

The Observer

VOLUME 9, No. 3/OCTOBER 1999

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

Inside

Volunteer profile: Michelle O'Leary of Cordova, p.2

Walker is new council president, p.2

Guest opinion on dispersants, Part Two, p.3

Council response on dispersants, p. 3

Alyeska Report with Bob Malone, p. 4

Council writes Congress on double hulls, p. 4

ARCO drill tries community link, p. 5

Guidebook will help communities cope, p. 6

Fire symposium set for October, p. 7

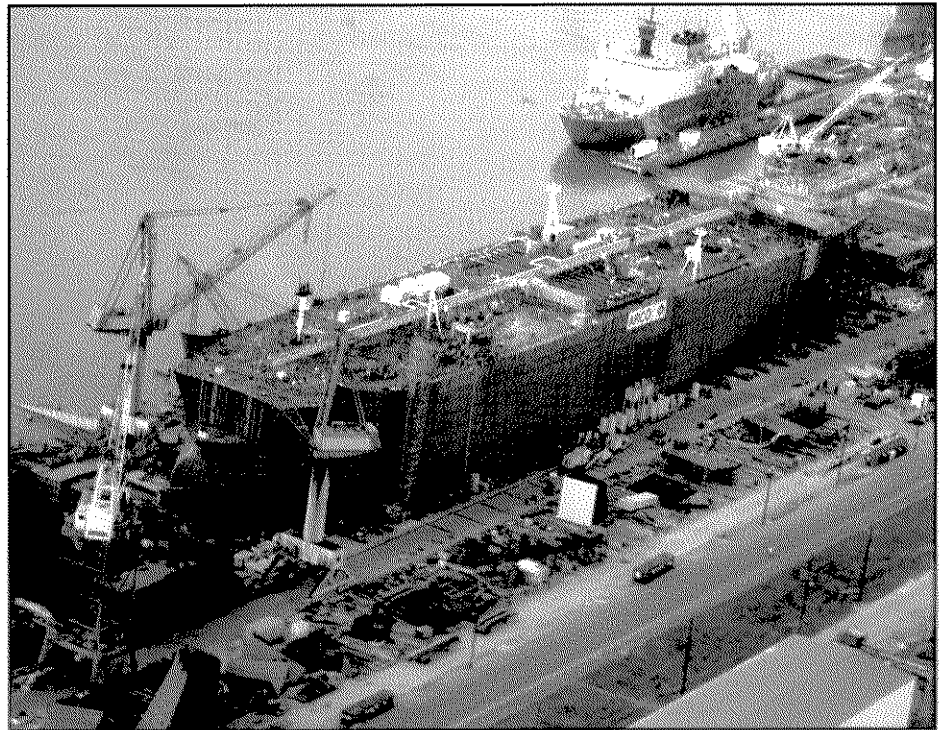
Council writes governor on BP-ARCO deal

The citizens' council in August weighed in on the proposed acquisition of ARCO by British Petroleum. The worldwide deal, valued at \$30 billion, would see BP acquire ARCO's holdings on the North Slope and elsewhere in Alaska, as well as ARCO's tanker operations.

While the Federal Trade Commission has anti-trust authority to approve or oppose the deal, the agency typically listens to the advice of affected state governors before acting. Gov. Tony Knowles set up a team of top administration officials and hired consultants to study how the deal affects Alaska's interests and formulate a state position.

On Aug. 20, the council wrote Knowles to urge that he require environmental-safety guarantees from British Petroleum before giving the state's OK to the deal.

"The potential is great for the proposed acquisition of ARCO



The citizens' council wants BP to commit to double-hull tankers as a condition of its purchase of ARCO. Shown here, an ARCO double-hull tanker under construction in Louisiana. Photo courtesy of ARCO Marine.

to significantly affect the environmentally safe operation of the Valdez Marine Terminal and associated tankers," wrote John Devens, the council's

executive director.

The council asked Knowles to seek commitments from BP on five points:

See page 2, BP-ARCO

Alyeska system is safe despite claims of whistleblowers, say investigators

Alyeska Pipeline Service Co. was rocked again this summer by whistleblower allegations that the 800-mile trans-Alaska pipeline from the North Slope and the tanker terminal at Valdez are in danger because of poor management, sloppy maintenance, and worker harassment.

