

# The Observer

VOLUME 9, No. 2/MAY 1999

AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chugach Alaska Corp. - Cordova District Fishermen United - OSREC - PWS Aquaculture Corp.

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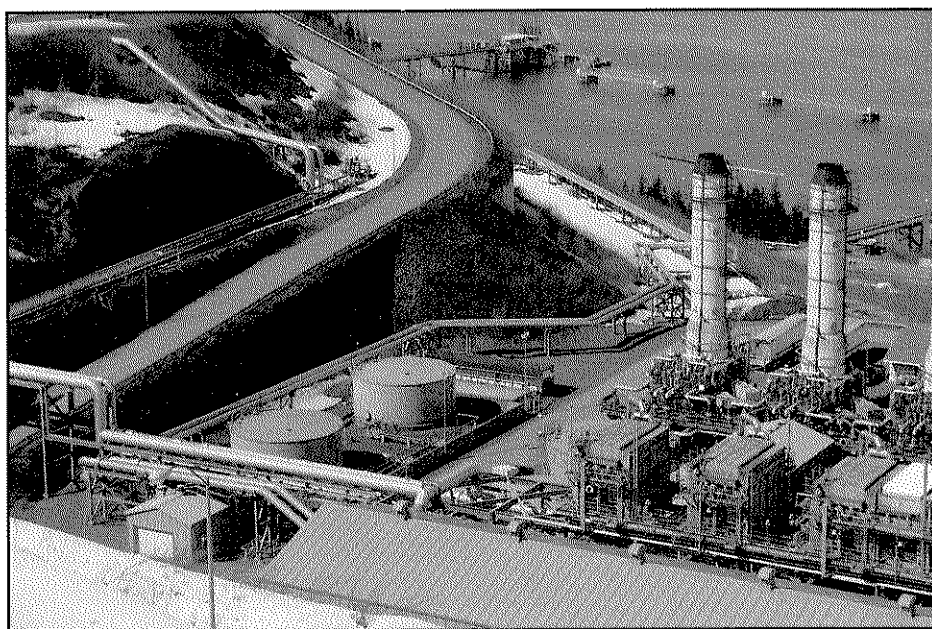
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## Alyeska vapor control system is under review

Alyeska Pipeline Service Co., the citizens' council and government regulators are investigating a recent series of problems in the vapor control system at the Valdez tanker terminal.

The problems began on February 14, when a Fenwal valve in the vapor control unit at Berth 5 failed to close properly during a test. The problem was later determined to be ice in the bottom of the valve, according to a report from Alyeska. The Fenwal valve in the vapor control unit at Berth 4 was checked and found to be ice-free.

The system is designed to collect oily vapors forced out of tanker holds as crude oil flows in. The vapors are piped uphill to be incinerated, used as fuel in the terminal power plant, or stored in the voids in the terminal's crude oil



The vapor control system carries off oily vapors released as tankers load North Slope crude. Photo: Stan Jones, Citizens' Council.

storage tanks.

The Fenwal valves are one of several safety features built into the vapor control system. The valves are coupled to sophisticated fire and pressure

detectors that trigger the Fenwals to slam shut in a fraction of a second, thus preventing a fire from propagating uphill from a

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## Project tests radar for spotting icebergs

If things go according to schedule, a new radar site will fire up in Prince William Sound this fall to test new technology for spotting icebergs that threaten oil tankers.

The tests will begin about Sept. 1 and the final report should be in by Dec. 1, according to Alexander Kotlarov, the citizens' council manager in charge of the project. The project is a joint effort of the citizens' council, the Canadian Coast Guard, the U.S. National Ocean Service and the Center for Cold Ocean Resources Engineering (C-CORE), an applied-research corporation in Newfoundland.

C-CORE will install a radar station on Busby Island, just north of Bligh Reef where the Exxon Valdez went aground 10 years ago. The radar will look west, probing for icebergs floating in the tanker lanes or emerging from Columbia Bay after being calved off Columbia Glacier.

