



Prince William Sound Regional Citizens' Advisory Council



ON THE COVER, FROM TOP:

Cordova waterfront: Alaska Division of Tourism

Shrimp, Valdez: Kurt Byers, Alaska Division of Tourism

Aleut ceremonial costume: Alaska Division of Tourism

Cook Inlet setnetters: Oil Spill Public Information Center

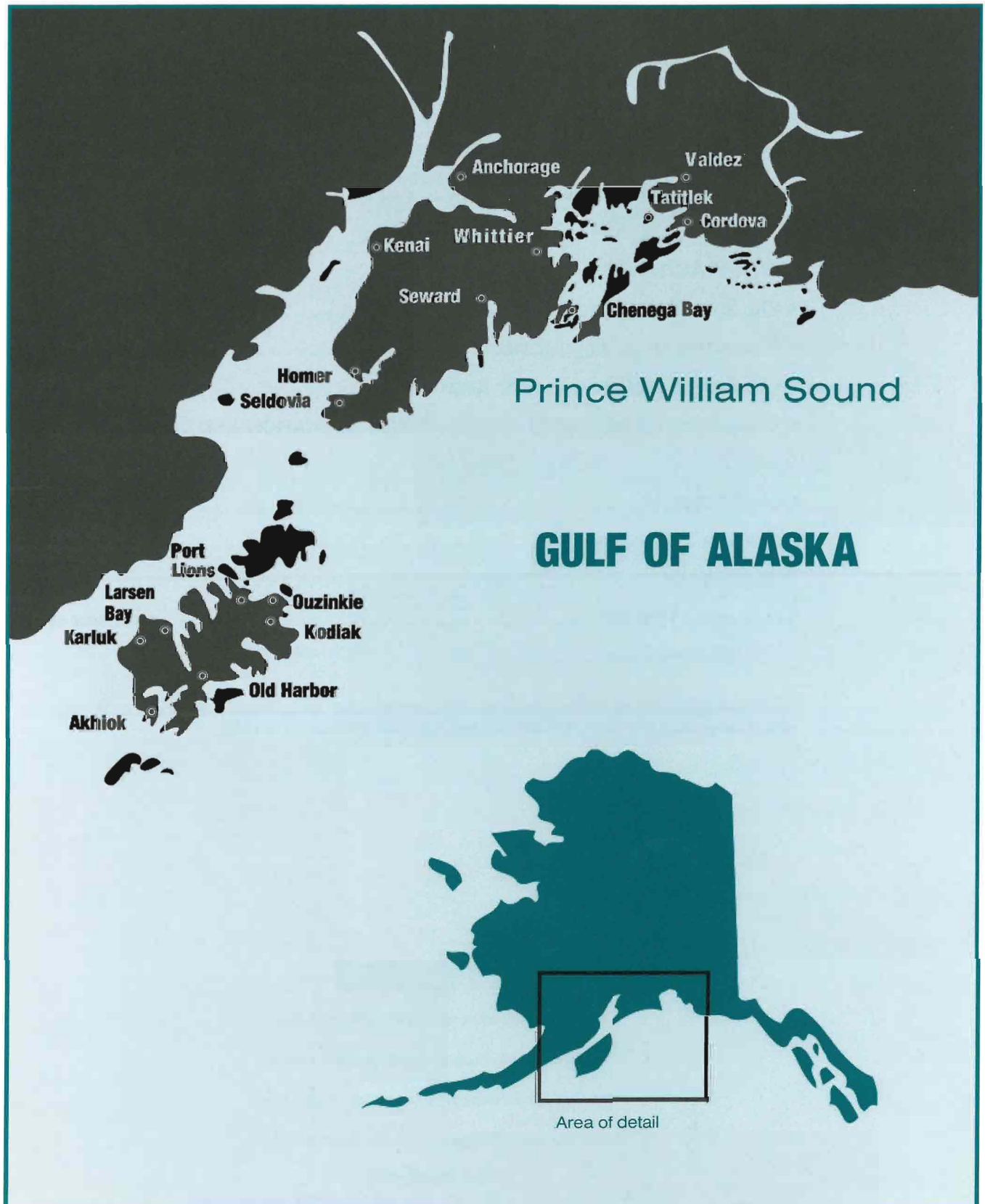
BACKGROUND PHOTO

Resurrection Bay, near Seward: Mark Wayne, Alaska Division of Tourism

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* With this report, we switch to a fiscal year publishing schedule to match our budget cycle. This report covers the 18-month period from January 1997 through June 1998.



Letter from the President and the Executive Director

Ten years ago citizen oversight of the Valdez Marine Terminal and crude oil tankers in Prince William Sound and the Gulf of Alaska was the dream of local residents but was rejected by the oil industry. Today, it's an accepted fact of life, and oil transportation is safer because of it.

In 1989 the Alaska Oil Spill Commission concluded that people who live in the region and depend on the marine environment have the most to lose from a catastrophic oil spill. Therefore, the commission said, those people should have a voice in decision making. In the Oil Pollution Act of 1990, Congress agreed and mandated regional citizens' advisory councils for Cook Inlet and for the area of the Exxon Valdez oil spill. The Prince William Sound Regional Citizens' Advisory Council has been certified by the U.S. Coast Guard since 1991 as meeting that mandate.

In that time, our organization has grown in strength and maturity.

A major strength is the broad range of communities and interests represented on our board of directors and our four standing committees. Our region stretches from Valdez to Kodiak and includes Chenega Bay, Cordova, Homer, the Kenai Peninsula Borough, the Kodiak Island Borough and the towns on Kodiak Island, Seldovia, Seward, Tatitlek, Valdez and Whittier. Representatives from those local governments and from commercial fishing, aquaculture, tourism, recreation, Alaska Native and environmental groups give a strong voice to citizens.

Another strength is the institutional knowledge amassed over the years by the commitment and longevity of our staff and volunteers. Fortunately, we have not kept pace with the agencies and industry when it comes to personnel turnover and reorganizations. Often when we sit at the table with gov-

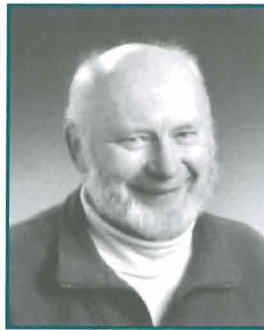
ernment and oil industry representatives, it is the citizens' council that remembers past lessons learned about the issues being discussed.

