said.

Jerry Aspland, President of ARCO Marine, also called for international standards and an infusion of funds into pilot training, development and discipline. As world market forces drive more domestic oil companies out of the tanker business, he said, "we're going to see all foreign-flag

vessels and our only protection will be training and discipline."

The U.S. Coast Guard was criticized for contributing to the problem, though several speakers acknowledged that the Coast Guard is given too many responsibilities and insufficient resources to fulfill them. Problems cited included inadequate license exams, in which applicants are tested by inexperienced Coast Guard officers and multiple choice questions take the place of intensive oral exams. The Coast Guard was also taken to task for inadequate ship inspections and accident investigations, and internal policies that promote generalists and discourage specialists.

Notwithstanding improvements in response capability over the past five years, some speakers were brutal in their assessment of the effectiveness of response efforts.

"It comes down to the (ship's) crew," author and journalist Nalder said. "Prevention is the whole story. You might as well lick it up with your tongues. We just don't have the technology and capability" to clean up major oil spills, he said.

Though less blunt, U.S. Coast Guard Capt. Don Bodron echoed the sentiment. "Once oil is in the water, systems fail," he said. "The highest levels of response preparedness may not be enough."

ARCO Marine's Aspland said the public has a distorted perception about what all the response preparations and contingency planning can accomplish. "We've got the public thinking we can pick up 200,000 barrels in 72 hours. We can't do it," he said. ARCO has spent \$6 billion to \$8 billion on response — equipment, paper plans and training, Aspland said. "We're spending way too much on response and not enough on prevention."

Tesoro's Jim Meitner went even further in criticizing the contingency planning process. "The planning process as we know it doesn't work. It is virtually useless," he said.

Dan Lawn of Valdez emphasized the need to be honest about what can be done in a major oil spill. "As citizens, we have to accept that we won't be able to pick it all up. You need to stop making false promises."

Weather stations added to house authorization bill

Installation of additional weather reporting equipment in Prince William Sound would be authorized under a measure approved May 11 by the U.S. House Merchant Marine and Fisheries Committee. Language about weather reporting stations was added to the NOAA Authorization Act of 1994, at the request of Congressman Don Young.

The resolution authorizes the Secretary of Commerce to spend \$340,000 for equipment at four sites:

- A weather buoy at Seal Rocks, capable of measuring and reporting wind speed and direction, barometric pressure, wave height and period, and air temperature;
- A weather instrument on the tower at Bligh Reef to measure and report wind speed and direction;
- Relocate the existing anemometer at Potato Point to a more exposed location in order to provide more accurate information;
- Acquire and install an anemometer at the Hinchinbrook Lighthouse site.

The authorization bill is expected to hit the House floor in late May or early June. Congressman Young is working with Sen. Ted Stevens to insert identical language in the senate's authorization act.

Authorization, alone, will not ensure funding for the weather stations. Funding must also be included in an appropriations bill. Sen. Stevens' sits on the Senate Appropriations Committee and his staff says he will seek funding there.

RCAC — and the Port Operations and Vessel Traffic Systems Committee, in particular — has been working closely with members of Alaska's congressional delegation to obtain funding for the weather reporting stations.

Over the past year, the POVTS Committee has been gathering support among communities, industry and regulatory agencies for additional weather stations to provide real time weather information about wind and sea conditions.

Human factors study on hold

A study to develop a preliminary list of the most important human factors in tanker accidents has been put on hold because major oil shippers will not allow their crews to be interviewed. The study, "Human factors issues in shipping and spill prevention requirements analysis," is co-sponsored by RCAC and Cook Inlet RCAC.

ARCO Marine and SeaRiver Marine (formerly Exxon Shipping) have refused to allow the consultants on board their ships to interview crew members. Unless the shippers can be persuaded to participate, the study will likely be aborted, since interviews with tanker crews are considered essential to the project. BP Shipping asked for more information and as of mid-May had not said whether the crews of its chartered vessels could be interviewed.

ARCO Marine, Inc. President Jerry Aspland told RCAC that the human factors research should be done nationally by the U.S. Coast Guard, which is charged under OPA 90 with conducting a study of human factors. The Coast Guard study is due in 1995. Aspland said the RCAC-CIRCAC interviewers could talk to him, however.

SeaRiver President Gus Elmer took the same position as Aspland and said there were safety concerns in allowing interview-

ers to board the tankers.

The study was to identify the extent to which changes in human behavior, produced by working conditions or other factors, can play a role in maritime accidents in Alaska. It was designed to provide a preliminary analysis of those human factors issues that should be explored in more detail in a comprehensive research project later. The state's Hazardous Substance Spill Technology Review Council has expressed strong interest in conducting more comprehensive research into human factors; the RCAC-CIRCAC study would feed into the larger one.

The primary source of information was to be focus groups and approximately 35 interviews with a broad cross-section of the maritime community, including shipping companies, pilots, working seamen and regulators. Project consultant is Battelle Seattle Research Center, of Seattle, Washington, with Dr. Martha Grabowski and Capt. Mitchell Stoller. The project formally began in March 1994; it was to have been completed by June 10, 1994.

Human error is involved in more than 80 percent of hazardous substance spills and it played a major role in the *Exxon Valdez* grounding.

Coast Guard proceeding with rule on vessel escorts in Sound

The U.S. Coast Guard has decided to draft a final rule on escort vessels in Prince William Sound and Puget Sound without waiting for the final report of a study of disabled tanker towing. That report is now expected to be completed in September.

The final rule is expected to be published in August. However, it could be delayed if the Office of Management and Budget conducts a lengthy review, according to "OPA 90 Update," a Coast Guard newsletter.

