

Prince William Sound
Regional Citizens' Advisory Council

RCAC President Bill Walker (left),
and Executive Director
Stan Stanley



LEADER
from the President and
Executive Director

Looking back over 1995, one theme in particular emerges as a hallmark of the year: cooperation and partnership produce results. RCAC achieved in 1995 a delicate balance between a partnership with industry and regulators, and the independence on which RCAC's credibility rests.

RCAC's advice and positions must reflect the interests and concerns of the communities and citizens at risk from TAPS trade oil transportation. Our ability to make the citizens' perspective count, to make a difference, rests squarely on how well those who ultimately make the decisions understand and appreciate that perspective.

Nineteen ninety-five was a year of unparalleled cooperative efforts. A long-standing source of conflict in our relationship with Alyeska was resolved with the formal signing of a protocol that spells out how we communicate and handle areas of disagreement. This protocol is important because it honors Alyeska's desire to strive for consensus before issues flare up in the public spotlight, while respecting RCAC's independence, its open meetings policies, and its right to lobby on issues within its purview.

In another example of cooperation, RCAC became a partner in the Prince William Sound Risk Assessment, a study of national significance. Many of us are optimistic that the risk assessment will significantly expand our knowledge of the risks of oil transportation, and corresponding risk reduction measures, in Prince William Sound. This project has profound implications for preventing oil spills in the future.

In numerous other areas, RCAC worked side by side with Alyeska, oil shippers, the Alaska Department of Environmental Conservation and the U.S. Coast Guard on a wide range of issues. These efforts attract little attention, but they bear fruit nonetheless. Sometimes that fruit has a very long life.

As a direct result of cooperation, new weather reporting equipment was installed in the summer of 1995, providing tanker crews and other mariners with better and more timely information about weather and sea conditions in Prince William Sound.

In another example of cooperation, scientists for RCAC and Alyeska are working together to resolve long-standing questions about the effects of terminal operations on the marine environment of Port Valdez.

And in yet another, RCAC, Alyeska and the U.S. Environmental Protection Agency reached consensus on requirements for air pollution controls at the terminal.

The year was not without challenge and tension, particularly in the area of spill response planning. Review of oil spill contingency plans is one of our most fundamental responsibilities and it is one we take very seriously. RCAC's role in the review of tanker contingency plans ended when the state approved the plans. However, as of this writing, RCAC hopes to help resolve several issues still in dispute.

The pages that follow document RCAC's efforts over the past year to put our mission – citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers – into action. Though the changes are sometimes small and incremental, oil transportation is becoming safer. We at RCAC are committed to continuing down that road.

MISSION & Responsibilities



RCAC Past President Stan Stephens, (right), presents a resolution to U.S. Coast Guard Rear Adm. James Card, in Washington, D.C. in January. The resolution praised the Coast Guard in general, and Cmdr. Greg Jones, MSO Valdez, in particular, for their efforts to improve the safety of oil transportation.

contract shall be interpreted in such a way as to promote the independence, both actual and perceived, of the Committee from Alyeska. . . . Alyeska shall have no right . . . to have any degree of control over the formation or operation of the corporation. . . ."

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

- Review, monitor and comment on:
 - Alyeska's oil spill response and prevention plans;
 - Alyeska's prevention and response capabilities;
 - Alyeska's environmental protection capabilities; and
 - the actual and potential environmental impacts of terminal and tanker operations.
- Increase public awareness of:
 - Alyeska's oil spill response and prevention capabilities,
 - Alyeska's environmental protection capabilities, and
 - actual and potential environmental impacts of terminal and tanker operations.
- Comment on and participate in monitoring and assessing the environmental, social and economic consequences of oil related accidents.
- Provide input on actual or potential environmental impacts in or near Prince William Sound.
- Comment on the design of measures to mitigate the potential consequences of oil spills and other environmental impacts of terminal and tanker operations.
- Participate in development of the spill prevention and response plan, annual plan review and periodic review of operations under the plan, including training and conducting exercises.
- Comment on and participate in selection of research and development projects.

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

The Prince William Sound Regional Citizens' Advisory Council is guided by its mission: citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

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

Contract

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

"The independence, and public perception of independence, of the Committee is of overriding importance to the Committee in fulfilling its functions and in meeting public needs. This

Negotiations in 1995 set the funding level for the three years beginning 1996 at \$2.1 million per year. Also in 1995, RCAC and Alyeska approved a protocol establishing notification and communication procedures designed to promote consensus whenever possible and minimize surprises and conflicts.

Oil Pollution Act of 1990

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

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

The law specifically allows an alternative, existing organization to fulfill the requirement for a citizen group and RCAC has done so since 1991. Each year, the Coast

Guard assesses whether the RCAC fosters the general goals and purposes of OPA 90 and is broadly representative of the communities and interests in the region as envisioned under OPA 90.