We continue to gain strength because we have learned the effectiveness of cooperative approaches to problem solving. Whether we're working to prevent oil spills, develop response plans, or monitor terminal and tanker operations, the citizens' perspective is most likely to affect policy if presented early and to the right people in the decision-making process.

Considerable progress has been made during the period covered by this report in oil spill prevention and response and in limiting environmental impacts from terminal and tanker operations. One major improvement is the more powerful and more maneuverable rescue tugs that are coming to Prince William Sound. Another is the tanker vapor control system that went into operation in March 1998 at the Valdez tanker terminal.

Still, much remains to be done. The citizens of the region affected by the 1989 oil spill now share responsibility with state and federal agencies and the oil transportation industry to ensure that existing programs are fully implemented and maintained, that new escort vessels are integrated into the system, and that a continuous improvement system is in place as new technology becomes available.

We appreciate the efforts of the council's staff and volunteers and the cooperation we receive from Alyeska Pipeline Service Co., the crude-oil shippers, the Alaska Department of Environmental Conservation, the Joint Pipeline Office, the U.S. Coast Guard and many others as we promote the environmentally safe operation of the Valdez Marine Terminal and associated tankers on behalf of the communities and citizens in our region.



Stan Stephens
President



John S. Devens, Ph.D.
Executive Director

Mission and Responsibilities

THE PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL IS AN INDEPENDENT NON-PROFIT CORPORATION

GUIDED BY ITS MISSION: CITIZENS PROMOTING ENVIRONMENTALLY SAFE OPERATION OF THE ALYESKA TERMINAL AND ASSOCIATED TANKERS.

Consistent with that mission, the council's structure and responsibilities stem from two documents. The first is a contract with Alyeska, which operates the trans-Alaska

pipeline and the Valdez tanker terminal. Under this contract, the council receives funding for services to Alyeska and the public.

The second guiding document, enacted after the council was created, is the federal Oil Pollution Act of 1990, which requires citizen oversight councils for Prince William Sound and Cook Inlet.

The council's 18 member organizations are communities in the region affected by the 1989 Exxon Valdez oil spill, as well as aquaculture, commercial fishing, environmental, Native, recreation, and tourism groups.

Contract

Under the terms of its contract, the council reviews, monitors and comments on Alyeska's oil spill response and prevention plans; its prevention and response capabilities; and its environmental protection capabilities. The council

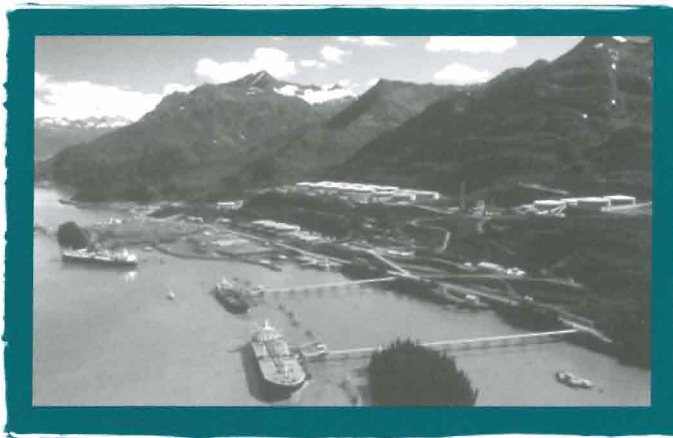
also reviews and monitors the actual and potential environmental impacts of terminal and tanker operations.

The contract also calls for the council to

increase public awareness of Alyeska's oil spill response, spill prevention and environmental protection capabilities, as well as the actual and potential environmental impacts of terminal and tanker operations.

The council comments on and participates in monitoring and assessment of environmental,

social and economic consequences of oil related accidents. It provides input on actual or potential environmental impacts in or near Prince William Sound, and comments on the design of



The council's mission is to promote environmentally safe operation of the Valdez Marine Terminal and the oil tankers that call there. Photo by Randy Brandon.



In May 1997, the Board of Directors held its quarterly meeting in Seldovia. The citizens' council meets in communities throughout the region at risk of oil spills from the terminal and tankers. Photo by Leann Ferry.

measures to mitigate the potential consequences of oil spills and other environmental impacts of terminal and tanker operations. The council

participates in development and review of the spill prevention and response plans, and in periodic review of operations under the plans. The council also comments on and participates in the 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 council was initially funded at \$2 million per year. The funding is renegotiated every three years; current funding is \$2.1 million per year.

Although the council works closely with and is funded by Alyeska, the council is an independent advisory group. The contract is explicit about the council's independence: "Alyeska shall have no right . . . to have any degree of control over the formation or operation of the corporation . . ."

Oil Pollution Act of 1990

The council's contract with Alyeska predates the Oil Pollution Act, but the similarities are not coincidental. Many people involved in the establishment of the council also actively promoted citizen involvement provisions in the federal law.

The Act 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; and to build trust and provide citizen oversight of environmental compliance by oil terminal facilities and tankers.

The law allows an alternative, existing organization to fulfill the requirement for a citizen group and the council has done so since 1991. Each year, the U.S. Coast Guard assesses whether the council fosters the general goals and purposes of the Oil Pollution Act and is broadly representative of the communities and interests as envisioned in the Act.

As the council for Prince William Sound pursuant to the Act, the council advises and makes recommendations on policies, permits, and site-specific regulations relating to the oil terminal and tankers. It monitors the environmental

impacts of the terminal and tankers.

The council reviews the adequacy of oil spill prevention and contingency plans for crude oil tankers operating in Prince

William Sound, and advises and makes recommendations on port operations, policies and practices. The council also 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 capabilities.

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

Oil Spill Prevention

PRINCE WILLIAM SOUND TANKER RISK MANAGEMENT PLAN

The council is working to implement the findings of the Prince William Sound Risk Assessment Study, an 18-month, \$2 million examination of the risks of oil transportation in Prince William Sound. It was completed in December 1996 through a joint effort of the citizens' council, oil shipping companies, the U.S. Coast Guard, the Alaska Department of Environmental Conservation and Alyeska.

The study analyzed and ranked the risks of various kinds of casualties from the time a laden tanker leaves the Valdez Marine Terminal to a position 20 miles outside Hinchinbrook Entrance. The final report recommended eight safety improvements, including changes to the systems and vessels used to escort laden tankers, better traffic management, and reducing the risk of human error.