But investigations by the citizens' council, the state-federal Joint Pipeline Office and Alyeska found that the system was basically safe though not without its problems.

The allegations, delivered to Congress by letter in early July, concluded with a warning of a

catastrophe of "biblical proportions."

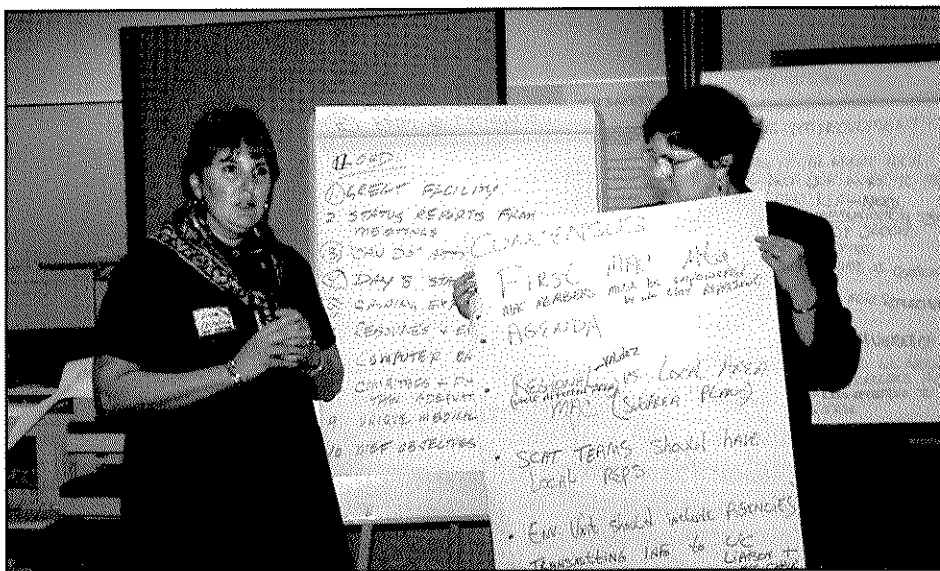
"It is not a matter of 'if' it will occur, it is a matter of 'when'," wrote James Whitaker, a former inspection supervisor at the tanker terminal. Whitaker sent a signed letter. The other six whistleblowers remained anonymous, sending a separate, unsigned letter.

The citizens' council, which reviewed only the allegations about the vapor recovery system at the tanker terminal, concluded

that many of the specifics were true, but already known. Where the council disagreed, wrote Valdez-based Project Manager Joe Bridgman, was with the claim that the vapor system's acknowledged problems meant it was headed for disaster.

"We believe the system's operation and maintenance is improving as the people performing these tasks gain experience and knowledge," Bridgman wrote in the council's report. Heightened scrutiny by

See page 5, ALYESKA



FIRST TIME — ARCO's June oil-spill drill saw a special committee for community stakeholder input activated for the first time in any drill since the Exxon Valdez spill. Here, Anne Castellina of the National Park Service and Linda Freed of the Kodiak Island Borough present information at a meeting of the Multi-Agency Coordinating Committee, or MAC. In the event of another spill, it would be a vital tool for seeing that local priorities were recognized. *See also John Devens' column, p. 5. Photo by Stan Jones.*

NON PROFIT ORG.
U.S. POSTAGE PAID
ANCHORAGE, AK
PERMIT NO. 836

Volunteer Profile

Long-time council worker has found her paradise in Cordova

Michelle Hahn O’Leary figures she must have lived in Alaska in a past life. As a kid in Oregon, she did all her book reports on Alaska and dreamed of coming here. She even looked at a map and picked the spot where she’d like to be: Montague Island in Prince William Sound.

When she finally did come north, it was because she met someone from Cordova who told her about the community. She looked it up on the map and decided the time had come.

“Cordova was next to Montague,” she recalled during an interview at her beachfront home near Cordova. “I came up right after my 18th birthday.”