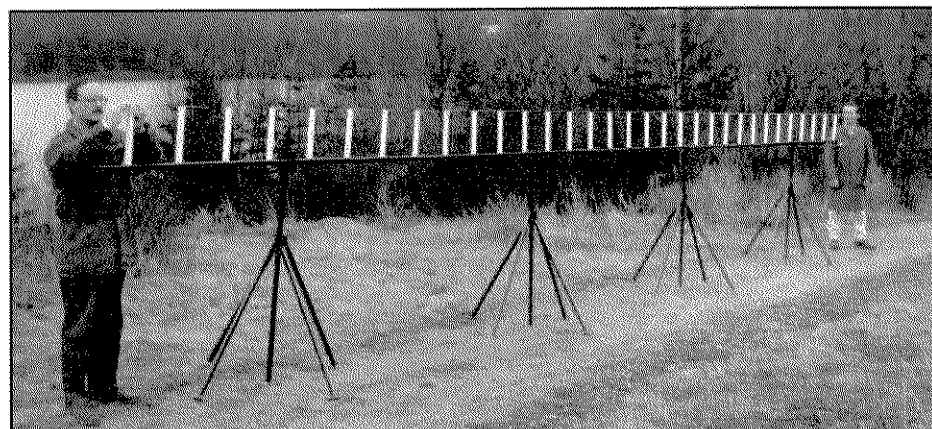
Icebergs are difficult to spot with any known technology except the human eye, and even that fails in darkness or bad weather. Kotlarov and C-CORE

hope the project's combination of novel radar and computer technology will be the right combination for detecting icebergs regardless of weather or light.

"In the wintertime, when it's very dark and there's a great deal of ice calving off the glaciers, I think giving mariners an accurate description of ice conditions will increase the safety of oil transportation through Prince William Sound," Kotlarov said.

Glacier ice has already been involved in two major accidents in the Sound. The Exxon Valdez was avoiding ice 10 years ago when it left the tanker lanes, failing to return to the normal track before hitting Bligh Reef. And in early 1994, an empty BP-chartered tanker hit an iceberg and suffered over \$1 million in damage.

The council's latest project includes two new approaches to detecting icebergs with radar. One is ultra-high-frequency radar, which C-CORE says is less sensitive than conventional marine radar to electronic "clutter" reflected back from the ocean surface. The other innovation is the use of computers to process the incoming radar signal in hopes of picking up patterns and objects that



This receiver antenna is part of a high-tech radar system that could be the key to detecting icebergs in Prince William Sound. Photo: C-CORE.

don't show up on the screen of an unprocessed signal.

Besides the ultra-high frequency radar, a conventional marine radar with advanced signal-processing will be tested simultaneously for comparison.

The Busby Island radar station

will operate for about four weeks, followed by several weeks of data analysis and report writing.

The project is expected to cost \$229,000, including money or in-kind support from the citizens' council, the Canadian Coast

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Volunteer Profile

Milk cows drove committee volunteer off farm and to Alaska

Credit the American milk cow for Jon Dahlman's fetching up in Seward.

Dahlman manages the fishing vessel program there for Alyeska Pipeline Service Co., and serves on the Oil Spill Prevention and Response Committee, one of four standing technical committees of the Prince William Sound Regional Citizens' Advisory Council.

But he was raised on a farm in Nebraska, where one of his chores was taking care of the milk cows.

"Milk cows ran me off the farm," Dahlman said. "You have to be there at a specific time twice a day, and that precludes a lot of things. With milk cows, you can't even take a vacation."

Also, Nebraska was flat. Very flat. Eventually the waving fields of grain just weren't enough to hold him.

"Mountains draw me, and waving water draws me," Dahlman said. "So what better place to find them both than Alaska?"

For Dahlman, Alaska is also a busy place. Besides his work with the fishing vessel program and the citizens' council, he runs his own

halibut boat, the 31-foot Argonaut, in the Latouche Passage area of the Sound.

And he's executive director of the Seward Bowling Association, a frustrating and depressing job these days. He hasn't bowled a line since the "Dreamland," Seward's only bowling alley, shut down about a year ago.

"We're all going through withdrawal," he said. "We're trying desperately to get somebody to come in and invest a chunk of money."

He's lived in Seward since 1989. His wife, Laura Varnell-Dahlman manages the bakery at the local Eagle Quality Center. They have four children, ranging in age from 13 to 25, a flock of chickens, and two border collies named Chip and Annie.

His duties on the council's Oil Spill Prevention and Response Committee involve one meeting a

month, attending workshops and seminars from time to time, and lots of reading of background material. Dahlman believes this work— especially the education on oil-spill issues — helps him do a better job as fishing vessel administrator. He has attended

sessions on such things as dispersants, tanker operations, and fire-booming technology.

"The awareness factor is greater when you get to sit and listen to technical people who do these things in specific areas," he said.

Under the fishing vessel program he administers, vessel owners contract and train with Alyeska to respond to oil spills. Dahlman coordinates all of this during ordinary times, and would be in the thick of the cleanup during a spill.