The Disabled Tanker Towing Study is evaluating the capability of existing and alternative emergency towing equipment and practices to assist disabled tankers in Prince William Sound. The study was funded

primarily 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 also are participating.

The Coast Guard has left itself an option to change the escort standards for Prince William Sound, if conclusions of the towing study show that changes are warranted.

Any changes to the Prince William Sound rule would be incorporated into a separate rulemaking to deal with escort requirements in "other waters." That rulemaking is on a later time schedule than the one for Prince William Sound and Puget Sound.

Response and planning

Nearshore strike team demonstration in Seldovia

In an oil spill response exercise conducted by the state, fishing vessels successfully demonstrated they can safely tow and control a recovery barge. The demonstration is significant because the so-called "nearshore strike team" that performed the exercise is likely to be a prototype for response corps in coastal areas around Alaska.

The first sea trials of the Nearshore Demonstration Project, April 14-16 in Seldovia, had been long anticipated by RCAC's Oil Spill Prevention and Response (OSPR) Committee. RCAC, in particular Tom Copeland and Tim Robertson of the OSPR Committee, has worked for years urging the state to establish response corps and depots as required under a law passed after the 1989 *Exxon Valdez* oil spill. The Nearshore Demonstration Project represents the first concrete step toward corps and depots.

"Nearshore response" refers to the containment and recovery of oil that has escaped initial containment efforts and threatens sensitive coastal areas. The Nearshore Demonstration Project was to demonstrate that equipment could be placed in coastal communities for use by local volunteers and vessels of opportunity in the event of an oil spill which escaped initial containment efforts. Local citizens and local vessels played an effective part in the *Exxon Valdez* spill clean-up efforts.

In 1992, the state legislature appropriated \$1.2 million to the Alaska Department of Environmental Conservation (ADEC) to

conduct nearshore response demonstration projects in the Gulf of Alaska and Southeast Alaska. These moneys were allocated out of the "470 Fund" as an initial development of the local response depots and corps.

The Seldovia demonstration, put on by Hartec Management Consultants for ADEC, consisted of the *Alaska Responder 650*, a specially-built 650-barrel recovery barge with skimmer and power pack, and four fishing vessels. The fishing vessels, ranging in size from 38 feet to 60 feet, performed specific towing, skimming and barge assist functions. The objective of the exercise was to demonstrate that fishing vessels could safely work with the recovery barge.

In the first day of sea trials, the barge was towed by the F/V *Tricia Marie*, the barge assist vessel, to demonstrate its towing capabilities. Then the barge crew deployed the boom to the F/V *Joann Marie* and the F/V *Deliverance*. Once the boom was deployed, the two fishing vessels towed the barge empty, then half full, then fully loaded. Skimming operations were also initiated during the towing. According to RCAC drill monitor Tim Jones, observers noted that the two larger towing vessels might have overpowered the barge in that they appeared to tow too fast, allowing "oil" to escape under the boom.

Due to poor weather, the second day demonstration was postponed to April 16. The 38-foot F/V *Pegasus* took a turn at towing the barge. The smaller vessel was able to control and tow the barge, which was half full of sea water.



The F/V *Tricia Marie* tows the barge *Alaska Responder* during the nearshore response team's demonstration in Seldovia.

The high level of interest in the exercises stemmed in part from its implications for development of response units in other areas of the state. The Alaska Department of Environmental Conservation has said that if the Seldovia demonstration project was successful, it could serve as a prototype for the statewide response depot and corps project, which would greatly expand oil spill response resources.

In the next step of the project, members of the Seldovia Oil Spill Response Team will be trained to man the barge and additional fishing vessels will be brought under contract and trained in barge towing. Once the barge

is deemed response-ready, the state will have established the first response capability under the volunteer response corps mandated by the state in 1989.

In addition to RCAC, observers included Commissioner John Sandor of the Alaska Department of Environmental Conservation, USCG Adm. Roger Rufe and USCG Capt. D.E. Bodron, chief of the Marine Safety Office in Valdez. Also observing were representatives from Cook Inlet RCAC, Seldovia Oil Spill Response (SOS) Team, and Alyeska's SERVS division (Ship Escort Response Vessel System).

Nearshore response drill and exercises planned

Protecting shoreline from spilled oil will be the focus of a drill to be held September 19-22, by Arco Marine, Inc. Bob Levine, Arco Marine's Director of Alaskan Maritime Affairs, told the RCAC Board of Directors at their annual meeting in March that the drill will be different from past drills in several significant respects. It will test only the nearshore contingency plan and it will be conducted with more realism than most drills, Levine said.

Nearshore response is a concept that emerged from the *Exxon Valdez* oil spill to contain spilled oil after it has escaped the spill site but before it hits shore. Nearshore response uses local fishing vessels and their crews for most of the nearshore response work. The drill will employ approximately 100 fishing vessels and last 48 to 72 hours. Most of the exercise will consist of vessel deploying equipment, getting it in place and skimming and transferring water.

"The intent is to test the process," Levine said. "Can we get the nearshore plan to work as intended? If not, why not?"

Levine criticized the tendency of major spill drills to reflect wishful thinking more than reality. "We're becoming skilled at

stage plays. Nobody ever seems to miss a meal or lose any sleep. It's like a big three-day party and everybody has a good time. When it's over everybody congratulates themselves on what a success it was. This drill won't be like that," Levine said.

Three specific areas will be evaluated: the nearshore response plan, ARCO's external affairs plan for communicating with affected communities, and ARCO's command and control system. RCAC has been asked to be on the evaluation team.