That was 25 years ago, and she’s still in Cordova, no longer a youngster in search of place and mate, but now one of the fishing town’s solidest citizens, a pillar of the community. Last February, the local newspaper chose Michelle and husband Mike O’Leary as Cordova’s Citizens of the Year.

They fish commercially, volunteer in the club that manages the Mt. Eyak ski hill, and have been active in oil-spill issues since the Exxon Valdez spill of March 1989. Michelle has volunteered for the citizens’ council in various roles since 1991.

She heard about the Exxon

spill not from someone in Cordova, but when a friend telephoned from Seattle to report seeing it on television the morning of March 24.

“We just felt like we got kicked in the stomach,” she said. “We both knew our lives wouldn’t be the same.”

Their reaction, Michelle said, was “ ‘What can we do?’ My focus turned to trying to prevent any more spills in the future.”

In the following months, she helped persuade U.S. Sen. Murkowski that citizens’ advisory councils should be mandated in the federal legislation being drafted in response to the Exxon Valdez spill. And she helped convince James Hermiller, then president of Alyeska Pipeline Service Co., to accept the idea of citizens’ councils rather than fighting it.

She served on the citizens’ council board from 1991 through 1998, and now serves on the

Scientific Advisory Committee and the Community Impacts Working Group, which recently produced a guidebook for communities facing manmade disasters such as oil spills.

She’s happy, she says, to give up being responsible for “everything” as a board member and to be able to focus instead on projects as a committee volunteer. One favorite example is the disaster guidebook. “In this town, we’re still feeling strongly the effects of the oil spill,” she said. “I would hope this guide might help other communities facing this kind of problem.”

When teenager Michelle Hahn showed up in Cordova in April 1974, her last job Outside had been a minimum-wage position as women’s custodian at a country club in Oregon.

Her first Alaska job was raking kelp in Prince William Sound. She made \$1,500 in nine

days and didn’t have to work again for months.

“I recreated for the entire summer and thought that I had found paradise,” she said.

A better job wasn’t the only thing she found soon after moving to Cordova. She also found Mike O’Leary walking out of Davis Superfoods one day.

“It was love at first sight,” she said. “It really was.”

By the end of the summer they were living together. They married in 1980.

Together they built a home just outside Cordova on Eccles Lagoon, rumored to have been a bootlegging center in the old days. The house is remote – the only way to get there is by boat or by a half-mile footpath.

Today, they live entirely on income from commercial fishing. Between them they have two fishing boats and hold four commercial fishing permits — two for herring and one for salmon in Prince William Sound, and one for salmon in Bristol Bay.

All of which helps explain what made Michelle and Mike pitch in as they did after the oil spill of March 1989.

“Alaska had given us this fabulous life style,” Michelle said. “What could we do to give something back?”



Michelle Hahn O’Leary with Sugar

Walker is new president

Bill Walker, long-time Valdez representative on the citizens’ council, was elected to a one-year term as president at the board’s May meeting in Homer.

Walker, who was formerly the board treasurer, also served as president in 1995 and 1996. He replaced Stan Stephens, who had served as president since March 1998.

The other new officers are: vice-president, Margy Johnson, representing Cordova; secretary, Marilyn Heddell, Whittier; treasurer, JoAnn McDowell, Valdez.

The council’s executive committee is the four officers, plus three at-large members. Chosen at the Homer meeting were: Blake Johnson, Kenai Peninsula Borough; Dennis Lodge, Seward; Tom Copeland, Oil Spill Region Environmental Coalition.

BP-ARCO, from page 1

- Cost savings from the takeover should not reduce oil spill prevention and response capabilities in Prince William Sound, or operational safety at the Valdez tanker terminal and its vapor control system.
 - BP should promise to carry out ARCO’s plans for building three Millennium-class double-hull tankers, and should promise to replace its own fleet with equivalent tankers.
 - BP should agree to adopt ARCO tanker operation practices and policies identified as most effective at reducing human error.
 - BP should retain as many experienced ARCO tanker crew members as possible by providing incentives and bonuses.
 - The governing body of Alyeska Pipeline Service Company should continue to ensure a strong voice for minority owners to maintain a competitive “market” for improving environmental protection.
- As the letter to Knowles was being drafted, the council

was sponsoring a statewide poll on the BP-ARCO deal. The poll, by Ivan Moore Research of Anchorage, showed Alaskans still had relatively little information about the merger’s likely effects on the state but were skeptical it would be a good thing. About 43 percent of the 385 people surveyed opposed the merger, with about 22 percent in favor and a large chunk – 35 percent – still undecided.