In 1995, the Coast Guard recertified RCAC for another year. As the certified council for Prince William Sound pursuant to OPA 90, RCAC:

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



(above) Promoting partnership and cooperation -Bob Levine (left), of ARCO Marine, and Simon Lisiecki, BP Oil, address the RCAC Board of Directors.

Seeking common ground - Bill Deppe, of SeaRiver Maritime, confers with RCAC Board member Michelle Hahn O'Leary, of Cordova District Fishermen United.



(above) Computer simulations looked at the assist capabilities of different types of tugs, including tractor tugs, which are noted for their maneuverability.

(left) Heavy seas wash over the Arco Anchorage in the Gulf of Alaska. Photo by Craig Fujii/Seattle Times.

OIL SPILL PREVENTION

Special Report

RCAC published "Oil Spill Prevention: Improvements in Tanker Safety," a special report on tankers carrying North Slope crude through Prince William Sound. The 32-page report reviews changes in recent years that have made oil tanker traffic safer, and discusses areas where RCAC believes improvements should be made. The report was written for the general public and addressed factors that contribute to oil spills and conversely, factors that help to prevent them.

Escort Tug Trials

In October, RCAC observers monitored and reported on the sea trials in New Orleans of the tug Kinsman Condor, a 6,700 HP stern Z-drive tug powered by AquaMaster azimuthing propellers. Shippers considered, but ultimately rejected the Kinsman Condor for winter escort duties in Prince William Sound.

Computer Simulations - Tug Escorts

RCAC commissioned a series of computer simulations to test how different tug escort technologies perform with tankers disabled under various conditions in Prince William Sound and the Gulf of Alaska. The purpose of the simulations was to answer questions and supplement information obtained from an earlier two-year study of disabled tanker towing.

Simulations completed in 1995 looked at the performance capabilities of Voith Schneider enhanced tractor tugs, conventional tugs and a 21,000 HP salvage tug. The simulations examined different tugs, combinations of tugs and configurations in Valdez Narrows, Valdez Arm and Hinchinbrook Entrance.

The 1995 simulations included using two tractor tugs through Valdez Narrows – the earlier study only looked at one tractor tug – and the capability of deep-sea salvage tugs at Hinchinbrook Entrance, where extreme conditions would preclude most escort tugs from successfully assisting a disabled tanker.

Prince William Sound Tanker Risk Assessment

In March 1995, RCAC was invited to join the steering committee of a risk assessment of the oil transportation system in Prince William Sound. The study was initiated by five Prince William Sound shippers, which are paying most of the cost. RCAC has committed \$550,000 for the project, about 28 percent of the total cost.

The focus of the project is on preventing casualties. It will analyze human, equipment, weather and other factors related to risk of tanker casualty.

The project will provide research-based information specific to Prince William Sound about the relative risks of oil transportation, and measures that might be effective in reducing those risks. The study is expected to produce credible, scientific information for decisions by different agencies and industry.

The project includes examination of factors that contribute to risk, such as marine traffic, weather, human error, mechanical failure and other external environmental variables. Information is being gathered through interviews and questionnaires, review and analysis of existing reports and data, and computer modeling.

The project is guided by a Steering Committee composed of Prince William Sound shipping companies, the U.S. Coast Guard, Alyeska Pipeline Service Co., the Alaska Department of Environmental Conservation and Prince William Sound RCAC.

Escort Vessel Operations

RCAC is a member of the working group established by the American Society of Testing and Materials to draft standards for escort vessel operation. The working group

Crew from the U.S. Coast Guard cutter Sweetbrier prepare to deploy a three-meter buoy in the middle of Prince William Sound.

Photo by Vince Mitchell

The tanker SeaRiver Long Beach heads into Valdez.



also includes representatives of the U.S. Coast Guard, oil shippers and some state governments.

Tanker Integrity

In light of a series of structural failures reported aboard TAPS tankers in 1995, RCAC began compiling a data file of each of the vessels calling at Valdez. The file includes information on vessel particulars including size (length/beam), cargo carrying capacity (barrels), year built, vessel owner/operator, double hull replacement date, and any reported damage to the vessel. This document is updated constantly as new information is obtained.

Weather Reporting Equipment

New weather reporting equipment was installed in Prince William Sound in May 1995, capping two years of advocacy work by RCAC. The new equipment makes oil transportation in Prince William Sound safer by providing more accurate and timely information about weather and sea conditions.



Two weather buoys were installed, one at Hinchinbrook Entrance near Seal Rocks and one in the middle of Prince William Sound. Each buoy has equipment to measure wind speed and direction, barometric pressure, wave height and period, air and water temperature. Equipment was also installed near Bligh Reef to measure wind speed and direction, barometric pressure and air temperature. In addition, existing monitoring equipment at Potato Point was upgraded.