Alyeska's Ship Escort/Response Vessel Service (SERVS) division will conduct nearshore response training and exercises through the summer. Steve Hood, SERVS' Nearshore Response Manager, said 10-12 different fishing vessels will participate in each of 12 on-water exercises scheduled from June through August.

Hood said the exercises are to both test the nearshore response equipment and train the fishermen in how to use the equipment. The equipment includes specially-built mini-barges to hold oil and water recovered by the fishing boats, new skimmers, boom, power packs, pumps, off-loading gear and decanting equipment.

Oil spill response plans undergoing public review

Dozens of documents spelling out how Alyeska Pipeline Service Co. and oil shippers will respond if a tanker spills oil in Prince William Sound are available for public review until mid-June. The state's review process allows up to 44 days for public review and comment.

RCAC is reviewing contingency plans for crude oil spills in Prince William Sound. The plans were submitted in March to the Alaska Department of Environmental Conservation (ADEC) for approval. They include the 22-volume Prince William Sound Tanker Spill Prevention and Response Plan, and a contingency plan for each of the tankers that call at the Valdez Marine Terminal.

This formal public review of the contingency plans is the culmination of five years of work to update and amend oil spill response plans. Neither the terminal nor tankers can operate in the Sound without an approved plan and legislation enacted after the *Exxon Valdez* oil spill dictated major changes in the plans.

Since March of 1989, tankers calling at the terminal have been operating under "conditional approval" of their oil spill prevention and response plans.

ADEC rejected an appeal from RCAC that review periods for the plans be staggered to extend the time allotted,

considering the large number of plans under review. With only six weeks, RCAC will not attempt to thoroughly review every plan. RCAC's Oil Spill Prevention and Response Committee and its contractors have decided to review the core Prince William Sound Tanker Plan, and selected tanker plans based on incident history, age and other factors. The Prince William Sound Tanker Plan describes how Alyeska will conduct the initial response to a tanker spill in the Sound, on behalf of the tanker owner or operator.

Each of the tanker plans references the Prince William Sound Tanker Plan.

In reviewing the contingency plans, the RCAC team is using protocols developed last year as a master guide to assess the adequacy of the plan and compliance with regulatory requirements.

The Prince William Sound Tanker Plan is familiar territory to RCAC. Since late 1989, RCAC representatives have been working with Alyeska, other industry representatives and regulatory agencies on amendments and additions to the plan.

However, the state's public review period is the first opportunity any of the public, including RCAC, has had to review the tanker contingency plans since the 1989 spill.

Air and water issues

Decision on vapor control system expected in June

Alyeska Pipeline Service Co. is to decide in June what type of technology to use to control hydrocarbon vapors emitted during tanker loading at the Valdez Marine Terminal.

Through the spring, Alyeska has been investigating options in three categories. The conventional method would be destructive incineration, often erroneously referred to as "hard piping," which involves capturing and burning the vapors. Another method, vapor combustion, uses energy from combustion to generate electricity. The third method is a vapor recovery system that would capture the vapors and reduce them to liquid form for re-use.

The terminal is the largest single source of volatile organic compound (VOC) emissions in the U.S. Tanker loading at the terminal releases 43,000 tons of VOCs, including 450 tons of benzene, into the air each year. It accounts for 60 percent of all benzene from marine loading and unloading terminals in the U.S.

Norman Ingram, Manager of Alyeska's Valdez Vapor Control Program, said Alyeska's decision will be dictated in part by draft regulations issued April 30 by the U.S. Environmental Protection Agency. The draft regulations were expected to indicate which requirements will be applied to the terminal. In their final form, the regulations will implement 1990 amendments to the Clean Air Act.

It has been assumed that the terminal would fall under Title I, which regulates volatile organic compounds and other pollutants that may endanger public health and welfare. But Alyeska has been lobbying EPA to be regulated under Title III, instead, which applies to control of hazardous air pollutants. Title III would give Alyeska greater flexibility to use newer technology and a more generous time frame for compliance. If the terminal is regulated under Title I, Alyeska has indicated it will likely fall back on destructive incineration, the conventional method of vapor controls.

Ingram said another factor in the decision will be whether the draft regulations recognize the unique aspects of the Valdez Marine Terminal, or merely treat it like every crude oil terminal in the country. The Valdez terminal is 15 times larger than the next biggest U.S. terminal and is different from other terminals in several other respects, as well.

Alyeska has been taking a very serious look at vapor recovery technology developed in Europe by the Danish company, Cool Sorption A/S. Cool Sorption's system has been used extensively to control refined product vapors, but only recently was adapted to control crude oil vapors. Alyeska commissioned Cool Sorption A/S to conduct a feasibility study of its process for application at the Valdez Marine Terminal. Alyeska would probably not be able to use the Cool Sorption process unless it is regulated under Title III or is allowed some flexibility under Title I.

RCAC has been urging Alyeska to install a vapor control system – preferably one that reuses the vapors – since 1990.

The EPA will not issue a final rule for another year, but Ingram said Alyeska's decision will have to be based on the draft regulation in order to meet a conservative timeline for compliance. If Alyeska is regulated under Title I, the system will have to be place by 1997. To meet that deadline, construction must be done in 1995 and 1996. Alyeska's schedule calls for detailed engineering work to begin in July.

* * *

Alyeska's Valdez Vapor Control Program is preparing briefing papers on various aspects of vapor control. The first briefing paper was distributed the end of April and several more are planned, according to Communications Coordinator Carla Beam. To receive the briefing, contact Beam at the Valdez Vapor Control Program, Alyeska Pipeline Service Co., 1835 South Bragaw Street, Anchorage, AK 99512 (907) 264-3074.