He is one of three such administrators based outside

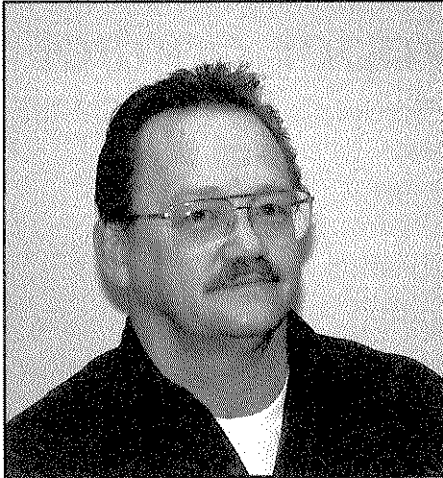
Prince William Sound. They call themselves the "outfield."

"I'm left field," Dahlman said. "Seldovia and Homer are center field, and Kodiak is right field."

Dahlman feels that outfield communities would benefit from more education on oil-spill issues, because many public officials there were not in office at the time of the Exxon Valdez spill. Also, they don't have as much contact with oil transportation as people from the "infield." Dahlman's concern when he became a committee volunteer three years ago was that complacency — identified by Congress as a key factor in the Exxon Valdez spill — might be setting in again in Seward.

"The inner Sound is very aware of the citizens' council and the oil industry and they have a great deal of contact," Dahlman said. "But we outside the Sound have minimal contact. We don't have that awareness of the oil transportation business."

Still, he said, "what the council is trying to accomplish inside the Sound affects those of us outside the Sound: the number one thing is prevention."



Jon Dahlman

ARCO summer drill will continue scenario of September 1998 BP exercise in Sound

ARCO Marine Inc. will conduct an oil-spill drill June 15 and 16 that will include both operations in the field and tabletop exercises in Valdez.

The ARCO drill will build on the scenario drawn up for British Petroleum's September 1998 drill,

which involved the imaginary tanker "Northern Dancer" going aground at the north tip of Montague Island and spilling about 13 million gallons of North Slope crude. The oil fouled beaches on the islands at the mouth of the Prince William

Sound before moving out into the Gulf of Alaska and heading southwest.

The ARCO drill starts in Week Two of the Northern Dancer "spill," according to an ARCO outline of the exercises. Unlike past drills, it will be highly focused on shoreline response.

One main goal is to exercise Shoreline Cleanup Assessment Teams, or SCATs. These teams in a real spill would check beaches to see how much oil they

had and would recommend appropriate cleanup techniques. While final locations have not been determined, ARCO said the teams would be drilling in two sites near Chenega Bay on June 15.

Other shoreline activities include deploying a cleanup task force of Alyeska and contract personnel on a beach at Knight Island, according to ARCO.

The drill will also — for the See page 3, **DRILL**

VAPOR, from page 1

tanker to the terminal itself, or vice-versa.

On March 23, the Fenwal valve on Berth 4 triggered and closed by mistake. That required the shutdown of Berth 4 for about a week, resulting in some tankers venting oily vapor into the air as they loaded North Slope crude.

The accidental closure, Alyeska concluded, was caused by a faulty pressure detector that triggered the valve during routine maintenance testing.

A few days later, Alyeska discovered that O-rings were installed improperly in nearly all of the small explosive devices on which both Fenwal valves depend. The devices trigger the discharge of compressed nitrogen to close the valves and release fire retardant into the pipes.

As a result of the series of

problems, Alyeska announced in early April it would begin a management review of the vapor control system at the Valdez terminal.

The citizens' council will participate in the Alyeska management review, as will the U.S. Coast Guard and the Joint Pipeline Office, a state-federal agency that oversees pipeline and terminal safety.

On Apr. 2, council President Stan Stephens wrote Alyeska President Bob Malone to request a "clear commitment from Alyeska and the regulatory agencies that during the management review process specific steps will be taken to ensure the vapor control system is operated in compliance with all existing procedures and regulations, standing down when procedural problems, maintenance requirements, or equipment malfunctions are encountered."

RADAR, from page 1

Guard, C-CORE, and the National Oceanic Service. Tatitlek Corp., which owns Busby Island, is giving its permission for use of the site. Alyeska Pipeline Service Co. and SeaRiver Maritime, the Exxon tanker subsidiary, are also cooperating in the project.

The upcoming radar test is the latest in a series of efforts by the council to identify effective iceberg-detection technology. In the past year, the council has also tested sonar, infrared and a different kind of radar, but none has proven effective enough to merit adoption on an operational basis, Kotlarov said.