Industry groups, communities, interest groups and regulatory officials actively supported the federal appropriation.



ENVIRONMENTAL PROTECTION

Long-Term Environmental Monitoring Project

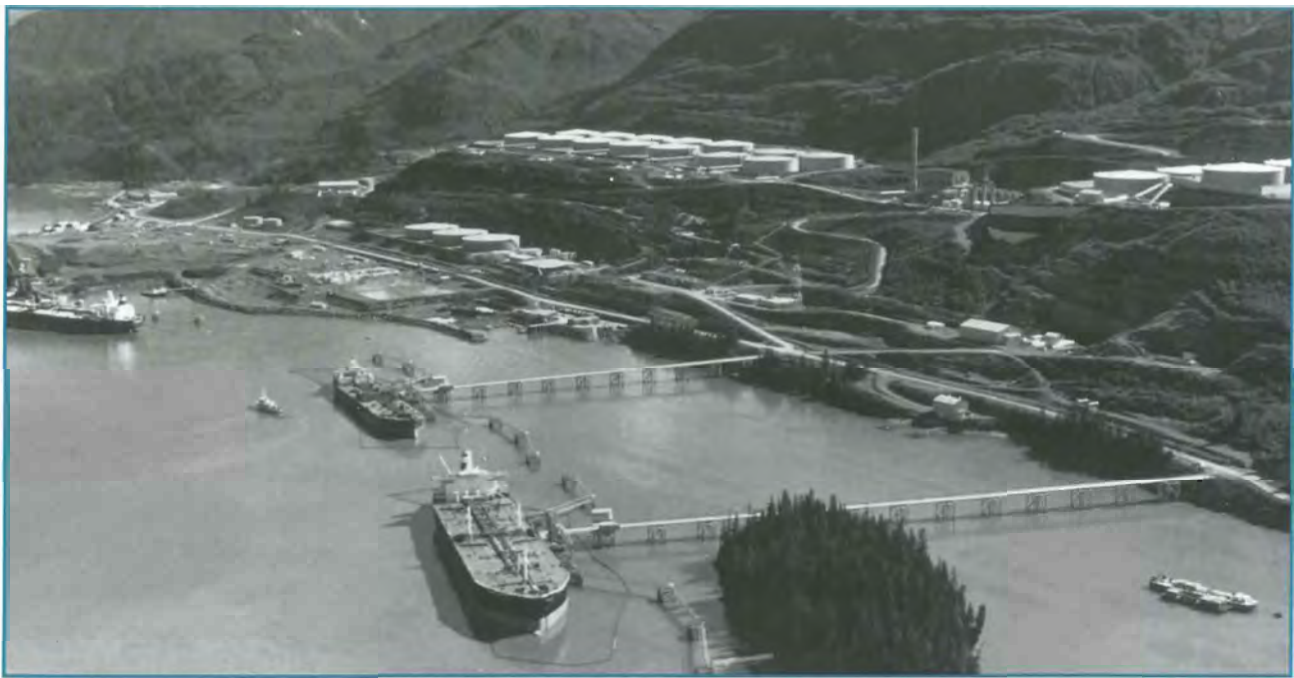
The third year of monitoring was completed in a program collecting baseline data on hydrocarbon concentrations at specific sites in Prince William Sound and the Gulf of Alaska. Several changes were made in 1995. Intertidal mussels were sampled in March and July for polycyclic aromatic hydrocarbons, but not for aliphatic hydrocarbons, as they were in the past. That portion was dropped because lipids in the mussel tissue made lab results unreliable. Shallow sediments at most stations were monitored twice for polycyclic aromatic and aliphatic hydrocarbons. Monitoring of deep sediments was cut back from twice to once a year at most stations, because the numbers have been stable.

The study also identifies the source of any hydrocarbons present. The data provide a benchmark for assessing the impacts of oil transportation and future oil spills.

Scientist Eric Nigg works on a site sketch at Windy Bay on the Kenai Peninsula. Windy Bay is one of nine sites monitored as part of RCAC's Long Term Environmental Monitoring Program. Photo Kinnetic Laboratories, Inc.



Ernest Manawel/Alaska Stock Images



Very Deep Sediment Sampling

Samples of sediment from the floor of Prince William Sound were collected in July near Knight Island to determine whether oil from the Exxon Valdez sank and accumulated in deep areas of the Sound. RCAC had the samples taken in response to anecdotal reports from local fishermen who found oil residue. Laboratory analyses found evidence of oil, but the tests were inconclusive about the source of hydrocarbons. Information about the fate and effects of oil spilled from the Exxon Valdez would be useful in the event of any future spills.