Use of corrosion inhibitors questioned

Products that will be used to inhibit corrosion in the crude oil piping at the Valdez Marine Terminal look like biocides and act like biocides, so why aren't they being regulated like biocides? That's the question RCAC is putting to the U.S. Environmental Protection Agency (EPA).

In mid-June, Alyeska will begin using Nalco 3554 and Nalco 3564 to inhibit corrosion in the pipeline. The products work mechanically by coating the pipe, and chemically, by killing sulfate-reducing bacteria.

Apparently, the products are characterized and labeled primarily as pipe coating, yet both contain agents that act as biocides. Biocides are regulated under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA). Similar products used in Cook Inlet are regulated as biocides.

"We are very concerned with chemical compounds being used which, due to creative marketing or product labeling techniques, are not properly regulated. We would appreciate knowing how EPA determines whether or not a corrosion

inhibitor is a biocide, especially since most biocides used by the Alaska oil and gas industry are employed specifically to combat corrosion," RCAC President Stan Stephens said in a letter May 6 to Charles Clarke, regional administrator for EPA's Region 10.

"We believe the public has the right to expect your agency to authorize the use of these materials based on scientifically developed information about their impact on the environment."

RCAC's Terminal Operations and Environmental Monitoring (TOEM) Committee has expressed concern about the lack of information available regarding the toxicity of the corrosion inhibitors on marine animals. The committee has argued that the substances should not be approved for use until more data is available.

Alyeska has agreed to postpone using the corrosion inhibitors until mid-June, after salmon fry have left a nearby hatchery. Under its EPA permit, Alyeska will conduct tests after it begins using the inhibitors to determine whether they are resulting in higher toxicity in the effluent from the ballast water treatment plant.

Tracer study dropped

RCAC has decided not to proceed with a new study of vapors emitted during tanker loading at the Valdez Marine Terminal. The so-called "tracer" study would have indicated how much of the benzene in Valdez comes from sources at the terminal.

In September 1993, RCAC and Alyeska agreed to conduct the study together. RCAC had budgeted \$300,000 to cover its share of the study. After lengthy discussion and debate at a meeting in Seward, May 13, the Board of Directors declined to proceed with the tracer study, citing the following reasons:

- Alyeska has committed to install vapor controls, to reduce emissions at the terminal, by 1997 and to select the specific technology it will use by the end of June.
- Another tracer study would not necessarily provide conclusive answers to questions raised by a first tracer study in 1992.
- Draft regulations issued April 30 by the U.S. Environmental Protection Agency (EPA) indicate that Alyeska will be required to reduce hazardous air pollutants – including benzene – at least 95 percent and perhaps 98 percent, depending on the technology used.
- There is some concern within RCAC that Alyeska might not install vapor controls

at all the loading berths, but even if that's the case, the EPA standard would still apply.

- The findings of the tracer study would be unlikely to have a bearing on the EPA regulations for two reasons. The tracer study would take at least 18 months, while the public comment period on the draft regulations closes July 18. Second, information from the tracer study would speak to a standard different from that being applied by the regulations. The EPA standards are based on technology, while the tracer study would have related to health standards.

One of the reasons for the joint tracer study was to resolve a conflict between RCAC and Alyeska. In 1992, Alyeska released the results of a tracer study conducted as part of its Valdez Air Health Study. Scientists hired by RCAC to review Alyeska's work disputed the methodology and findings of the tracer study and concluded that Alyeska's study significantly underestimated the amount of benzene in Valdez attributable to the terminal.

While the dispute has not been resolved, the RCAC board concluded that the reasons to continue the study were outweighed by the above.

Study proposed at ballast water treatment plant

The Regional Citizens' Advisory Council (RCAC) and Alyeska Pipeline Service Co. are looking at co-sponsoring a study or studies of environmental questions related to the ballast water treatment plant at the Valdez Marine Terminal.

RCAC had proposed a materials balance study to answer unresolved questions about the plant's ability to successfully treat the waste streams it receives, the fate of contaminants entering the plant, and the composition of the effluent discharged from the plant into the Port of Valdez.

RCAC wants the study to provide a comprehensive measurement of the environmental contaminants that enter and are discharged from the treatment plant. Alyeska, on the other hand, would prefer to focus on several issues that are of most pressing concern.

The proposed work is consistent with RCAC's responsibilities, referenced in its contract with Alyeska and the Oil Pollution Act of 1990, to monitor the actual and potential environmental impacts of terminal operations. RCAC's Terminal Operations and Environmental Monitoring (TOEM) Committee drafted the study proposal to address unresolved questions about the effectiveness of treatment at the plant.

One of RCAC's chief concerns is the presence of polycyclic aromatic hydrocarbons (PAHs) found in Port Valdez sediments and marine life. These hydrocarbons have been designated as known or suspected carcinogens by national health organizations.

In compliance with its National Pollution Discharge Elimination (NPDES) permit, Alyeska has reduced the levels of PAHs dramatically in the past few years to the point that PAHs in the plant's effluent are at zero or below detection limits. However, PAHs have been found in elevated levels in flatfish caught near the terminal and in Port Valdez sediments. The proposed project would look into the source of the hydrocarbons, and possible solutions for reducing their pres-

ence in the environment.

Another issue RCAC proposes to study is the ultimate fate of chemicals entering the plant. A materials balance calculation completed for RCAC in 1992 was unable to fully account for most of the pollutants entering the plant in two important categories: oil and grease, and total organic carbon. The calculation indicated that the fate of a significant amount of toxic chemical compounds entering the BWTP is unknown.