As a member of the steering committee for the risk assessment, the council actively participates in subcommittees and working groups formed to develop and implement risk reduction measures identified in the study. The groups include representatives from the council, Alyeska's Ship Escort/Response Vessel System (SERVS), major oil shipping companies, the Alaska Department of Environmental Conservation and the U.S. Coast Guard. These subcommittees address tanker escorts, waterways management and vessel management.

Tanker Escorts Subcommittee: The council's project team reviewed Alyeska's request for proposals for introduction of two new 10,000 horsepower tractor tugs in Prince William

Sound, with the first vessel due in 1999. The team also reviewed and commented on the Gulf Service, a rescue tug brought in to improve the capability to aid tankers after they enter the Gulf of Alaska.

Waterways

Management

Subcommittee: This subcommittee is charged with imple-

menting risk management measures relating to navigational safety, port operations and vessel traffic schemes. It works closely with the Coast Guard and National Oceanic and Atmospheric Administration (NOAA) to identify tasks for the Cook Inlet and Prince William Sound Navigation Safety and Efficiency Project. Through this collaborative process, an additional wind monitoring station was installed, and sea-current data are being collected to provide timely information to mariners.

This subcommittee also addresses the risk of tanker collisions with icebergs that drift into the tanker lanes of the Sound, described in more detail below.

Vessel Management Subcommittee: This subcommittee was formed to develop and implement strategies to reduce the risk of human error causing an oil spill. The oil shipping companies have developed safety management plans, and the council monitors those plans and the shipping companies' compliance with state, federal and international standards.



New tractor tugs – more powerful and maneuverable than those used in the past – are entering escort service in Prince William Sound.

Photo courtesy of Crowley Maritime Services, Inc.

The council's staff is developing a white paper on human and organizational factors affecting the safety of oil transportation in Prince William Sound.

COLUMBIA GLACIER STUDY

The disintegration and drastic retreat of Columbia Glacier since 1980 have significantly increased the potential for an oil spill in Prince William Sound caused by a tanker hitting an iceberg. This glacier, 25 km west of the southbound shipping lanes in Valdez Arm, is the largest glacier in the Sound. It calves thousands of icebergs into Columbia Bay each year. Some of these icebergs drift out into the shipping lanes and threaten vessels.

The Exxon Valdez was maneuvering to avoid icebergs when it went aground in 1989, and the unladen tanker Overseas Ohio suffered more than \$1 million in damage when it struck an iceberg in 1994.

Developing the ability to predict ocean currents from tide and weather observations in Prince William Sound is the main goal of the council's Iceberg Monitoring Project,

which has been under way for two years.

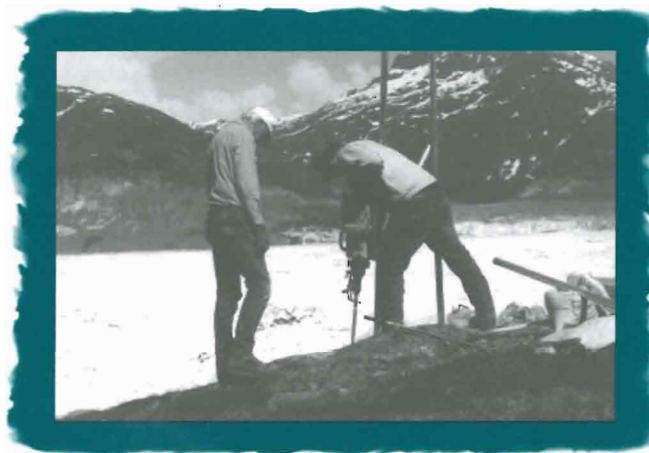
Predicting these currents could not only reduce the chances of a spill but also help recovery efforts in the event of a spill.

Time lapse cameras, hydrographic surveys and aerial photography are used to better understand the advance and retreat of the glacier and the flow rates of floating ice, with completion of a predictive model scheduled for late 1998.

Also, the council is testing technologies, such as radar and sonar, that could enhance the ability to detect and avoid ice and provide mariners with up-to-the-minute information.



The ARCO Independence at berth at the Valdez Marine Terminal. Photo courtesy ARCO Alaska.



Contractors for the citizens' council monitor the retreat of Columbia Glacier. Photo by Austin Post.

TANKER INTEGRITY

The council continues to maintain and refine data files, begun in 1995, for tankers in the Valdez trade. The files include vessel particulars such as size, capacity, year built, owner, operator, any reported incidents or damage, and the date by which single hull tankers must be replaced by double hull vessels.

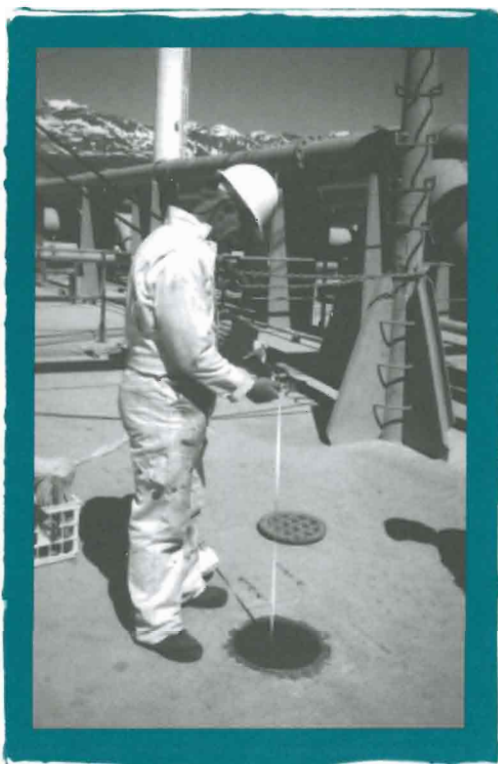
Environmental Protection

NON-INDIGENOUS SPECIES

Some ports and waterways, including the Great Lakes and San Francisco Bay, have been invaded by species not indigenous to the area. The so-called "non-indigenous species" can compete with native species and cause severe ecological and economic damage. A common mode of transport of these invading species is the ballast water carried in tankers and other large ships from one waterway to another. There is concern that the millions of tons of ballast water carried in oil tankers could result in similar problems in Prince William Sound.