Perhaps most revealing, a large majority thought the state’s best bet was to seek commitments from BP rather than simply opposing or supporting the deal.

Sixty-two percent agreed that “Knowles should allow the takeover to go ahead but should impose strict conditions to protect Alaska’s best interests.”

But only 32 percent agreed with the proposition that Knowles “should not allow this takeover to happen. It would be bad for Alaska.”

Twenty-nine percent agreed with the statement that the takeover “is good for Alaska and Governor Tony Knowles should

do everything he can to make it happen.”

The poll’s error margin was 5 percentage points.

On Aug. 23, before the results of the council’s poll were known, Knowles outlined his position on the merger in a speech to the Anchorage Chamber of Commerce. Knowles said he would insist on several conditions as the price of state concurrence. One of them calls for BP to carry out ARCO’s plans to build new Millennium-class double-hull tankers for use in the North Slope trade.

One of the conditions Knowles is seeking from BP is of at least potential concern to the council. That condition would require a reduction in the tariff – or fee – charged for moving oil through the trans-Alaska pipeline.

“It would be a problem if a lower pipeline revenues led to a smaller budget for Alyeska’s oil spill prevention and response system,” Devens said. “That’s our first line of defense in Prince William Sound and we don’t want to see it cut.”

Guest Opinion: Part Two

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

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

According to a literature search and review commissioned by the Prince William Sound Regional Citizens' Advisory Council and released in April 1997, Corexit 9527, a dispersant stockpiled in Prince William Sound, has been shown to be 30-95 percent effective on Alaska North Slope crude in laboratory testing supported by corresponding results of 30-80 percent effectiveness in sea trials. Furthermore, the same review states greater levels of operational effectiveness will be achieved by repeat applications of dispersants and that when dispersants are applied, oil is dispersed in tiny droplets through the upper 15-20 feet of the water column. The dispersed droplets do not resurface, but rather distribute

throughout the ocean with the aid of strong ocean currents.

Once in the water column, the droplets of dispersed oil are exposed to naturally occurring oil-eating micro organisms. These organisms are common in the waters of Prince William Sound. This is not to say that chemically dispersing oil is without disadvantages. The rapidly diluting cloud of dispersed oil, whether it be from natural or chemical dispersion, is potentially harmful, for a short period of time (hours), to planktonic plants and



Capt. Ron Morris

animals. Dispersed oil could cause mortality to bottom dwelling species if dispersants were applied to slicks on shallow water. For this reason, dispersants are currently only applied when

sufficient water depth, more than 30 feet, exists to allow for dispersion without bottom impact.

The decision to apply dispersants involves making environmental tradeoffs, keeping net environmental benefit as the goal. Because

of all the issues involved in this decision process, the best time to

Editor's note: This is the last part of a two-part article by Coast Guard Captain Ronald Morris on the use of chemical dispersants to respond to crude oil spills. (The first part ran in the May 1999 Observer.) A response by the citizens' council appears below.

discuss dispersant application is not during a response, but rather in the planning process when pre-approved zones are determined. Pre-approval does not mean dispersants will automatically be used, and certainly will not be used in place of mechanical recovery. Everyone involved in a spill response has the same goal: mount an effective response while minimizing the environmental impact. The U.S. Coast Guard supports the use of chemical dispersants to achieve this goal.

Council Response

Dispersant use requires caution, as well as much more scientific research

By **Lisa Ka'aihue**
Project Manager

Of all the options for responding to oil spills, the citizens' council strongly endorses mechanical recovery as the primary strategy. Mechanical recovery, such as the use of booms and skimmers, removes oil from the environment. Dispersants do not remove oil. They break it up into small droplets and disperse it through the water column, thus preventing the formation of slicks that could move into sensitive environments.