Control of Tanker Loading Vapors

RCAC worked closely with representatives of Alyeska and the U.S. Environmental Protection Agency on the details of requirements for vapor controls to be installed at the Valdez Marine Terminal. The long-awaited final rule on controls of tanker loading vapors was released in September. It requires large marine terminals to limit emissions of hazardous air pollutants released during ship loading. Vapor controls had been a high priority of RCAC since 1990, because of the cancer-causing benzene released during tanker loading. The new requirements will eventually reduce hydrocarbon emissions by nearly 90 percent. Alyeska will have the controls in place early in 1998.

Ballast Water Influent Sampling

In a cooperative effort with the Alaska Department of Environmental Conservation (ADEC), RCAC continued a program of sampling ballast from tankers arriving at the

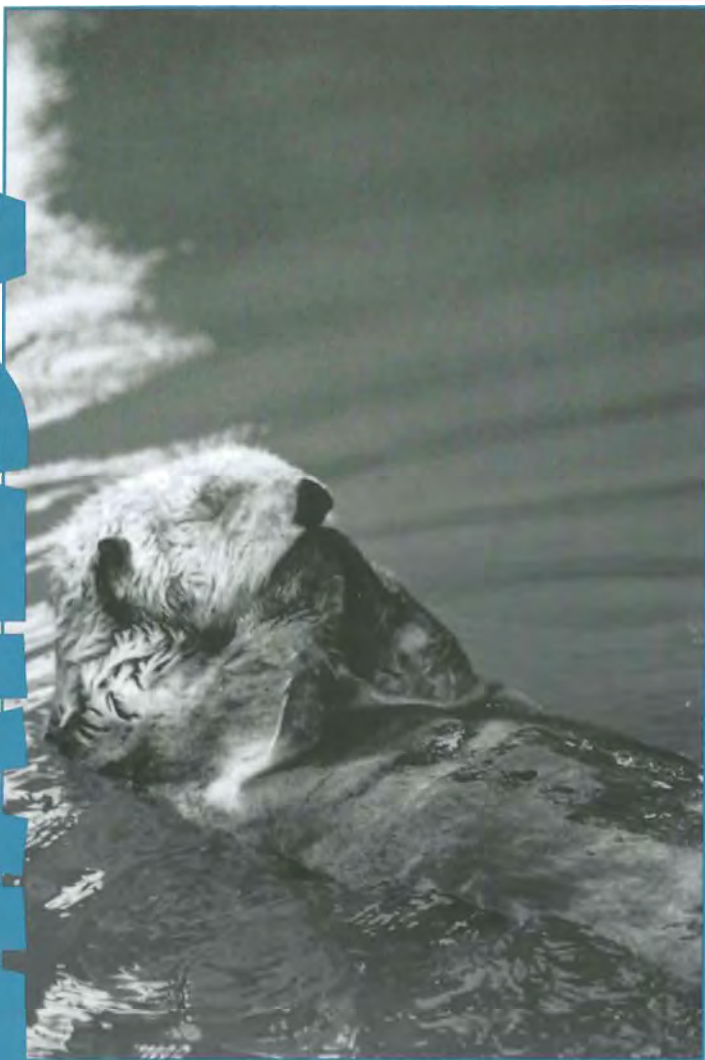
Hydrocarbon vapors emitted during tanker loading at the Valdez Marine Terminal will eventually be reduced nearly 90 percent after controls are installed in 1998. RCAC, long concerned about the impacts of the vapors – which contain benzene – worked with Alyeska and the EPA on the final rule.
Photo: Randy Brandon, Alyeska Pipeline Service Co.

Valdez Marine Terminal. The primary objective of the influent monitoring program was to determine whether ballast water arriving at the terminal contains compounds not anticipated for treatment at the Ballast Water Treatment Facility. Because samplings were not announced in advance, the program also served as a deterrent against dumping of unauthorized substances. One to two tankers were tested each month.

Ballast Water Treatment Facility

RCAC continued through 1995 to work with Alyeska Pipeline Service Company and regulatory agencies on issues related to the Ballast Water Treatment Facility at the Valdez Marine Terminal. The treatment facility discharges an average of almost 16 million gallons of treated effluent into Port Valdez per day. In January, RCAC organized a two-day meeting of scientists and representatives from RCAC, Alyeska and regulatory agencies. The meeting was held to discuss the current body of knowledge about the treatment facility's effects on the ecosystem, and to identify environmental monitoring tools that would help protect the port from future degradation.

Sampling data to date has not shown that the waste water, or "effluent," from the ballast water treatment facility is having an effect on the Port Valdez ecosystem except in the area close to the discharge pipe. However,



The marine ecosystem of Port Valdez is the focus of several RCAC projects which address potential impacts from Valdez Marine Terminal.