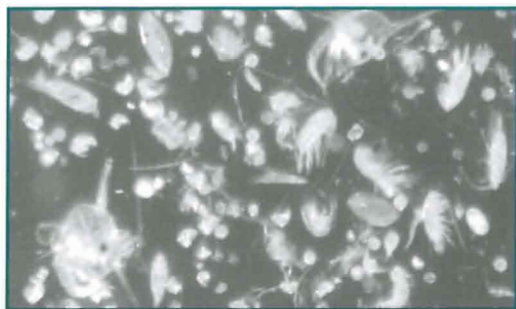
In 1997, the citizens' council and the U.S. Fish and Wildlife Service, in cooperation with Prince William Sound oil shippers and Alyeska, sponsored a pilot study of the invasion risk. The council contracted with the Smithsonian Environmental Research Center, leaders in the investigation of biological invasions, to conduct the study.

The U.S. Coast Guard also contributed money to study impacts of the Ballast Water Treatment Facility on



Tuck Hines, Smithsonian Environmental Research Center, measures the depth of the water in a segregated ballast tank prior to sampling for non-indigenous species in the ballast water. Photo by Joel Kopp.

collection and analysis of samples from the Sound to see what non-indigenous species have already become established.



Myriad microscopic creatures appear in this sample collected from a ballast tank.

Photo courtesy Smithsonian Environmental Research Center.

plankton in the ballast water, as mandated by the National Invasive Species Act.

The council's pilot study showed that plankton in the arriving ballast water are abundant and diverse, and that some are not indigenous to Prince William Sound. The consultants concluded the Sound is at risk of invasion.

In an effort to quantify and better understand the risk of invasion, the council and the U.S. Fish and Wildlife Service have been joined by Alaska SeaGrant and Alyeska in funding expanded research into this issue in 1998 and 1999.

This effort, led by the council, includes further investigation into the content and management of ballast water as well as

Further, ARCO, Exxon and the American Petroleum Institute contributed money for an evaluation of the effectiveness and operational challenges of exchanging ballast water at sea to combat the introduction of non-indigenous species.

CONTROL OF TANKER LOADING VAPORS

The council monitored progress on planning and construction of vapor controls at two berths at the Valdez Marine Terminal.

Construction and start-up activities on Berths 4 and 5 were completed in early 1998. The council retained engineering and air quality consultants to review installation of the tanker loading vapor control system and implementation of EPA loading rules, which became effective March 20, 1998.

At its May 1997 board meeting, the council voted to recommend that Alyeska install a vapor control system on a third berth at the terminal. The recommendation was based on projected increases in North Slope oil production that were not anticipated at the time EPA required control at only two of the four berths. The council continues to push Alyeska, which has not yet taken a position, for vapor controls at a third berth.

At its May 1998 meeting, the council voted to spend up to \$50,000 on a review of fire and explosion hazards at the new vapor control system. This was in response to anonymous allegations to regulators shortly after startup that the



New equipment at Berths 4 and 5 collects oil vapors from tankers during crude oil loading.

Photo by David Predeger.

system could be unsafe because of construction flaws.

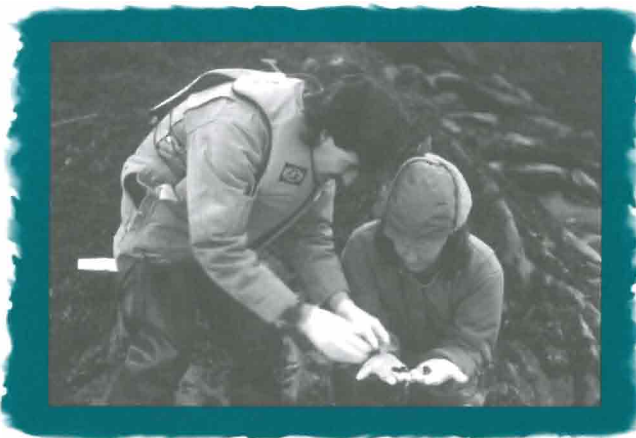
A four-day onsite review by five specialists brought together by the council laid these allegations to rest when the consultants concluded the system was safe from "all reasonable risk" of catastrophic fire or explosion.

LONG-TERM ENVIRONMENTAL MONITORING PROJECT

Under this project, begun in 1993, nine sites in Prince William Sound and the Gulf of Alaska are monitored for hydrocarbons in the water, sediment and mussels. Samples are collected in summer and late winter. The data provide a benchmark for assessing the impacts of oil transportation and future oil spills on the ecosystem of the Exxon Valdez oil spill region. Results are presented in a year-end annual report.

In 1997-98, the council undertook a thorough review and analysis

of data gathered since the beginning of the project. The results were published in a report and used to refine the project for the coming year.



Scientists examine mussels collected under the Long Term Environmental Monitoring Project.

Photo courtesy Kinnetic Labs, inc.

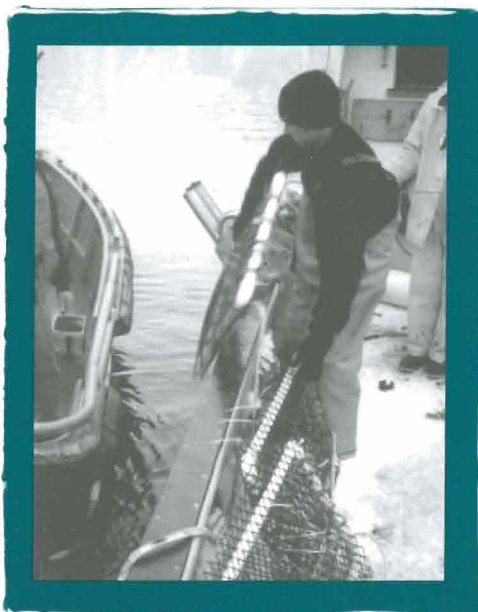
BALLAST WATER TREATMENT FACILITY/FEDERAL DISCHARGE PERMIT

The new pollution discharge permit for the Valdez Marine Terminal became effective in May of 1997, the result of a two-year collaborative effort by EPA, the Alaska Department of Environmental Conservation, the citizens' council and Alyeska.

The council is a member of the Ballast Water Treatment Facility Working Group. In 1997 and 1998, this group reviewed water quality monitoring programs and reports prepared by Alyeska, provided comments on a Caged Mussel Pilot Study conducted by the citizens' council, monitored progress on pollution prevention requirements of the Valdez Marine Terminal pollution discharge permit, and held an annual technical meeting in August 1997.