The Overseas Ohio undergoes repairs after a 1994 iceberg strike. Photo courtesy Port of Portland



## Citizens' council gears up for second symposium in Valdez for firefighters

The Valdez office of the citizens' council is planning a marine firefighting symposium for this fall in Prince William Sound.

The event, which the council is co-sponsoring with several other organizations, is expected to take place in late September or early October.

Mike Hildebrand, a contractor to the council, will develop the curriculum for the one-week symposium, including a full-scale field exercise on board a large vessel.

The curriculum will lead to certification for land-based firefighters to respond to marine incidents and will feature a number of tracks including contingency planning, the incident command system, tactics, and a small boat session.

During the council's first firefighting symposium, in June 1997, firefighters from coastal communities requested the addition of small boat fire response training.

The sponsors plan to design a mobile tabletop exercise and video course material so that this training can be made available throughout the state.

The citizens' council will pay expenses, including registration and travel, for professional and volunteer firefighters serving member communities. In 1997, 102 firefighters were certified, almost half of whom were sponsored by the council.

Planning for the symposium is expected to be completed in June 1999. Registration information will be distributed during July.

Besides the council, symposium sponsors include Alyeska Pipeline Service Co.'s Ship Escort/Response Vessel System; Crowley Marine



More than 100 participants were certified for marine firefighting during the council's 1997 symposium in Valdez. The 1999 symposium is this fall.

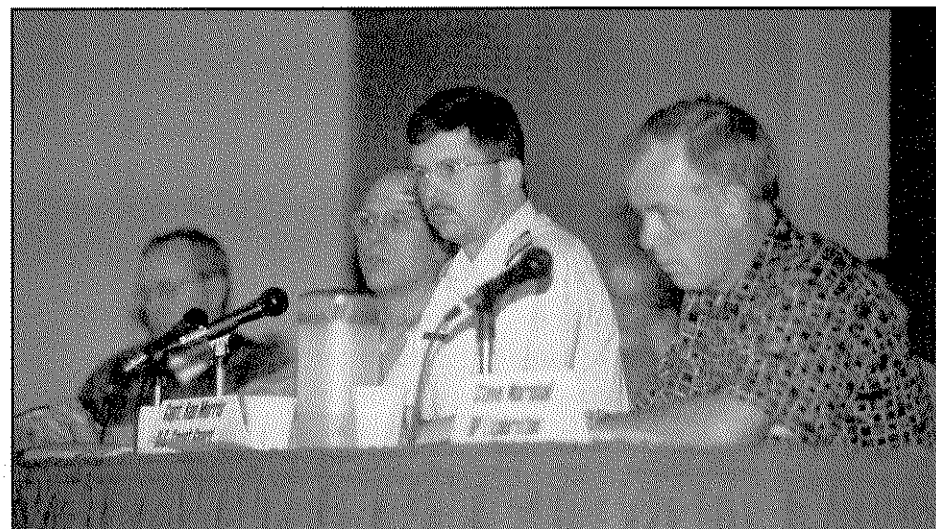
Services, oil shipping companies, the U.S. Coast Guard, the state of Alaska, the Prince William Sound

Community College, and the City of Valdez fire department.

### DRILL, from page 2

first time in any Alaska spill or drill — involve the creation of a Multi Agency Coordinating Committee, also known as a MAC. It will advise the three-member unified command team in charge of managing spill response on the priorities for protecting threatened communities along the eastern side of the Kenai Peninsula and in the Kodiak area.

The MAC portion of the exercises will take place in Valdez on June 15 and 16, according to ARCO.



Brad Hahn, state of Alaska, Ron Morris, U.S. Coast Guard, and Steve Marshall, BP, made up the unified command during BP's September drill. Photo courtesy BP.

### Guest Opinion: Part One

## What is the proper place for chemical dispersants in oil-spill response?

By Capt. Ronald J. Morris  
U.S. Coast Guard, Valdez

As the current Federal On Scene Coordinator and Captain of the Port for Prince William Sound I have been involved in debates regarding the use of chemical dispersant application to an oil spill on numerous occasions. To mount an effective response to a spill with a tremendous potential impact, all available resources must be considered.

The primary tool in all oil spill response efforts remains mechanical recovery. However, from past experiences, it is known mechanical recovery is on the average only 20 percent effective. In the recent BP Spill of National Significance exercise, Western Alaskan participants, i.e. Kodiak National Wildlife Refuge, Kenai Fjord National Park, and Alaska National Wildlife Refuge, established their number one priority to be, "Keep the oil off our beaches." Dispersant application was proposed and used to accomplish this goal.