We recognize there may be times when dispersant use is the best option but this is a very complex decision that needs to be supported by the best available scientific research. We do not believe the research is there yet to fully support dispersant use in our region as a primary response strategy.

We understand there are both advantages and disadvantages to dispersant use. The biggest advantage is dispersants' ability to

keep oil from reaching beaches, especially sensitive intertidal zones. We have a great deal of knowledge, thanks to the *Exxon Valdez* research over the last ten years, about what oil stranded on the beaches does to the organisms living there. The environmental damage can be immense and long-lasting.

On the other hand, we understand little about how chemically dispersed oil affects the water column and the species that live there. We have seen an increasing emphasis on the use of dispersants in the last few major oil spill drills, such as the BP drill in September 1998. Simulated dispersant use has become almost automatic in these drills.

But dispersant use is not a cut and dried decision by any means. It requires an assessment of the damages as well as the environmental benefits to be expected. Because we know

relatively little about the long-term fate and effects of dispersant use in our region, as outlined in the literature review we commissioned, we are often faced with trading a known adverse impact — oil on a beach — for a complete unknown.

As we try to preserve our environment and lifestyles for future generations, we should be cautious about taking the unknown path. This is why we grow increasingly alarmed at the ease with which dispersant use is

simulated during oil spill drills. We hope this does not create a presumption that dispersants will be used automatically during a real oil spill.

The citizens' council disagrees with many of the claims made by Capt. Morris in his guest opinions. When one looks at the body of knowledge surrounding chemical dispersants, one quickly realizes there are still many more questions than answers about their use in our region.

We would like to see the claims made by various people — scientists, industry responders and regulators — to be demonstrated. To this end, we support research, such as the current toxicity testing being conducted by the Alaska Department of Environmental Conservation on Alaskan species, that will help us understand all the implications of dispersant application. Until then, the citizens' council continues to take a dim view of chemical dispersant use in our region as a primary response strategy.



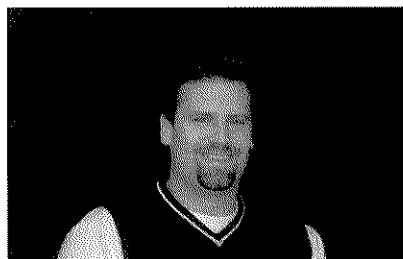
Lisa Ka'aihue

New faces arrive, familiar one leaves Valdez office

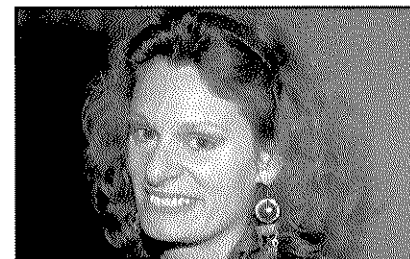
The Valdez staff of the citizens' council saw several changes over the summer. Project manager Joel Kopp, a council employee since 1995, left in August to start work on a master's degree at the University of Washington in Seattle.

Rica Salvador, longtime administrative assistant in Valdez, became a project manager with Kopp's departure.

Also in Valdez, Jenny Quinlan was hired as an administrative assistant and Donna Walsh as an executive assistant.



Joel Kopp



Rica Salvador

Changing things for the better depends upon leadership by each one of us

By Bob Malone, President
Alyeska Pipeline Service Co.

"Men make history and not the other way around. In periods where there is no leadership, society stands still. Progress occurs when courageous, skillful leaders seize the opportunity to change things for the better."

When Harry S. Truman made that remark he didn't know he was describing leadership by citizens in Alaska. But he was. A group of courageous leaders at the Regional Citizens' Advisory Council has provided advice and guidance to me and to Alyeska Pipeline Service Company that has helped make this one of the best transportation systems in the world. In fact, many Alaskans have shown leadership when it comes to the safety of the Trans Alaska Pipeline System. Thank you for that. It is through your effort that things have changed here for the better.