BALLAST WATER INFLUENT SAMPLING

The council monitors ballast water discharged by tankers into the treatment facility at the Valdez Marine Terminal. The primary objective of the program is to determine whether arriving ballast water contains compounds not anticipated for treatment. Because samplings are random and unannounced, the program may also serve as a



Mussels were deployed in cages in a pilot study monitoring the ballast water treatment facility at the Valdez Marine Terminal. Photo by Sandra Salazar.

deterrent against the discharge of unauthorized substances. Laboratory analyses have not detected any unanticipated chemicals.

CAGED MUSSEL PILOT STUDY

Scientists working for the citizens' council conducted a pilot study in Port Valdez to determine the feasibility of using transplanted, caged mussels to monitor effluent from the Alyeska Ballast Water Treatment Facility. A total of 2,100 bay mussels (*Mytilus trossulus*) were suspended in the water for 56 days at seven stations near the

outlet from the ballast water treatment plant.

Hydrocarbons associated with the ballast water treatment facility effluent accumulated in caged-mussel tissues at levels higher than con-

centrations at the beginning of the study, although some of these chemicals could have come from sources other than the ballast water plant.

The council will use the results of the pilot study to evaluate the use of caged bivalves as a tool for early detection of environmental impacts from the Ballast Water Treatment Facility.



A sample of oily ballast is collected from a loading arm at the Valdez Marine Terminal.

Photo by Joel Kopp.

Oil Spill Preparedness and Response

OIL SPILL CONTINGENCY PLANS

One of the council's core responsibilities, under both its contract with Alyeska and the Oil Pollution Act, is to provide local and regional input on oil spill response plans – called contingency plans – and to review their adequacy.

The council reviews plans for the Valdez Marine Terminal, tankers transporting North Slope crude, and plans for subareas of the council region.

In 1998, for the first time, the council reviewed Alyeska's contingency plan for the portion of the trans-Alaska pipeline lying within the Prince William Sound watershed. This was made possible by grants from the Brainerd Foundation and the Alaska Conservation Foundation.

STATE TANKER AND TERMINAL CONTINGENCY PLANS

Oil spill prevention and response plans for tankers and for facilities like the Valdez terminal are submitted to the state of Alaska on a three-year cycle.

During 1997 and 1998, the council monitored and commented on compliance with the tanker plans approved by the state of Alaska in 1995.

The council also monitored compliance with the contingency plan, approved in 1997 by the state, for Alyeska's Valdez tanker terminal.

SUBAREA PLANS

These 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.

The council funded a successful project to develop and promote local involvement in the subarea plan for the Kodiak region.

The council is working with its member organizations to develop site-specific response plans for the Copper River area in Prince William Sound.

And the council has recommended changes to the Prince William Sound Subarea Plan to allow the council to substitute for the Multi-Agency Committee during response to a spill of North Slope crude.

That would give the council and the citizens it represents direct access to the Unified Command, the government-industry body that manages spill response.



Kodiak was the focus of several council projects in 1997 and 1998, including local involvement in the contingency plan for the Kodiak region, and efforts to ensure that local knowledge about sensitive areas is incorporated in contingency plans.

Photo by Alaska Division of Tourism.

SENSITIVE AREAS

The council participates in the Alaska Regional Response Team Sensitive Areas Working Group in an effort to ensure that contingency plans incorporate local knowledge about sensitive areas. The council provided funds and otherwise supported the development of sensitive area maps for Kodiak Island and Shelikof Strait.

The council recently completed a white paper on geographic response planning, a site-specific strategy used on the West Coast that could be applied in the council's region.

NEARSHORE RESPONSE

Nearshore response is the effort to contain spilled oil that escapes initial containment and threatens shorelines. The State of Alaska requires crude-oil shippers to have nearshore response plans as part of their overall oil spill contingency plans. Local fishing vessels, other vessels of opportunity and trained coastal residents are essential to effective nearshore response.

The council helped develop a model for community-based nearshore strike teams, and contracts for training and deployment of a spill response barge with Cook Inlet and Prince William Sound oil spill response organizations.

ALASKA COASTAL MANAGEMENT PROGRAM

Oil spill contingency plans are reviewed through the Alaska Coastal Management Program, a federally mandated effort to make sure coastal development is acceptable to affected communities. It is an important forum for citizens and local governments to influence oil spill response plans.

In August 1997, the council wrote the Alaska Division of Governmental Coordination with recommendations for streamlining the permitting process in the coastal management program. In 1998, the council recommended the legislature preserve public review of oil spill prevention plans in Alaska's coastal management program.



Council members and staff tour the Alaska Responder, a nearshore response barge in Seldovia. The council worked closely with Seldovia, the Kenai Peninsula Borough and the Alaska Department of Environmental Conservation to keep the barge in Seldovia. Photo by Leann Ferry.

DRILL MONITORING

The council's drill monitoring work includes observation and reports on oil spill response drills, exercises and training, as well as actual incidents and selected issues.

Approximately 30 exercises, incidents and issues were observed in calendar year 1997. Reports covered

nearshore exercises, open-water operations, the escort system and proposed changes to it, risk assessment, and two real spills.

The council's emergency response team participated in a Tesoro drill in October 1997, and spent much of the past 18 months preparing for a major British Petroleum drill in September 1998.

INCIDENT MONITORING

The council routinely monitors accidents, oil spills, port closures and potential problems occurring at the Valdez marine terminal, in the port or on tankers in the council region. Information is relayed to the council's member organizations. When appropriate, the council solicits advice and suggestions from the communities and forwards them to the incident command. The council has its own Emergency Response Plan to govern its work during an oil spill or other incident.

In 1997, the council and its drill monitor observed the response to two real spills. One was from the Ballast Water Treatment Facility; the second was a refined-product spill by an uninvolved third party during an exercise in Whittier.



Periodic spill drills and exercises ensure that equipment works and that crews know how to use the various equipment. Here, rope mop is deployed while the Krystal Sea stands by.