The dispersant application process requires an assessment of the environmental benefits as well

as damages which could be expected as a result of dispersant application to an oil slick. It is important to realize that the water under a spill is already polluted because oil will disperse naturally, albeit slower,

without the application of chemical dispersants.

When oil spills into water, conditions such as wind, water temperature, and wave energy affect the oil, causing changes in both its chemical and physical properties; a process collectively known as weathering. Following evaporation, natural dispersion, followed by biodegradation, is the most important process in the breakup and disappearance of a slick. Once weathering has reached a certain stage, usually between 48-96 hours, the effectiveness of chemical dispersants may be reduced. Hence the decision to

apply chemical dispersants must be made relatively quickly to gain maximum benefit. Chemical dispersion of the oil augments the overall clean up effort by enhancing the natural dispersion.

Once under the surface, the dispersed oil plume undergoes rapid dilution thereby facilitating the natural biodegradation processes by creating greater surface area exposure for the oil eating micro-organisms to access the oil. Dispersant application ultimately increases the effectiveness of the response by reducing beach impact, reducing the amount of free floating oil on the surface where it harms sea birds and mammals, and by making the remaining free floating oil less adhesive to birds and mammals.

There have been concerns



Capt. Ron Morris

**Editor's note:** This is the first part of a two-part article by Captain Morris on the use of chemical dispersants to respond to crude oil spills. The opinions expressed here are his own and not those of the citizens' council. The second part, as well as a response from the citizens' council, will run in future Observers.

voiced from the public over the potential carcinogenic effects of dispersants. Scientific studies show the particular dispersants which would most likely be used in this area are not carcinogenic. They may irritate the skin and eyes if a person was to come in close contact with the chemical. However, considering the current dispersant guidelines do not allow for application in shallow water and near shorelines, the effect on any human population should be minimal if any at all.

Coming up in the next Observer: Part Two — What happens to dispersed oil in sea water?



## Symposiums in Valdez, Anchorage, mark anniversary of Exxon Valdez spill

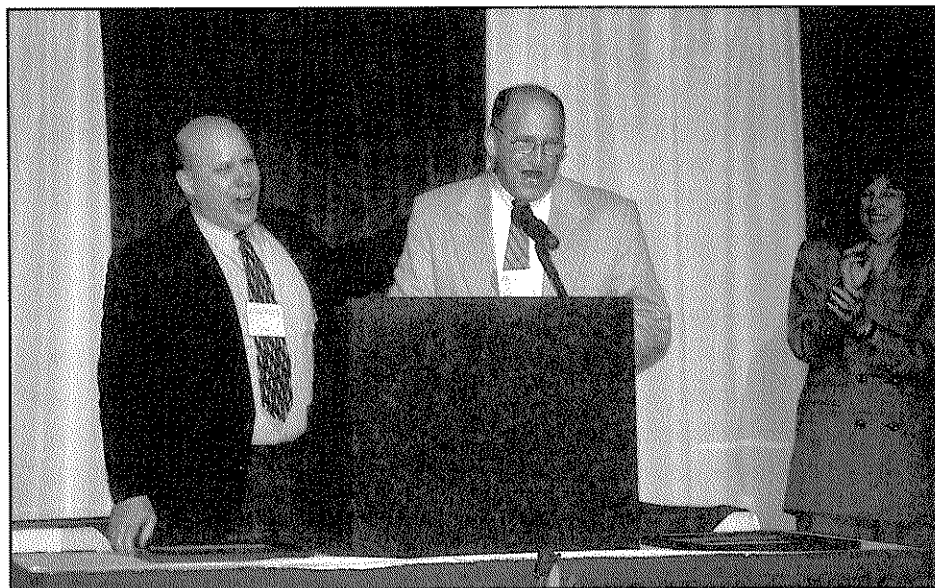
Hundreds of scientists, reporters, oil-industry officials, citizens, government officials, environmentalists, demonstrators and foreign visitors came to Alaska in March for symposiums focused on 10th anniversary of the 1989 Exxon Valdez oil spill.

The "Partners in Prevention Symposium," of which the citizens' council was a co-sponsor, was in Valdez March 21-22. It focused primarily on safety improvements to the oil transportation system since 1989.

The Alaska Legislature saluted the Valdez symposium in a proclamation signed by House

Speaker Brian Porter and Senate President Drue Pearce. They said the symposium helped Alaska "maintain its resource development while protecting the environment," and noted the work of Dr. JoAnn McDowell, president of the Prince William Sound Community College and a citizens council board member, in organizing the event.