The study envisioned by RCAC would also seek to explain the toxicity of the plant's effluent. Chemical analyses currently conducted for Alyeska on the waste water discharged from the plant are not detecting toxic substances at toxic concentrations. However, toxicity tests conducted on marine animals over the last four years as part of Alyeska's NPDES permit indicate that the plant effluent has remained consistently toxic to marine test organisms.

RCAC believes that a materials balance study would help resolve public uncertainty about the effectiveness of the ballast water treatment plant; demonstrate the capability of the plant to deal with contaminants of different types; provide a rational basis for recommended plant modifications, if any; clarify the relationship between the treatment plant and the observed effects in Port Valdez; and identify the components that are causing toxicity in the plant's effluent.

In seeking to get the study underway, RCAC first sought support from the Ballast Water Treatment Plant Working Group, a group organized to address ballast water treatment issues. The group consists of two regulatory agencies, the Environmental Protection Agency and Alaska Department of Environmental Conservation, as well as RCAC and Alyeska. When the regulatory agencies decided this study would go above and beyond their authority, Alyeska and RCAC agreed to work on co-sponsoring the study together.

Alyeska

Alyeska begins redesign of organization structure

by Gary P. Bader, Manager,
Citizen Group Liaison
Alyeska Pipeline Service Co.

As a result of a fundamental change in operational philosophy, Alyeska is in the process of implementing organizational changes to become a better, more effective company.

Alyeska's goal is to improve performance in our core business activities by (1) moving oil safely while protecting the environment; (2) remaining in compliance with all laws and regulations; and (3) maintaining and modifying our facilities and right of way in accordance with a new state-of-the-art quality program.

The new company design will result in the creation of large operating sections called "business units" which will have the authority



Gary Bader

Photo by David Predeger

and resources to get required results. Each

"The plan calls for flattening the organization to improve decision-making and communication processes . . . While some individuals' titles and job responsibilities will change, layoffs are not expected at this time."

— Gary Bader

business unit will be comprised of "business teams," smaller groups who will focus all of their expertise on the unit's responsibilities.

The plan calls for flattening the organization to improve decision-making and communication processes. We plan, initially, to have a five-layer organization, CEO through technicians.

At the Valdez Marine Terminal there will be a single business unit consisting of four business teams. The first business team to be implemented is the marine business

team, which has responsibilities for debal-lasting and loading oil on tankers. Later this summer, ballast water treatment, power/vapor and oil movements and storage business teams will form at the terminal.

While some individuals' titles and job responsibilities will change, layoffs are not expected at this time. In addition, there will be no decrease in Alyeska's oil spill prevention and response or environmental protection capabilities. We look forward to a tighter, more effective organization.

Potpourri

Shippers negotiate with state over barge fines

The state attorney general's office has fined 22 tanker operators for failing to have adequate oil spill response equipment in place for about a month last winter. A settlement between the state and the shippers over the fines was expected to be finalized by the end of May.

The original \$5,000 fine levied against each of the 22 tanker operators was announced in March. The fines stem from events last December, when Alyeska Pipeline Service Co. sent a key response barge Outside for maintenance work. The

Alaska Department of Environmental Conservation (ADEC), which is responsible for ensuring that Alyeska and oil shippers are in compliance with their state-approved oil spill response plans, approved the barge leaving the state on the condition that Alyeska could prove its backup response plan would work. The backup plan was based on Alyeska replacing the skimmers on the barge sent out of state with backup skimmers kept on other barges.

Shortly after the barge departed, RCAC objected to Alyeska's back-up response

arrangements as inadequate to handle storage, lightering and skimming as required by law. RCAC also criticized ADEC for allowing the barge to depart before confirming that the backup plan was adequate.

Two days later, on Dec. 12, ADEC observed a skimmer exercise using the backup equipment and concluded that the backup plan was inadequate. In a letter to Alyeska the next day, ADEC ordered Alyeska to obtain another barge by Dec. 31, and use the skimmers taken off the barge that was sent out for repairs. Alyeska

obtained the replacement barge by the deadline.

Under state law, storage capacity of 450,000 barrels must be available at all times, to hold oil and water recovered in case of a spill, when tankers of 500,000 GWT or larger are transiting Prince William Sound. The barge sent Outside provides nearly one-third of that storage capacity.

Alyeska maintained that it was in compliance with ADEC all along, and that it considered ADEC's Dec. 3 approval final.

"470 Fund" bill on Governor's desk

(Continued from Page 1)

worked extensively on the bill.

Other bad news came in the form of SB 308, which has the potential to narrow the long term environmental concerns that must be considered in development projects and weakens the public's ability to influence decisions about resource development.

SB 308 addresses the Alaska Coastal Management Program (ACMP) and state "best interest" findings for land disposals. The ACMP was originally established to ensure residents of coastal areas are consulted and involved in decisions about coastal resource uses. All projects in the coastal zone, including oil spill contingency plans, are reviewed under the ACMP.

The "best interest" finding is the state's analysis of whether a particular disposal of state land or resources is in the best interest of the state. Disposals such as state timber sales, mineral leases, and oil and gas leases are all required to have a best interest finding.

There are several problems with the new law. It allows more development projects in the state to be "phased" and thus potentially sidestep longterm environmental analysis at

the initial phase. It allows segmenting of a particular development project in such a way as to preclude from the decision-making process consideration of how the entire development will eventually impact the local area.