DISPERSANTS

The council commissioned a detailed technical report on the use of dispersants – chemicals that break oil into tiny droplets that disperse throughout the water column rather than floating on top in a slick – in Prince William Sound and the Gulf of Alaska. The report synthesizes and evaluates recent technical literature on dispersants, with a view to determining whether there are environmental advantages to using them on North Slope crude in the Sound and the Gulf. The report includes recommendations for field and laboratory experiments and monitoring to better understand both the effectiveness and the environmental impacts of dispersants.

The council in March 1998 co-sponsored a dispersants workshop with the Alaska Department of Environmental

Conservation, Alyeska, the Coast Guard, and the Oil Spill Recovery Institute of Cordova. The two-day conference reviewed recent research and experiences with oil spill dispersants including the large-scale use of dispersants during the Sea Empress spill in 1996.

In May 1998, the council's board of directors adopted a position on dispersants use. As in the past, the council was cautious about dispersants, calling for their use only after skimming and other mechanical methods that actually remove spilled oil are carefully evaluated and ruled out.

BIOREMEDIATION

This refers to the use of living organisms – such as bacteria – to clean up spilled oil. The council commissioned a literature review to provide decision-making information for the use of bioremediation on Alaska North Slope crude oil in Prince William Sound and the Gulf of Alaska.

The report defines bioremediation and describes its methods, principles, effectiveness, advantages and disadvantages in the Sound and Gulf. Non-mechanical shoreline remediation methods are also described.

IN-SITU BURNING

This is a technique for cleaning up spilled oil by burning it in place. The council commissioned a consultant's report to assist it in developing a position on in-situ burning for spills of North Slope crude oil in Prince William Sound or the Gulf of



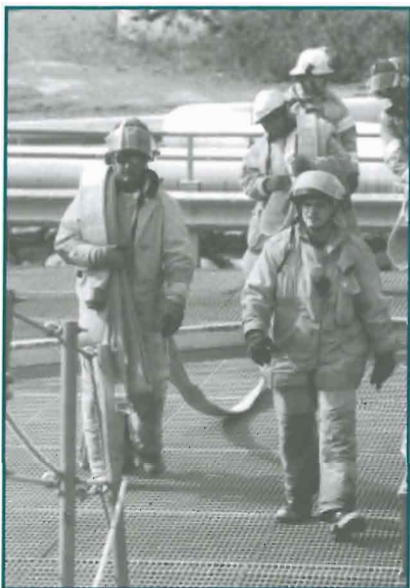
A Lynden Air Cargo Hercules sprays water in a June 1997 dispersants drill near Bligh Reef.

Photo courtesy Alyeska Pipeline Service Co.

Alaska. The report comprises an in-depth literature review, synthesis and summary of the scientific and operational material on the subject. It compares the likely effectiveness of in-situ burning to conventional containment and recovery methods. The report also includes a review of the likely properties – including recoverability, toxicity and effects – of the residue after an in-situ burn, and an assessment of the likely composition, toxicity and effects of the smoke plume.

OIL SPILL RESPONSE AND CLEANUP TECHNOLOGY

The council monitors new technology through literature review, technical conferences and seminars, and observation of testing and use of new response tools. In 1997 and 1998, the council helped fund the expansion of a com-



Local land-based firefighters took part in a June 1997 symposium on shipboard fires. The symposium led to certification of more than 100 firefighters.



The composition and toxicity of smoke from burning spilled oil are of concern to communities that might be exposed to it.

Photo by Lisa Ka'aihue.

puter-based oil spill trajectory model for lower Cook Inlet so that it would also cover the Kodiak and Seward areas.

And the council continued investigating ways to use archived weather data from Prince William Sound and the Gulf of Alaska to determine how often certain conditions occur.

FIRE PROTECTION

The council continues to work to improve marine and terminal firefighting capabilities. In June 1997, the council sponsored a symposium to train and certify land-based firefighters to respond to shipboard fires. The symposium included a full scale exercise aboard the tanker ARCO Juneau and led to certification of more than 100 firefighters.

Community Response Planning, Public Education and Outreach

COMMUNITY IMPACTS

Work continued in 1997-98 on a study initiated in 1993 to identify and develop coping strategies for the social problems created by a large technological disaster. The study found that the Exxon Valdez oil spill created numerous social problems in Cordova, Alaska, and mitigation strategies were developed and tested there. A draft guidebook was developed from the results of the study and applied research. The guidebook is to be modified to help other communities in the council's region plan for the social upheaval that could accompany a technological disaster. The council expects to complete this guidebook in the coming year.

COMMUNITY OUTREACH

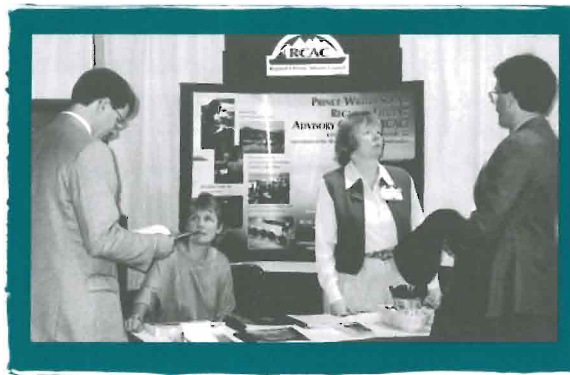
The council staff includes a full-time position devoted to fostering closer relations

with the 18 communities and interest groups that comprise the council's constituency. The community liaison visits communities in the region, gives presentations, works with members of the council's Board of Directors, and encour-

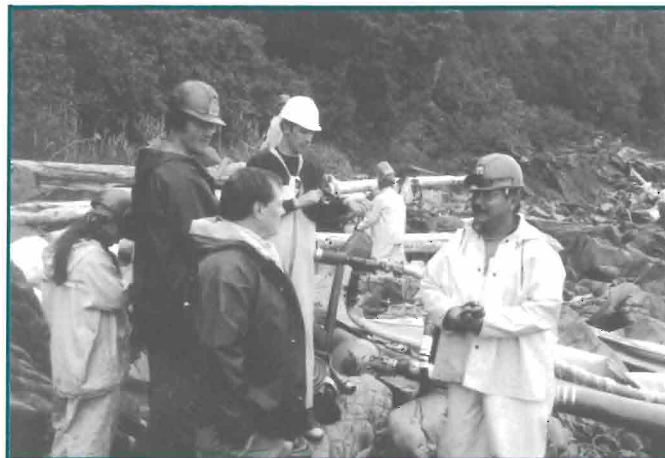
ages citizens to participate in the council.