Photo: David Irons, U.S. Fish and Wildlife Service

Federal Discharge Permit

RCAC continued to work with Alyeska, the U.S. Environmental Protection Agency and the Alaska Department of Environmental Conservation on a new pollution discharge permit for the Valdez Marine Terminal. Alyeska must have a National Pollutant Discharge Elimination Systems (NPDES) permit in order to discharge effluent from the Ballast Water Treatment Facility into Port Valdez. The permit expired in June 1994 but it remains in effect until the EPA issues a new permit. The new permit is expected to be issued in 1996.

In 1995, discussions focused on monitoring measures to be included in the new permit. RCAC has long advocated fine tuning the monitoring to provide more useful analysis of ballast water effluent and the aquatic environment in the vicinity of the terminal.

Corrosion Inhibitors

RCAC continued to monitor and comment on the use of corrosion-inhibiting chemicals in crude oil piping at the Valdez Marine Terminal. The products used to inhibit corrosion are highly toxic; RCAC had raised concerns about potential downstream impacts and the adequacy of toxicity testing. Late in the year, Alyeska requested approval to use a different product, which raised new questions about the chemical ingredients and toxicity testing. EPA suggested protocols that were informally agreed to by RCAC and Alyeska.

Alaska Water Quality Standards

RCAC submitted new comments on state water quality standards. RCAC repeated its earlier comments and added a new section on the human health risk level for carcinogenic substances. In the earlier comments, RCAC expressed concerns that the revised standards, as proposed, would no longer regulate suspended solids in effluent. RCAC also objected to proposed changes in analytical methods used under the petroleum hydrocarbons standard. The comment period was reopened in 1995 because of a petition filed by the Sierra Club Legal Defense Fund.

RCAC recommended some changes in Alyeska's existing monitoring program.

Ecological Risk Assessment in Port Valdez

In a cooperative project of RCAC and Alyeska, scientists undertook a new approach to questions about pollution in Port Valdez. The Ecological Risk Assessment is a comparative study of the environmental impacts from all sources on Port Valdez. It will provide a more definitive picture of the extent of problems, if any, in the marine ecosystem, and the sources of those problems.

The project will be an important step in identifying what effect, if any, the ballast water treatment facility has on the marine environment of Port Valdez. That cannot be determined without considering other sources of pollution. The project included public meetings in Valdez to elicit public concerns and local knowledge about potential "stressors" on Port Valdez. At year end, the project's initial draft report was being reviewed.

Terminal Maintenance

Late in the year, RCAC proposed formation of a working group to oversee maintenance at the Valdez Marine Terminal. The working group would be composed of representatives from RCAC, Alyeska Pipeline Service Co., and several state and federal agencies. The concept of the special working group grew out of concerns over the increasing frequency of age-related problems at the terminal, especially a series of leaks in the vapor recovery system piping.

OIL SPILL RESPONSE & PREPAREDNESS

Oil Spill Contingency Plans

Among RCAC's core responsibilities, under both its contract with Alyeska and the Oil Pollution Act of 1990, is to provide local and regional input, and review the adequacy of oil spill contingency plans. RCAC seeks to insure that planning and response action take place as required under law and as needed to protect the waters and livelihoods of citizens in the region impacted by the Exxon Valdez oil spill.

State Tanker Plans

In 1995, RCAC continued to participate in the State of Alaska's review of 22 contingency plans submitted by

Prince William Sound oil shippers. RCAC spent more than a year reviewing the plans. In final comments on the plans, submitted in May, RCAC recommended conditional approval of the plans and outlined areas it believes need improvement. RCAC identified six issues of highest concern, and 12 other major problem areas.

Over the course of the lengthy review process, RCAC raised numerous questions and identified sections in which information was missing, incomplete or inadequate. Many of those questions and concerns were addressed in the final plans. RCAC also participated – along with the Alaska Department of Environmental Conservation (ADEC) and shippers – in public hearings on the plans in Valdez, Kodiak, Cordova, Homer and Anchorage. After the plans were granted conditional approval in October, RCAC provided assistance to member organizations and individuals who appealed the ADEC's decision approving the plans.

Valdez Marine Terminal Plan

RCAC continued to review and comment on the oil spill contingency plan for the Valdez Marine Terminal. The process has been complicated by several factors, among them on-going revisions to the plan, correction of deficiencies at the terminal identified in several audits, reorganization at ADEC and Alyeska, and public concerns raised in review of the tanker plans that also apply to the terminal plan.



Photo: Alyeska Pipeline Service Co.



Participants at a three-day spill drill in September (including Alyeska President David Pritchard, at left in hat) test their readiness to respond to the real thing. The drill tested several components of SeaRiver Maritime's oil spill contingency plan. Photo: Alyeska Pipeline Service Co.