It gives division directors in the Department of Natural Resources (DNR) broad discretion in their decisions about state land and resource disposals, and gives state agencies broad discretion to phase projects. In some cases, the limit on state agency discretion is not bounded by regulation or statute. For example, an environmental impact which DNR concluded is not "known" or "material" to its decision at a particular phase, does not have to be considered. This could be interpreted to allow DNR to exclude consideration of the potential for oil spills at the lease sale stage.

Finally, the legislation places strict limits on the public's ability to participate in the approval and appeals processes. This limitation is a significant change from the existing right of the public to freely participate, comment on and appeal these decisions. It may have a negative long term impact on the ability of the public to influence decisions in the coastal zone.

Sampling changed in monitoring

In an effort to improve the chances of detecting hydrocarbon contamination, some sediment samples collected as part of RCAC's environmental monitoring program will be taken from shallower depths beginning in July.

Deep sediments (30 meters) will still be collected at all nine sampling sites, but at three of the sites – Disk Island, Sleepy Bay and Sheep Bay – sediment samples will also be collected at five to eight meters. The addition of shallow sampling was recommended by reviewers based on evidence found in studies examining the impacts of the Exxon Valdez Oil Spill.

The Long Term Environmental Monitoring

Program provides baseline measurements of hydrocarbons present in sediments and inter-tidal mussels in Prince William Sound and the Gulf of Alaska. The study also identifies the source of hydrocarbons present. Samples are taken twice a year, both at sites known to be oiled by the 1989 spill and at sites not oiled. The data will provide a benchmark for assessing the impacts of oil transportation and any future oil spills. Field samples are taken in March and July.

The environmental monitoring program is overseen by RCAC's Scientific Advisory Committee.

State, Coast Guard sign MOA

The State of Alaska and the U.S. Coast Guard have signed a memorandum of agreement (MOA) reinforcing the commitment of the Coast Guard and Alaska to work together on joint preparedness, prevention, response and law enforcement efforts.

The MOA was formally signed March 24, the fifth anniversary of the Exxon Valdez oil spill, by Governor Walter Hickel and Rear

Adm. Roger Rufe, 17th Coast Guard District Commander.

The agreement emphasizes a shared and cooperative approach to marine safety and marine environmental protection, and encourages creative solutions to leverage resources and minimize duplicative requirements.

Stan Stephens re-elected RCAC board president

Valdez charter boat operator Stan Stephens has been elected to a second one-year term as president of the RCAC Board of Directors. Stephens was elected during RCAC's annual meeting, March 10 and 11, in Valdez.

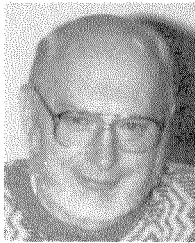
Also elected to the Executive Committee were Michelle Hahn O'Leary of Cordova, vice president; Ivan Widom of Seldovia, secretary; Bill Walker of Anchorage, treasurer; and Wayne Coleman of Kodiak, member-at-large.

All nine board members whose terms expired this year were reappointed to represent their organizations for another two-year term. They are:

- Charles Christiansen, Kodiak Village Mayors' Association. Christiansen was mayor of Larson Bay for about 15 years, until 1992, and was part of the "Oiled Mayors" group that organized after the Exxon Valdez oil spill. A retired cannery employee, he is a shareholder of Koniag Native Corporation. Christiansen is beginning his third term on the board.
- Wayne Coleman, Kodiak Island Borough. Until retiring in 1988, Coleman was a civilian civil engineer with the U.S. Coast Guard. He has continued to do civil engineering work with the City of Kodiak and the Kodiak Island Borough. He has been on the RCAC board since January 1990 and is serving his second year as Executive Committee member-at-large.
- Larry Evanoff, Community of Chenega Bay. Evanoff is a project manager for the Chenega Bay IRA Council and the Chenega Village Corporation. Born in Anchorage and raised in the old village of Chenega, Evanoff moved to the rebuilt village of Chenega Bay when the village was re-established in 1984. Evanoff was appointed to the board in July 1992.
- Margy Johnson, City of Cordova.

Johnson was elected Mayor of Cordova in 1993 and she manages a family business there. She co-founded and previously served as chair of the Prince William Sound Tourism Coalition. Johnson came to Alaska from Montana in 1966. Johnson was seated on the RCAC board in March 1993.

- Carl H. Marrs, Alaska State Chamber of Commerce, which represents tourism interests in Prince William Sound. Marrs, of Anchorage, is Senior Vice President of Cook Inlet Region, Inc., the Anchorage-based Native regional corporation. He was born and raised in Seldovia. Marrs was seated on the RCAC Board of Directors in March 1992.
- Michelle Hahn O'Leary, Cordova District Fishermen's United. O'Leary, of Cordova, is a commercial fisherman and former director of CDFU. An Alaskan resident since 1974, O'Leary was involved in the formative stages of RCAC and lobbied as a citizen for the RCAC concept and passage of the Oil Pollution Act of 1990. She was first appointed to the RCAC board in September 1991 and is currently serving her second year as vice-president of the board.
- Stan Stephens, Alaska Wilderness Recreation and Tourism Association. Stephens owns a charter and cruise operation based in Valdez. An Alaska resident since 1961, Stephens has been a citizen activist in oil issues since 1984. A member of the RCAC board since 1990, he represented the Alaska Chamber of Commerce the first two years. In 1992, the Alaska Wilderness Recreation and Tourism Association selected him as its board representative. Stephens is serving his second year as board president.
- Carol Till, City of Whittier. Till has been on the RCAC board since December 1992. Till moved to Whittier from Minnesota in 1991.
- Bill Walker, City of Valdez. Walker is



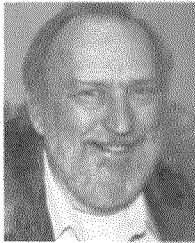
Stan Stephens



Michelle O'Leary



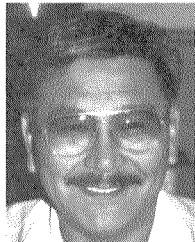
Bill Walker



Wayne Coleman



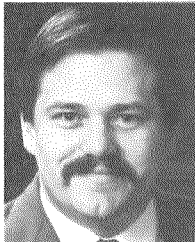
Charles Christiansen



Larry Evanoff



Margy Johnson



Carl Marrs

city attorney for Valdez and a partner in the law firm of Hughes, Thorsness, Gantz, Powell and Brundin. A resident of Anchorage, he was born in Fairbanks and raised in Valdez. He has represented Valdez on the RCAC board since its founding in 1989. Walker has served as treasurer since RCAC's inception.