The "Legacy of an Oil Spill" symposium, sponsored by the Exxon Valdez Oil Spill Trustee Council, was in Anchorage March 23-26, focusing primarily on environmental restoration in Prince William Sound since 1989.



**NEVER A DULL MOMENT** — BP's Bob Baldwin and ARCO's Vic Goldberg enliven proceedings at the Valdez Partners in Prevention Symposium with a stirring rendition of "Heave, Ho, We're the Men of the Merchant Marine." Photo: Stan Jones, Citizens' Council.

## Alyeska, council, agree to new funding pact for operations through the year 2001

Alyeska Pipeline Service Co. and the citizens' council have agreed to a new funding agreement that will finance council operations until January 2002.

Alyeska will pay the council \$2.5 million in 1999 and the same amount, adjusted for inflation, in 2000 and 2001.

That represents an increase from the Alyeska funding level of \$2.1 million for the last three years, but is still somewhat lower than if the council's original 1990 funding of \$2 million had kept up with inflation. That would have brought the funding level to \$2.64 million for 1999.

Though the Alyeska payment will rise under the new agreement, it will still not permit the council to operate at the same level as in the recent past, when council spending has been about \$2.8 million per year.

The council was able to spend more than it was receiving from Alyeska because, in the council's early years, it did not spend all it received from Alyeska. That money was invested and has been used in recent years to supplement the Alyeska payments and permit a larger scale of operation by the council.

With this reserve now

depleted, the council will function entirely on the Alyeska payment except for grant money it receives from other parties. That is expected to require a spending drop to \$2.7 million for the next fiscal year, which starts July 1. The projection assumes the council will receive about \$200,000 in grants from other sources.

John Devens, executive director of the council, said shrinking the budget will be difficult, but he hopes to be able to maintain essential functions despite the reduction.

"We're willing to bite the

bullet this time because everyone else is, due to the low oil prices of the past year," Devens said. "However, looking down the road, I have to say that we regard safety as a fixed cost of moving oil through Prince William Sound, and we don't believe it should be unduly subject to oil price fluctuations."

The contract, which is in effect as long as oil flows through the trans-Alaska pipeline, guarantees not only the council's funding, but also its independence and gives it the same access to the Valdez tanker terminal as government regulatory agencies.

## Coming back to Alaska is welcome change for Alyeska VP

**By Dan Hisey**

Alyeska Pipeline Service Co.

As the new Senior Vice President of the Valdez Business Unit, I appreciate this opportunity to tell you a bit about myself and my family and share with you my commitment to the future of safe oil transportation.

I am not new to Alaska or Alyeska Pipeline. From 1991 to 1995, I was on loan from ARCO to Alyeska and served as a business unit leader managing pipeline operations. All told, I spent nearly 19 years with ARCO, 15 years of which was spent right here in Alaska. I have a mechanical engineering background and have worked in operations, maintenance and project engineering at Prudhoe Bay.

Immediately prior to joining Alyeska, I served as Vice President of Environment, Health and Safety at ARCO's corporate headquarters in Los Angeles. I have to say, returning to Alaska is something that thrills not only me

but also my wife Belinda and my two sons, Robert and Drew. Robert is in the 4th grade and Drew is in 5th. Our oldest son is in college and plans to visit us this summer. I'm looking forward to buying a boat and enjoying the outdoor activities in Prince William Sound.

I recently attended the Partners in Prevention symposium held in Valdez. It provided me with an opportunity to reacquire myself with some old friends, and meet some new faces. Partnerships that few of us could have imagined 11 years ago were evident and the resulting accomplishments of those efforts worthy of recognition. The atmosphere at the conference was

one of commitment to safe oil transportation.

Partnering is something I strongly believe in. I don't believe any one person has all the answers. We need many voices

discussing the issues. I look forward to "lively" discussions with our many partners. We won't always agree but as long as we all have the same goal of safe oil transportation, we'll have a connection that will help us work together.

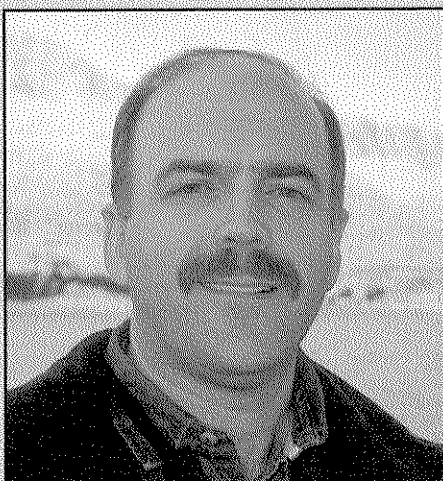
We each have a piece of the knowledge and we need to put it together to find the right answers. Different opinions, different backgrounds, different cultures. These all provide a unique perspective that will help improve

our transportation system.