Area Plans

Area plans are geographically specific response plans that contain policy guidelines for industry response and describe the response by federal agencies if the federal government manages a spill response in that area. In 1995, RCAC reviewed the Cook Inlet Area/Regional Contingency Plan. RCAC also attended meetings of the Prince William Sound Area Committee and consulted with state and federal planners working on the Prince William Sound Area Plan, which RCAC reviewed in 1994. Review and analysis of the Kodiak Area/Regional Contingency Plan will begin in 1996.

Drill Monitoring

RCAC's drill monitoring work is supported by a contractor in Valdez, Tim Jones, who observes and reports each month on oil spill response drills, exercises and training. In 1995, Jones observed and reported on 40

drills, training exercises and related industry activities. RCAC staff and board members also participated in a three-day spill drill conducted in September by SeaRiver Maritime and Alyeska Pipeline. After the drill, RCAC submitted detailed comments and suggestions to SeaRiver, Alyeska and participating regulatory agencies.

Incident Monitoring

RCAC routinely monitors casualties, incidents, oil spills, port closures and potential problems occurring at the terminal, the port or on tankers. In 1995, RCAC monitored approximately 15 incidents, including a hydrocarbon vapor leak, small spills of diesel and hydraulic oil, two instances of equipment failure, a series of leaks from the terminal's vapor recovery system piping, tanker cracks and tankers traveling outside the tanker lanes.

Fire Protection

RCAC urged reactivation of a Fire Protection Task Force to develop a comprehensive marine fire response plan for Port Valdez and Prince William Sound. As of the end of 1995, the U.S. Coast Guard Marine Safety Office in Valdez had agreed to lead the reactivated task force, and

Alyeska Pipeline Service Co., SeaRiver, the Alaska Department of Environmental Conservation and the Cordova Fire Department had agreed to participate.

The earlier task force met from March 1992 to July 1994. It included representatives from BP, SeaRiver, other industry groups, the U.S. Coast Guard, the City of Valdez and RCAC. As before, it would be a joint working group organized to investigate fire prevention and response issues at the terminal, on board tankers and on tankers underway.

COMMUNITY RESPONSE PLANNING

Community Impacts: Mental Health Impacts Demonstration Project

RCAC is funding and directing this project, which is designed to provide communities with tools to help them deal with the mental health impacts of a major technological disaster, such as a catastrophic oil spill.

In 1995, strategies were developed for reducing the mental health impacts of technological disasters, such as a major oil spill. The strategies will be tested under a pilot program in Cordova in 1996. The strategies were developed by a team led by Dr. J. Steven Picou, University of South Alabama. Picou and his colleagues identified the mental health problems associated with the 1989 oil spill, and identified and developed strategies believed to be effective in dealing with those problems. They worked closely with mental health professionals and high-risk groups in Cordova. After the demonstration project is completed, Picou will make changes as needed and produce a guidebook to enable other communities to apply the strategies.

Community Impacts: Technical

RCAC is developing tools to help communities respond to an oil spill, with emphasis on community

A Cordova fishing boat protests docking of foreign flag tankers in September 1989. Frustration remains high among commercial fisherman six years after the Exxon Valdez oil spill. The mental health impacts demonstration project is developing tools to help communities deal with mental health impacts.

response planning and communications during an oil spill. The objective is to lessen the impacts of oil spills on humans and their communities. A model community response plan will be completed in 1996.

Community Response Center Manual

RCAC and Cook Inlet RCAC together developed a manual for communities that want to establish community-based oil spill response centers. The manual provides information on the organizational options for forming a community response center. It also addresses related subjects, such as available resources, major players in oil spill response and their respective roles, and health, safety, training and legal issues. The manual is expected to be available in early 1996.

Legislation, Regulations and Policy

RCAC monitors legislation and regulations that relate to terminal and tanker operations, and oil spill prevention and response. At the state level, RCAC monitored half a





RCAC employee Patty Ginsburg answers questions about RCAC and oil transportation issues at ComFish in Kodiak, in March.

citizens outside the region, as well as regulators and industry.

Each issue of *The Observer* includes coverage of RCAC activities, developments in the oil transportation industry and news about policy and operational issues related to marine oil transportation. Major oil spill drills are usually covered, and Alyeska Pipeline Service Co. writes its own column for each issue. In the course of preparing articles for *The Observer*, RCAC frequently invites feedback from appropriate industry and regulatory personnel.

Community Hearings and Meetings

RCAC participated in public work sessions in Valdez, Cordova, Kodiak, Homer and Anchorage on tanker oil spill contingency plans for Prince William Sound. RCAC also held three hearings in Valdez to obtain public input about sources of environmental impacts on Port Valdez. In addition, RCAC held quarterly board meetings in Cordova, Kodiak, Valdez, and Anchorage. RCAC's technical committees also met in several communities in the spill-impacted region. RCAC staffed information booths at ComFish in Kodiak, and at the International Oil Spill Conference in Long Beach.