Carol Till

Committee members appointed

At the annual meeting in March, the RCAC Board of Directors appointed volunteers to serve on RCAC's four committees. Directors also serve on committees at will. Under a new policy, non-director committee appointments are for two years. However, half the members appointed this year will serve only one year in order to stagger the terms. The current committee members are:

Name	Status	Community	Occupation
Port Operations and Vessel Traffic Systems			
Bill Conley	Continuing	Valdez	Marine technician
(Neil) Vince Kelly	Continuing	Valdez	Community college advisor
Tom McAlister	Continuing	Valdez	Port director
Vincent B. Mitchell	Continuing	Valdez	Oil spill response
Peter Kompkoff	New	Chenega Bay	Fisherman
Oil Spill Prevention and Response Committee			
Gail Evanoff	Continuing	Chenega Bay	VP, Chenega Corp. Oper.
Floyd E. Heimbuch	Continuing	Anchorage	Education/fisheries (retired)
Dean Rand	New	Cordova	Charter vessel owner/oper.
Tim Robertson	Continuing	Seldovia	Consultant/lodge owner
Gordon Scott	Continuing	Girdwood	Fisherman, ski patrol
Clark R. Torell	New	Cordova	PWSAC maintenance mgr.
Lou Weaver	New	Valdez	Oil spill response captain
Scientific Advisory Committee			
Bill D'Atri	New	Anchorage	Account representative
Jocelyn Barker	New	Anchorage	School library assistant
Ivan Frohne	Continuing	Wasilla	Statistical Analyst (retired)
David Hite	New	Anchorage	Consulting geologist
Dr. A.J. Paul	Continuing	Seward	Oceanographer
David Salmon	New	Cordova	Research scientist
James D. Steward	Continuing	Anchorage	Engineer
Richard Tremaine	New	Anchorage	Economic consultant
Terminal Operations and Environmental Monitoring Committee			
Bob Benda	Continuing	Valdez	College professor
Michael Frank	New	Anchorage	Attorney
Julie Howe	Continuing	Eagle River	Environmental engineer
Susie Kendrick	New	Soldotna	Commercial fisherman
Jim Levine	Continuing	Anchorage	Engineer
Paul McCullom	New	Homer	Fisheries biologist/admin.
George Skladal	Continuing	Anchorage	Attorney

Code of conduct approved

The RCAC board of directors recently approved a code of conduct based on the principle that people who choose to be active in RCAC have an obligation to support its policies and processes. The code, approved at the annual meeting in March, applies to committee volunteers, staff and the board of directors.

The code says individuals who have environmental or safety concerns about terminal or tanker operations should work with RCAC before taking action on their own. The issue of individual action versus RCAC process has generated debate about freedom of speech issues, but the board concluded that when people join RCAC, they assume an obligation to include their fellow members in the deliberation process.

Board member Michelle O'Leary (Cordova District Fishermen United) said people who choose to be part of RCAC have an obligation to work through the system that's been established, and that RCAC's effectiveness hinges on people working with that system.

Board member Bill Walker (City of Valdez) agreed. "We're a team effort. I have a real problem with end runs," he said. "I'm not saying we should always agree — it's healthy if we don't. However, it undermines

"We're a team effort . . . it undermines the credibility of RCAC if our own members go off on their own without giving the organization a chance to address the issue."

—Bill Walker

the credibility of RCAC if our own members go off on their own without giving the organization a chance to address the issue."

The code says individuals associated with RCAC are expected to bring their concerns to a committee, staff or the board. The code does not preclude an individual from taking personal action if RCAC doesn't act on it, or if the individual disagrees with RCAC's position. In those cases, the code says individuals should make it clear they do not represent RCAC.

All RCAC volunteers are now required to read and sign the code to certify that they have read it.



Publications, reports available

Copies of most documents are available to the public free of charge. A handling fee will be charged for unusually large documents, indicated by an asterisk (*), and for requests of more than 10 documents.

Publications

- 1993 "Year in Review," an overview of work and activities undertaken in 1993. (Ref. #5.9.511.93)
- "Then & Now: Changes since the Exxon Valdez oil spill" examines improvements in oil spill prevention and response, and areas of concern. (Ref: #5.9.517)
- "The Observer," past issues of RCAC newsletter, published since 1991.(Specify issue).
- "A Voice for Prince William Sound," 10-minute video on RCAC.

Consultants' Reports (1994)

- "Alyeska Planholder Responsibilities," review and analysis of Alyeska and the Prince William Sound Tanker Spill Prevention and Response Plan. Author: Richard Townsend. May 94 (Ref. #2065).
- "Third Survey Report March 6-26, 1994," Long term environmental monitoring program. Author: Kinnetic Laboratories, Inc. April 28, '94 (Ref. #4009E)
- "Annual Monitoring Report - 1993," Long term environmental monitoring program. Author: Kinnetic Laboratories, Inc. Feb.94. (Ref. #4009D).