This is what you can expect from me during my watch. I am committed to the safe transportation of oil, both in Prince William Sound and along all 800 miles of the pipeline. I am committed to continuous improvement. We have dramatically reduced the risk of another spill occurring and heightened our ability to respond if there is another spill. We'll take that knowledge and find ways of doing our work better. We must keep vigilant. The fear now is complacency. Each day we need to refocus on our mission in Prince William Sound.

I am relying on each of you to help me see what I can't, to make me aware of issues before they become problems. It's everyone's job. It doesn't matter if you're a member of the citizens' council, a regulator, a member of the community or a Trans-Alaska Pipeline System employee. The result is the same: to succeed we have to work together.

### Alyeska Report



**Dan Hisey**



# Agency, Oilwatch disagree on post-spill improvements

A decade after the Exxon Valdez oil spill, how are we doing?

That question, much discussed at tenth-anniversary symposiums held in Anchorage and Valdez, was also the subject of scorecards released in March by the Alaska Department of Environmental Conservation and the advocacy group Oilwatch Alaska.

Both groups tackled the same question: How well have government, industry and other interested parties done at adopting the 59 improvements recommended in 1990 by the Alaska Oil Spill Commission after the Exxon Valdez spill?

The groups came to dramatically different results.

"The obvious conclusion one reaches when reviewing the recommendations is that the totality of measures implemented has been substantial," wrote Leslie Pearson and Larry Iwamoto, two employees of the Department of Environmental Conservation who prepared the agency's 26-page analysis of post-spill improvements.

Not so, according to Oilwatch Alaska. "We regret to report the grade of 'F' for Failure to Act on the most important recommendations that can reduce risk," Jim Sykes and Walter Parker wrote in their 24-page review. Sykes is executive director of Oilwatch and Parker was chairman of the oil-spill commission.

Some of the starkest differences between the two

reviews dealt with two sections of the post-spill recommendations that focus most directly on preventing and cleaning up oil spills. Those sections have to do with oversight by the state and federal governments.

Recommendation 11, for example, called on the state to "adopt stringent standards regulating the transportation of oil in its own waters without fear of federal preemption."

The environmental conservation department gave the state a score of 100 percent for complying with Recommendation 11, citing oil-spill response planning standards passed by the Alaska Legislature in 1990 and the Oil Pollution Act of 1990's guarantee that states can enact their own laws and regulations free from federal preemption.

But Oilwatch gave the state an 'F' on Recommendation 11. The group acknowledged some of the changes cited in the environmental conservation department's evaluation of Recommendation 11, but said they hadn't made much difference.

There were a few areas of agreement. On Recommendation 36, calling for a tracking system for all large vessels in Prince William Sound, Oilwatch gave an 'F' and the environmental conservation department gave a rating of 0 percent because the system now tracks only oil tankers.

As the environmental conservation department noted in its generally favorable summary of the recommendations, "That is not to say, however, that all

recommendations have been implemented or that those which were have fully met the intent of the (Alaska Oil Spill) Commission.

Both reports are available to the public. The Oilwatch report is on the Internet at <http://www.alaska.net/~oilwatch/ftarpt.htm> or can be ordered by contacting Oilwatch Alaska, PO Box 1553, Anchorage, AK 99510.

(907)277-8910. Email: [oilwatch@alaska.net](mailto:oilwatch@alaska.net)

The other report can be obtained by contacting the Alaska Department of Environmental Conservation, Prevention and Emergency Response Program, ATTN: Leslie Pearson, 555 Cordova Street, Anchorage AK 99501. (907)269-7543. Email: [LPearson@envircon.state.ak.us](mailto:LPearson@envircon.state.ak.us).



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# Is it time to form an International Citizens' Advisory Council?

**By John S. Devens, Ph.D.**  
Executive Director

Do those of us who have experienced the devastation of a major oil spill have a responsibility to share our knowledge with citizens in other parts of the world? That is a question that was recently discussed at the Partners In Prevention symposium held in Valdez this past March.

Representatives from Alaska, France, Russia, and Scotland held a round table discussion about common experiences and problems related to oil spills, the technology and systems available to prevent oil spills, and the importance of citizen involvement in the planning and operation of pipelines, storage, and shipping of crude oil.