Papers & Guest Columns

RCAC routinely submits guest columns for publication in area newspapers and periodicals. An RCAC article on human factors in maritime casualties was printed in the May-June issue of *Proceedings*, published by the U.S. Coast Guard. *Professional Mariner* magazine ran a lengthy piece from RCAC in October, to correct numerous inaccuracies of an earlier article. Most of the newspapers in the spill-impacted area used a guest column from RCAC on the Prince William Sound Risk Assessment project.

RCAC also gave papers or presentations at national conferences: "The citizens' role in oil spill planning" at Coastal Zone 95; a discussion of tanker escort study methodology at the annual meeting of the Society of Naval Architects and Marine Engineers; and "Prince William Sound Oil Spill Response Readiness," at the Land, Air and Water Conference at the University of Oregon.

dozen issues in 1995. They included proposals to change the Board of Marine Pilots, funding for spill response equipment, operating funds for spill prevention and response and spill technology research.

At the federal level, RCAC monitored legislation lifting the ban on export of North Slope crude oil. RCAC took no position on the export ban but did register questions and concerns about potential environmental implications of foreign exports. Specifically, RCAC raised questions about the potential for increased risk of oil spills, and introduction of non-indigenous species in ballast water.

RCAC also monitored federal legislation, regulations and policies related to the Oil Pollution Act of 1990. RCAC submitted comments on guidelines for oil spill removal organizations and prepared comments on proposed requirements for oil spill response vessels.

PUBLIC EDUCATION AND OUTREACH

The Observer

RCAC increased public awareness on a wide range of issues pertaining to crude oil transportation through publication of *The Observer*, a quarterly tabloid newsletter distributed to 28,000 post office boxes and homes in Prince William Sound, lower Cook Inlet and Kodiak Island. *The Observer* is also sent on request to interested

Executive Committee



President
Bill Walker
City of Valdez



Vice President
Michelle Hahn O'Leary
Cordova District
Fishermen United



Secretary
Charles K. Weaverling
Oil Spill Region
Environmental Coalition

Board of Directors



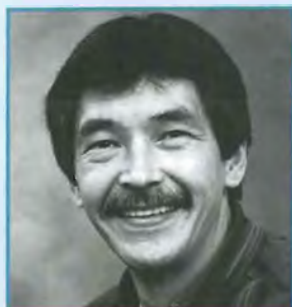
Charles Christiansen
Kodiak Village
Mayors Association



Larry Evanoff
Community of
Chenega Bay



Mike Gallagher
City of Valdez



Gary Kompkoff
Community of Tatitlek



Bill Lindow
Prince William Sound
Aquaculture Corp.
(replaced Tom Copeland in September)



Dennis Lodge
City of Seward



Tim Volstad
City of Seldovia



Treasurer
Tex Edwards
City of Homer



Member At-Large
Wayne Coleman
Kodiak Island Borough



Keith Gordaoff
Chugach Alaska Corp.



Blake Johnson
Kenai Peninsula Borough



Margy Johnson
City of Cordova



Kristin Stahl-Johnson
City of Kodiak



Stan Stephens
Alaska Wilderness Recreation &
Tourism Association



Carol Till
City of Whittier



George Wuerch
Alaska Chamber
of Commerce

Ex-Officio Members

(non-voting)