When I first started working for the Trans Alaska Pipeline System in 1993, serious concerns were being raised about the integrity of the system by employees, citizens, regulators

and even members of Congress. I was at BP Pipeline at the time, and I remember how seriously Alyeska and the pipeline owner companies took these concerns. I also remember hearing from the Regional Citizens' Advisory Council and other groups about how much we needed to change.

You may remember the extensive audits that were conducted and the resources that were spent fixing the system. From building a new \$100 million tanker vapor control project to upgrading electrical work at the terminal, from new tractor tugs in Prince William Sound to organizational changes that placed more workers in Valdez, we have made many improvements to the system. These improvements have come through partnership built on trust. I believe the citizens' council

provides me with advice I use to make thoughtful decisions about the company. Many other changes are yet to come, based on comments and suggestions from

employees and citizens alike.

The latest change is our effort to create an open work environment, and the fact that some pipeline system employees still fear raising concerns through management. Listening to the work force is how we learn

what's working well and what is broken, and it is critical to our success in the future. If you've been reading the newspapers you'll know that some of our employees do not believe they can raise their concerns through the company. I am going to make sure that everyone feels comfortable raising an issue with my management team and me.

I am leading a task force that I

have charged with the responsibility to prepare a report on the allegations made by employees that the pipeline system has some serious problems. In late September, this report will be provided to our employees, owners, Congress, the Department of Interior, the state of Alaska and our external stakeholders. The report will be a comprehensive update of what has happened at Alyeska during the past six years. It will also contain an appendix detailing the history and status of the each of the 57 allegations, and a summary of the status of programmatic issues, such as the quality program, the drawing update program, and records management. I hope it will help answer questions about the state of the pipeline system.

I remain proud of the progress we've made with the help of employees, contractors, citizens and regulators. And I look forward to the next challenge of creating an open work environment where employees can become leaders when it comes to raising concerns. Like Harry Truman, I believe real progress occurs when we all become leaders and change things for the better.

Alyeska Report



Bob Malone

Citizens' council calls on Congress to uphold double-hull tanker requirements

The citizens' council in June urged Congress to preserve a federal requirement that all oil tankers in U.S. waters have double hulls by 2015.

The requirement, an outgrowth of the Exxon Valdez oil spill of 1989, was written into the Oil Pollution Act of 1990. The Exxon spill released approximately 11 million gallons of North Slope crude oil into Prince William Sound. A later analysis by the U.S. Coast Guard estimated a double hull on the tanker could have cut the size of the spill as much as 60 percent.

In June 29 written testimony to Congress, William M. Walker, president of the citizens' council, noted that double hulls were identified as a powerful technique for preventing oil spills long before the Exxon accident.

"The citizens of coastal Alaska have wanted only double hull tankers carrying oil in their waters since before the trans-Alaska pipeline was built," Walker wrote. "The message we bring from the citizens of Alaska, many of whom continue to be

severely and adversely affected by the Exxon Valdez spill, is that Congress should keep the double hull requirements in place."

Walker's comments were directed to the U.S. House Subcommittee on Coast Guard and Maritime Transportation and Infrastructure, which held a hearing on the double-hull issue.

Despite the mandate in the Oil Pollution Act, no new double-hull tankers have been introduced to the Valdez oil trade since the act was passed. The average age of the fleet now exceeds 20 years, making it one of the oldest fleets operating in U.S. waters.

Walker identified this as a major concern of the citizens' council, and said Congress should make it clear to the oil transportation industry that the phase-out deadline of 2015 will stand. Otherwise, Walker said, the industry may delay construction of double-hull tankers so long that it will be difficult or impossible to meet the deadline.

"It seems reasonable to
See page 7, **DOUBLE HULLS**



Regional Citizens' Advisory Council

Subscribe to the Observer!

Keep up with the news about oil tankers, oil spill prevention and response, activities of the citizens' council, and other issues related to oil transportation in Alaska waters.

The Observer is published four times a year and is free to anyone interested.

To get on our mailing list, just fill out the form below and mail it to us. Or send an email to observer@anch.pwsrac.org with your name and full mailing address. Or you can call us at 1-800-478-7221.