In 1989 the French organization Syndicat Mixte came to Alaska to offer advice and aid during the Exxon Valdez spill. At that time many of us appreciated the comfort and help we received from a group that had experienced a major spill — the Amoco Cadiz in 1978 — and the problems associated with the clean up. Today there is worldwide interest in sharing lessons learned and establishing citizen advisory groups.

During the Partners in Prevention symposium, the

Russians explained their need for information, advice, and help as large corporations are developing major oil fields in their country. The Russians indicated their desire to have the development done in an environmentally safe manner, using the same level of technology in the handling and transportation of the oil as is used in the extraction of the oil from the ground.

The French, Scottish, and Alaskan representatives shared information about how citizens

have been effective in promoting safer handling and transportation of oil and shared information about how their citizen organizations were formed and how they operate.

It was generally agreed that we do have a responsibility to share our knowledge and offer aid on a worldwide basis. It was suggested that the representatives from Alaska, France, Russia, and Scotland represent the core of an International Citizens' Advisory Council.

I don't know how this would work, or how the Prince William Sound Regional Citizens' Advisory Council might raise the funds to participate if the board chose to do so. But I too feel it is a good idea and will be exploring it in coming months.



John Devens



# Busy spring sees the citizens' council all over the map

By Leann Ferry  
Community Liaison

## Valdez

March 1999 was a busy month in Valdez. The citizens' council attended the annual meeting of the Alaska Wilderness Recreation and Tourism Association — one of the council's member groups. The Board of Directors held an abbreviated annual meeting in Valdez on March 4 after high winds prevented several airline flights from reaching the community. The Partners in Prevention Symposium co-sponsored by the citizens' council occurred March 20-22.

## Kodiak Island

In March 1999, the citizens' council took its information booth to the ComFish Alaska 99 trade show in Kodiak. As most of you know, commercial fishing is one of the council's largest constituent groups. This show gave us the opportunity to talk with Kodiak residents about our work.

## Homer

In March, we also took our information booth to the 1999 SeaFair Trade Show — the marine trades and services exposition for Homer.

Our Board of Directors scheduled a quarterly meeting in Homer for May 6-7.

## Kenai Peninsula

In April, we took our information booth to the 1999 Kenai Peninsula Sports Recreation and Trade Show in Soldotna. This show gives us the best single opportunity to talk with Kenai Peninsula residents about the work of the council.

Thanks to all of you who visited our booths in Kodiak, Homer and Soldotna!

## What's New on the Council's Internet site?

Check it out at <http://www.pwsrcac.org>. Recently posted information includes:

**Observer Newsletter:** March 1999 issue

**Report:** Then and Now - Changes in Oil Transportation since the Exxon Valdez Spill

**Research Report:** Newspaper articles from Community Response to Technological Disasters. Disasters like the Exxon Valdez spill disrupt

communities many ways.

**Oil Spill Contingency Plans:** Final Comments 1998 Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan and Request for Additional Information Submittal - March 5, 1999

## We'd Like To Hear From You

Click one button and send us an email anytime directly from our Internet site. You can also subscribe to PWSRCAC\_Hotline, our email announcement list, and receive regular emails about oil transportation issues in the region. You can also post your own messages about oil transportation to the email list. To subscribe, just send an email to [ferry@anch.pwsrcac.org](mailto:ferry@anch.pwsrcac.org)

Remember you can always call our toll free number, write us a letter or send us a fax with questions or comments about our work.

If you know of an organization or audience interested in a presentation about the citizens' council or if you can provide feedback from your community, please let Community Corner know. You may contact me by phone at (800) 478-7221, by email at [ferry@anch.pwsrcac.org](mailto:ferry@anch.pwsrcac.org), or fax at 907-277-4523.

## Community Corner



LEANN FERRY

## Prince William Sound Regional Citizens' Advisory Council

The Prince William Sound Regional Citizens' Advisory Council is an independent, non-profit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet.

The council has 18 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing Alaska Native, aquaculture, environmental, commercial fishing, recreation and tourism, interests in the spill region.

The council 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 Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

*The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.*

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**THE OBSERVER** is the quarterly newsletter of the Prince William Sound Regional Citizen's Advisory Council. It is free upon request to anyone interested in receiving it. Except as noted otherwise, articles in the Observer are written by Stan Jones, Public Information Manager for the council. Questions and suggestions should be directed to him by mail to the council's Anchorage office, by phone to 907-264-6230, or by email to [observer@anch.pwsrcac.org](mailto:observer@anch.pwsrcac.org).