Tom Chapple
Alaska Department of
Environmental
Conservation

Claudia Slater
Alaska Department of
Fish and Game

Jerry Brossia/Ed Barber
Alaska Department
of Natural Resources

Pete Petram
Alaska Division of
Emergency Services

John Whitney
National Oceanic &
Atmospheric
Administration

Cmdr. Greg Jones
U.S. Coast Guard
MSO Valdez

Doug Mutter
U.S. Department of
Interior, Office of
Environmental Affairs

Carl Lautenberger
U.S. Environmental
Protection Agency

Larry Hudson
U.S. Forest Service

Publications

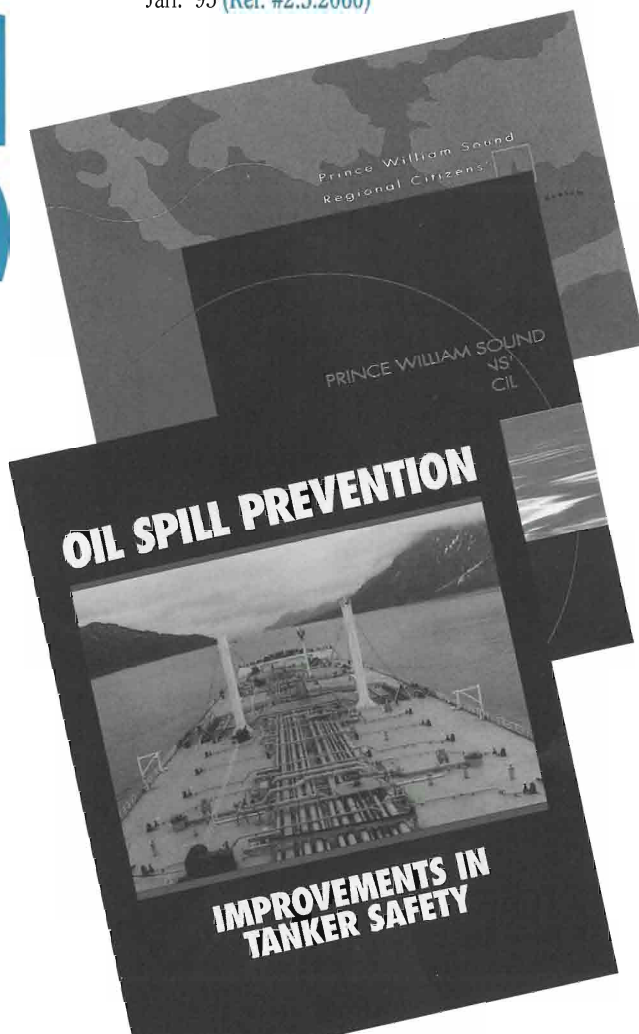
- "Oil Spill Prevention: Improvements in Tanker Safety," September 1995 (Ref. #5.5.5005)
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- "The Observer," RCAC newsletter, Vol. 5, No. 1-4.

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- Fifth Survey Report, Long Term Environmental Monitoring Program. Author: Kinnetic Laboratories, Inc. 4/26/95 (Ref. #4.5.4022A)
- "Disabled Tanker Towing Study, AquaMaster Data - Consultant Review." Author: George Randall. 3/17/95 (Ref. #3015 - 907)
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- "Drill Monitoring Contractor Annual Report - 1994." Review of consultant's monitoring. Author: Tim Jones. Jan. '95 (Ref. #2.5.2060)

Advice & Comments

- Comments to State of Alaska on proposed changes in regulations for marine pilots. 12/11/95. (Ref. #A/C 3.2.3505)
- Comments to U.S. Coast Guard on Draft Guidelines for Classifying Oil Spill Removal Organizations. 11/30/95 (Ref. #A/C 2.2.2555)
- Comments to ADEC on the Cook Inlet Sub-Area/Regional Plan. 11/30/95 (Ref. #A/C 2.2.2556)
- Letter to ADEC regarding SeaRiver drill exercise of out-of-region equipment acquisition. 11/9/95 (Ref. #A/C10.2.2027)
- Letter to regulatory agencies regarding decision about dispersant use in SeaRiver drill. 11/9/95 (Ref. #A/C2.2.2533)
- SeaRiver Drill Comments, 9/18/95. (Ref. A/C #10.2.1026)
- Volume 1, Comments to ADEC on the Prince William Sound Tanker Spill Prevention and Contingency Plans and ADEC's Draft Findings. 5/19/95 (Ref. A/C #2.2.2547)
- Volume 2, Comments to ADEC on the Prince William Sound Tanker Spill Prevention and Contingency Plans and ADEC's Draft Findings. 5/31/95 (Ref. A/C #2.2.2548)
- Comments to ADEC regarding response to request for comments on water quality standards and petition filed by the Sierra Club Legal Defense Fund. 4/19/95 (Ref. A/C #1530)
- Supplemental comments to EPA on proposed rule for marine tank vessel loading (Docket No. A-90-44). 4/6/95 (Ref. A/C #1532)
- Comments to U.S. Coast Guard on TAPS vessel owners and operators' OPA 90 Alternative Compliance Plan for Gulf of Alaska. 3/22/95 (Ref. A/C #2546)
- Request to Alaska Division of Governmental Coordination for additional information on the Valdez Marine Terminal Contingency Plan. 3/1/95 (Ref. A/C #2542)
- Request to Alyeska to suspend use of corrosion inhibitors in the pipeline pending determination of the cause of a tank leak and comments on toxicity testing. 1/16/95 (Ref. A/C #1.2.1028)
- Comments to ADEC on the Prince William Sound Tanker Oil Discharge and Response Plan, regarding availability of spill response equipment from outside the region. 1/13/95 (Ref. A/C #2.2.2544)



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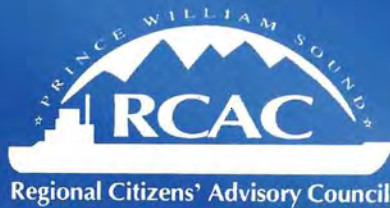
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