In 1997 and 1998, the community liaison attended about 20 events, many of them in outlying communities of the council region. For example, in July 1997, she monitored cleanup of persistent Exxon Valdez oil on beaches near the Native village of Chenega Bay.

During this visit, the liaison also talked with community members about the council's work and the community's needs, such as better airport lighting and improved fire-fighter training.



Council staff tend an information booth at the 1997 Alaska State Chamber of Commerce Convention.
Photo by Leann Ferry.



Council Executive Director John Devens (front) observes the cleanup of persistent Exxon Valdez oil on beaches near Chenega Bay. Larry Evanoff (right) is Chenega's representative on the council Board of Directors.
Photo by Leann Ferry.

THE OBSERVER

The council increases public awareness on a wide range of issues pertaining to crude oil transportation through publication of *The Observer*, a quarterly newsletter distributed throughout Prince William Sound, lower Cook Inlet

and the Kodiak archipelago. The Observer is also sent on request to interested citizens elsewhere, as well as regulators and industry.

Each issue of The Observer includes coverage of council 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 is invited to submit a column for each issue. In the course of preparing articles for The Observer, the council frequently invites feedback from appropriate industry and regulatory personnel.

LEGISLATION, REGULATIONS AND POLICY

The council monitors state and federal legislation and regulations that relate to terminal or tanker operations, or to oil spill prevention or response.

In April 1998, the council recommended that a bill before the Alaska Senate be modified to ensure the measure, which would have exempted certain facilities from air quality regulations, did not apply to emissions from the Valdez Marine Terminal or from associated tankers. After the bill passed despite the council's concerns, the council wrote Alaska Gov. Tony Knowles calling on him to veto the measure, which he did.

In October 1997 the council urged the Alaska delegation to the U.S. Congress to support an amendment to the Oil Pollution Act. The amendment closed a loophole that allowed several single hull TAPS tankers to extend their

retirement dates.

The council also recommended to the Alaska congressional delegation that they ensure the SeaGrant funding bill did not restrict research to zebra mussels.

In August 1997, the council recommended to the Alaska Department of Environmental Conservation and the States/BC Task Force that they negotiate agreements with the U.S. Coast Guard to more clearly define states' responsibilities, rather than proposing an amendment to the Oil Pollution Act.

RECERTIFICATION

The Coast Guard certifies the council as the federally approved citizens' advisory group for Prince William Sound, pursuant to the Oil

Pollution Act. The council has been the certified group since 1991.

Under the annual recertification process, the Coast Guard assesses whether the council fosters the general goals and purposes of the Act and is broadly representative of the communities and interests as envisioned in the act.

As part of its review, the Coast Guard considers

comments from industry, interest groups and citizens. The council fulfills the requirement for an industry-funded citizens advisory group, but it was established before the law was enacted.



Volunteer Advisers

Four committees advise the Board of Directors and council staff on projects and activities. Committee volunteers also assist the staff on individual projects. The advisory committees are made up of interested citizens, technical experts, and members of the council board of directors. Committee volunteers are selected through an annual application process. They are appointed to two-year terms and may serve consecutive terms.

POVTS – Port Operations and Vessel Traffic Systems Committee

(Neil) Vince Kelly, Valdez – Chair
James Beckham, Seward
Bill Conley, Valdez
Tex Edwards, Anchorage
Linda Lee, Valdez
Dennis Lodge (Council Director), Seward
Neil Schultz, Cordova

Former members who served in 1997/98: Tom McAlister, Grady Harker, Vince Mitchell

OSPR – Oil Spill Prevention/Response Committee

Jerry Brookman, Kenai – Chair
Paul Andrews, Homer
Jon Dahlman, Seward
Natasha Edwards, Girdwood
Tom Copeland (Council Director), Cordova
Gail Evanoff, Chenega Bay
Dale Heath (Council Director), Kodiak
Joe Jabas, Valdez
Gordon Scott, Girdwood
Lou Weaver, Valdez

Former members who served in 1997/98: Lee Majors, Wayne Coleman

SAC – Scientific Advisory Committee

Richard Tremaine, Anchorage – Chair
Peter Armato, Seward
Gig Currier, King Salmon
Bill D’Atri, Anchorage
Gary Lawley, Ph.D., Anchorage
JoAnn McDowell, Ph.D.,
(Council Director), Valdez
A.J. Paul, Ph.D., Seward
James D. Steward, Anchorage
Charles K. Weaverling, Cordova
John Williams, Cordova

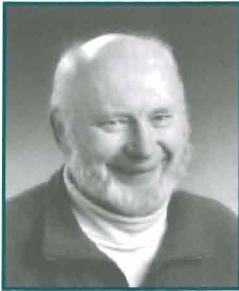
Former members who served in 1997/98: Ivan Frohne, David Hite, Ph.D.

TOEM – Terminal Operations and Environmental Monitoring Committee

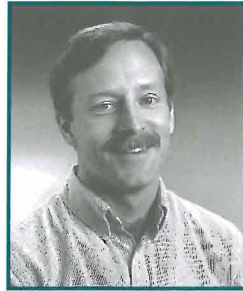
Bob Benda, Ph.D., Valdez – Chair
David DeGrandpre, Anchorage
David Kang, Kodiak
Paul McCollum, Homer
Joe Price, Valdez
George Skladal, Anchorage
Stan Stephens (Council President), Valdez
Sean Thurston, Valdez

Former members who served in 1997/98: Jim Levine, Sara Pearson

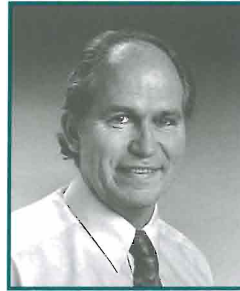
Executive Committee



President
Stan Stephens,
Alaska Wilderness
Recreation & Tourism
Assoc.



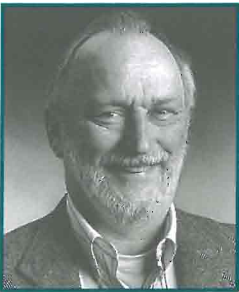
Vice President
Bill Lindow,
Prince William Sound
Aquaculture Corp.