- "Drill Monitoring Annual Report - 1993." Review of consultant's monitoring. Author: Tim Jones. Jan. '94 (Ref. #2050)
- "Contingency Plan Program Protocols," standardized guidelines for reviewing oil spill contingency plans. Authors: Michelle Straube, Randy Bayliss and Theresa Svancara (Ref. #2046)(* charge)
- "The Nickel-Per-Barrel Conservation Surcharge: A Review of Legislative History and Intent," review and analysis of the 470 Fund. Author: Eco-Systems (Ref. #2057).

Advice & Comments (19 94)

- Comments to U.S. Coast Guard on the Prince William Sound Area/Regional Coastal Zone Contingency Plan. April 8, '94. (Ref. A/C 2525)
- Comments to Alyeska and the Alaska Department of Environmental Conservation (ADEC) on the third edition of the 1993 Valdez Terminal Oil Spill Prevention and Response Plan.1/21/94 (Ref. #A/C 6522 and 6521).
- Comments to ADEC on Oil and Hazardous Substances Pollution Control Regulations 1/18/94 (Ref #A/C 6519).

Recertification application available for public review

The Prince William Sound Regional Citizens' Advisory Council (RCAC) is seeking recertification as the alternative voluntary advisory group for Prince William Sound, as authorized under the Oil Pollution Act of 1990 (OPA 90). The application has been submitted to the U.S. Coast Guard, which will assess whether the RCAC fosters the general goals and purposes of OPA 90 and is broadly representative of the communities and interests as envisioned under OPA 90.

Recertification means that RCAC fulfills the requirement of the federal Oil Pollution Act of 1990 (OPA 90) for a citizens advisory group to work with industry and regulatory agencies in environmental oversight of terminal and tanker operations in Prince William Sound. The RCAC is funded under a contract with Alyeska Pipeline Service Company.

OPA 90 requires industry-funded citizen

advisory councils to be established in Prince William Sound and Cook Inlet as a demonstration project for citizen participation. A provision of the law allows existing voluntary citizens group to substitute for the council as prescribed, so long as certain conditions are met. Both the Prince William Sound and Cook Inlet RCACs are certified, for their respective areas, as the alternative voluntary advisory group in lieu of council.

The Prince William Sound RCAC incorporated as a non-profit in December 1989 and entered into the contract with Alyeska in February 1990. RCAC was initially certified in March 1991 by President George Bush, and subsequently recertified in June 1993.

Copies of the application are available at the RCAC, 750 W. 2nd Ave. Suite 100, Anchorage, AK 99501-2168, or call 277-7222 (toll free in Alaska: 800 478-7221)

Groups join to fill environmental seat

A coalition of five conventional environmental groups and a Native environmental group have banded together to fill the environmental slot at RCAC. The Oil Spill Region Environmental Coalition (OSREC) was voted onto the RCAC at the annual meeting in March, after a six-month deadlock.

OSREC takes the seat vacated last summer (1993) by the National Wildlife Federation. The deadlock arose from a split vote on the board, between the coalition comprising OSREC and the Native group, Chugachmiut Environmental Protection

Consortium, which sought the seat on its own.

During the March meeting, the two competing organizations negotiated conditions for holding the seat together under the OSREC banner. The Chugachmiut consortium is a coalition of the villages of Tatitlek, Chenega Bay, Port Graham and Nanwalek.

Other members of OSREC are the Prince William Sound Conservation Alliance, Alaska Marine Conservation Council, Alaska Center for the Environment, Kodiak Conservation Network and Kodiak Audubon Society.

Prince William Sound Regional Citizens' Advisory Council

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 communities impacted by the Exxon Valdez oil spill, a Native regional corporation and groups representing fishing, aquaculture, environmental, tourism and recreation interests in the impact area.

RCAC is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska. 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.

The mission of RCAC is citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

Board of Directors

Carl Marrs	Alaska State Chamber of Commerce
Stan Stephens	AK Wilderness Recreation & Tourism Assoc.
Larry Evanoff	Community of Chenega Bay
To be named	Chugach Alaska Corporation
Margy Johnson	City of Cordova
Michelle O'Leary	Cordova District Fishermen 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
To be named	Oil Spill Region Environmental Coalition
Tom Copeland	Prince William Sound Aquaculture Corp.
Ivan Widom	City of Seldovia
Dennis Lodge	City of Seward
Gary Kompkoff	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

Staff

Anchorage
Stan Stanley, Executive Director
Marilyn Leland, Deputy Director (on assignment in Washington, D.C.)
Linda Robinson, Financial Operations Manager
Daphne Jenkins, Information Systems Manager
Michelle Meckstroth, Executive Assistant/Volunteer Coordinator
Andrea Archer, Administrative Assistant
Patty Ginsburg, Communications/Information Specialist
Joe Banta, Program Coordinator, Oil Spill Prevention & Response Comm.
Lisa Tomrdle, Project Assistant, Oil Spill Prevention & Response Comm.
Marjorie Fowler, Program Coordinator, Scientific Advisory Committee

Valdez
Joe Bridgman, Program Coord., Teminal Ops & Environmental Monitoring Comm.
Leann Ferry, Project Assistant, Terminal Ops & Environmental Monitoring Comm.
Scott Thompson, Program Coord., Port Ops & Vessel Traffic Systems Comm.
Tom Sweeney, Project Assistant, Port Ops & Vessel Traffic Systems Comm.
Rica Salvador, Administrative Clerical Assistant

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