For more information on the citizens' council, including the full text of recent Observers, visit our Web site at www.pwsrac.org.

Sign Me Up!

Name: _____

Address: _____

City/St/Zip: _____

Return to: Prince William Sound Regional Citizens' Advisory Council
3709 Spenard Rd. #100
Anchorage, AK 99503

ARCO's summer drill tries out important community link for the first time

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

I was happy to see ARCO incorporate a "MAC" — for Multi-Agency Coordinating Committee — at its June oil-spill drill in Valdez.

It was the first time any Prince William Sound drill had activated this special committee that links communities and stakeholder organizations directly into the spill-response process. The MAC allows participants to feed local knowledge to the industry and government officials managing a spill response. In turn, the MAC relays information from response managers back to the communities and organizations.

At the ARCO drill, the MAC was made up of representatives from the Kodiak Island Borough, Kenai Fjords National Park, Seldovia, Nanwalek, Chugach Alaska Corp. and the citizens' advisory councils for Cook Inlet and Prince William Sound. The committee met almost continuously during the drill and,

among other things, presented three recommendations on response strategy to the Unified Command team in charge of the drill.

This drill and its use of the MAC re-established the importance of local input in setting priorities for local communities and organizations. We cannot allow representatives of the spiller, the state of Alaska or the federal government to set local priorities. They have a slightly different agenda than the citizens and organizations of the area. The MAC is the mechanism for ensuring that local priorities are recognized. In a real spill, it would be a vital tool for reducing the frustration, animosity and misunderstandings that plagued the response to the Exxon Valdez spill.



John Devens

In a real event, we would probably not have the convenience of having most MAC representatives present at the spill-response headquarters in Valdez. Instead, they would likely remain in their own communities or workplaces to help there, and the MAC would need support at the headquarters — someone to represent it before the Unified

Command, transmit observations and verifications to the MAC, and be the conduit through which information flows.

In addition, oil-spill response plans call for the activation of up to three regional MACs, depending on the size and geographic reach of the spill, which would increase the need for

logistical support at spill-response headquarters.

Assuming we were provided with the necessary resources, we believe the citizens' council could be a good vehicle for that role.

During a spill or drill, we are charged with observing, verifying, advising, and informing industry, agencies, and citizens — activities that all are needed to support the MAC.

In addition, the council's board members represent spill-affected communities and organizations. Many of our board members are experienced and trained in the area of oil spills, and many might be chosen to represent their communities on the MAC. In the ARCO drill, for example, Steve Lewis represented Seldovia on the MAC, just as he does on the board of the citizens' council.

All of this means our council is uniquely qualified and structured to help the MAC perform its vital roll in a major oil spill.

Alyeska system said to be safe despite concerns of whistleblowers, from page 1

Alyeska and regulators is helping, too, Bridgman concluded. As a result, he wrote, the system is still "safe from all reasonable risk of catastrophic fire and explosion."

The council's report said the best way to improve safety at the terminal is to implement the

recommendations that have come out of previous investigations. "Follow-through is the single biggest challenge in making the TVCS (Tanker Vapor Control System) as safe as it can be," Bridgman wrote.

The Joint Pipeline Office,

which oversees the pipeline system for the state and federal governments, came to a similar conclusion about the entire Trans-Alaska Pipeline System after studying the whistleblower allegations. "These issues do not currently present a known threat to pipeline integrity," the agency's report said. "While these issues are being resolved, TAPS remains safe to operate."

Alyeska also said that most of the allegations were on known issues already being worked. At Observer press time in early September, the company was expecting to deliver a detailed report on the allegations later in the month, according to Alyeska President Bob Malone.

(See also Malone's column on pipeline safety, p. 4.)



HEAVY LIFTING — A Coast Guard helicopter approaches Busby island with part of the equipment for an ice-detection radar project sponsored by the citizens' council. The radar, which went into operation early this month, will look west into the tanker lanes and, the developers hope, provide mariners with real-time information about icebergs from Columbia Glacier that might threaten oil tankers and other vessels. To date, no technology except the human eye has proven effective at spotting icebergs, and it doesn't work in darkness or fog. The project is being managed for the council by the Center for Cold Ocean Resources Engineering, an applied-research corporation in Newfoundland. Results of the test program should be available by the end of the year. Photo by Alexander Kotlarov.