Treasurer
William M. Walker,
City of Valdez



Secretary
Marilynn Heddell,
City of Whittier



Member at Large
Wayne Coleman,
Kodiak Island Borough

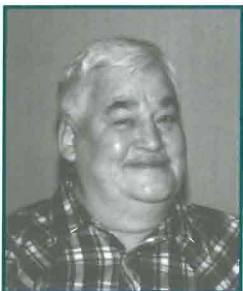


Member at Large
Blake Johnson,
Kenai Peninsula Borough

Directors



John Allen
Tatitlek Corp.
Tatitlek Village IRA
Council



Charles Christiansen
Kodiak Village Mayors
Assoc.



Tom Copeland
Oil Spill Region
Environmental Coalition

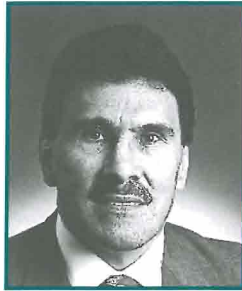


Paul McCollum*
City of Homer

Directors



Larry Evanoff
Chenega Bay Corp.
Chenega IRA Council



Keith Gordaoff
Chugach Alaska Corp.



Dale Heath
City of Kodiak



Tom Jensen
Alaska State Chamber of
Commerce



Margy Johnson
City of Cordova



Dennis Lodge
City of Seward



JoAnn McDowell, Ph.D.
City of Valdez



Michelle Hahn
O'Leary
Cordova District
Fishermen United



Tim Volstad
City of Seldovia

Ex-Officio Members

Alaska Dept. of Environmental
Conservation:
Tom Chapple

Alaska Dept. of Fish and
Game/Habitat Division:
Mark Fink

Alaska Dept. of Natural Resources:
Mike Wrabetz

Alaska Div. of Emergency Services:
Mike Byington

National Oceanic & Atmospheric
Administration:
John Whitney

Oil Spill Recovery Institute:
Gary Thomas

Coast Guard:
CDR Ronald Morris

U.S. Department of the Interior:
Doug Mutter

U.S. Environmental Protection
Agency:
Carl Lautenberger

U.S. Forest Service:
Dave Gibbons

*Paul McCollum has been
nominated to the board by the
City of Homer, subject to
confirmation at the board's
September 1998 meeting.

Former board members who
served in 1997/98: Tex
Edwards, Charles K.
Weaverling, Gary Kompkoff,
Mike Gallagher, Kristin Stahl-
Johnson

Contractor Reports

- Drill Monitoring 1997 Annual Report. Author: Tim Jones, 5/14/98. (#C\605.98.1\Annual)
- 1996-97 Annual LTEMP Monitoring Report. Author: Kinnetic Laboratories, Inc., 11/8/97. (#C\608.97.1\96-97Annual)
- 1996-97 Annual LTEMP Monitoring Report Appendices. Author: Kinnetic Laboratories, Inc., 11/11/97. (#C\608.97.1\96-97Appendices)
- A Regional Multiple-Stressor Ecological Risk Assessment for Port Valdez, Alaska. Author: Landis et al, 3/31/97. (#C\654.97 Eco Risk Assessment)
- A Review of Dispersant Use on Spills of North Slope Crude Oil in Prince William Sound and the Gulf of Alaska. Author: S.L. Ross Environmental Research Ltd., 5/15/97. (#C\634.96.1 Dispersants)
- Non-Technical Summary of Dispersant Use on Spills of North Slope Crude Oil in Prince William Sound and the Gulf of Alaska. Author: S.L. Ross Environmental Research Ltd., 4/4/97. (#C\634.96.1B Dispersants Non-Technical)
- A Review of In-Situ Burning as a Response for Spills of Alaska North Slope Crude Oil in Prince William Sound. Author: S.L. Ross Environmental Research Ltd., 5/15/97. (#C\635.96.1 In-Situ Burning)
- Ballast Water Treatment Plant January 1997 spill incident data report. Author: Kinnetic Labs, Inc., 10/2/97. (#C\608.97.1 BWTF spill report)
- Final Report: Community-based Nearshore Strike Teams. Author: Tim Robertson, 10/2/97. (#C\612.97.1C\ Nearshore)
- Final Report: LTEMP Data Analysis of Hydrocarbons in Intertidal Mussels and Marine Sediments, 1993-1996. Author: J.R. Payne Environmental, 3/16/98. (#C\611.98.1\LTEMP Data Analysis)
- Non-Technical Summary: LTEMP Data Analysis of Hydrocarbons in Intertidal Mussels and Marine Sediments, 1993-1996. Author: J.R. Payne Environmental, 3/16/98. (#C\611.98.1\Sum\LTEMP Data Analysis)
- Ninth Survey Report - PWS RCAC Long-Term Environmental Monitoring Program - March 1997. Author: Kinnetic Labs. Inc., 3/5/97. (#C\608.97.9th\LTEMP)
- Tenth Survey Report - PWS RCAC Long-Term Environmental Monitoring Program - July 1997. Author: Kinnetic Labs., Inc., 7/7/97. (#C\608.97.10th\LTEMP)
- Safety Review of the Valdez Marine Terminal Vapor Control System: Preliminary Report. Author: Slye et al., 6/27/98. (#C\629.98.1\Vapor Review)
- Shoreline Bioremediation Literature Review and Synthesis. Author: Dames and Moore, 10/2/97. (#C\636.97.1\ Bioremediation)
- The Risk of Non-indigenous Species Invasions In Prince William Sound Associated with Oil Tanker Traffic and Ballast Water Management: Pilot Study. Author: Smithsonian Environmental Research Center, 12/4/97. (#C\632.91.1\NIS Pilot Study)

Miscellaneous

- 1996 Year in Review. Author: Citizens' council, 4/19/97. (#SR\Annual Report\1996)

Contact the council's Anchorage office to obtain copies.

Anchorage Office

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Anchorage

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John S. Devens, Ph.D.

Deputy Director:
Marilyn Leland

Executive Assistant:
Sandra Arnold

Public Information Manager:
Stan Jones

Community Liaison:
Leann Ferry

Financial Operations Manager:
Linda Robinson

Information Systems Manager:
Daphne Jenkins

Administrative Assistant:
Andrea Archer

Project Managers:
Joe Banta, Lisa Ka'aihue, Becky Lewis

Valdez Office

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Citizens' Advisory Council
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Valdez

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Administrative Assistant:
Rica Salvador

Project Managers:
Joe Bridgman, Joel Kopp,
Alexander Kotlarov

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