Devens will spend more time in the Valdez office

At its May meeting in Homer, the citizens' council board accepted a proposal from Executive Director John Devens that will increase the amount of time he spends in the council's office in Valdez.

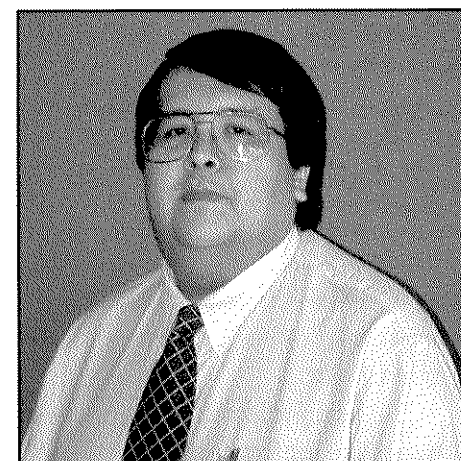
Devens will spend about 50 percent of his time in Valdez and 25 percent in Anchorage, with the remainder spent in the council's other member communities in the region affected by the Exxon Valdez Oil Spill, and in travel outside the region.

Previously, Devens spent about half his time in Anchorage, 25 percent in Valdez and 25 percent traveling.

In other business at the

Homer meeting, the board seated Darrell Totemoff to represent Chenega Bay on the council board. He replaced Larry Evanoff.

The board's fall meeting was Sept. 23-24. The winter meeting is in Anchorage, Dec. 2-3.



Darrell Totemoff, Chenega Bay

Guidebook to help communities cope with oil spills, other man-made disasters

By Lisa Ka'aihue
Project Manager

In the chaos of the Exxon Valdez oil spill, communities from Cordova to Kodiak found their social and economic fabric stretched to the breaking point, even if they weren't directly oiled.

Armies of outsiders descended on once-isolated hamlets. People didn't know what was going on or how to help. Business functions were disrupted as low-paid workers left for lucrative cleanup jobs. The demand for public services went up when fewer people stayed on the job to provide them. Citizens were divided against each other over whether to take those cleanup jobs. Family schedules were knocked out of whack. Lawyers and litigation became a way of life. As the value of fishing boats and permits dropped, livelihoods vanished and so did the assets people had counted on for retirement.

Mayors, citizens and city administrators grappled with these problems largely on their own and made up solutions as they went along. There was no instruction manual for dealing with the socioeconomic strains of the spill.

But if there's another major oil spill or some other man-made disaster in Alaska, things will be different, thanks to a guidebook for communities and citizens developed by the citizens' council.

The guidebook, "Coping with Technological Disasters," grew out of a belief among the founders and early members of the citizens' council that communities in Prince William Sound, the Gulf of Alaska and Cook Inlet got far too little help coping with the stresses of the spill and cleanup ten years ago.

"We couldn't find anyone who could give us any hint of how to respond to this disaster other than to document everything," said John Devens, mayor of Valdez at the time and now executive director of the citizens' council. "This is an extremely user-friendly workbook that will help communities and organizations get through man-

made disasters."

One of the main points to bear in mind, according to the guidebook, is that man-made disasters affect people very differently than do natural disasters.

In a natural disaster, a community pulls together. But in a man-made or technological disaster, it tends to fall apart, according to Dr. Steve Picou of

ongoing litigation and chronic psychological stress. . . . Fear of continued toxicity in the environment, of enduring threats to physical health, of long-term threats to traditional food sources and occupations, all lead to chronic problems difficult to understand, difficult to diagnose and difficult to treat."

The guidebook is based primarily on Picou's research on

problems from the spill. The outreach included radio programs, leaflets on such topics as how to manage anger and overcome depression, a newspaper series on coping with man-made disasters, and a peer-listening program in which community members were trained to counsel their neighbors.

In 1997, the researchers did a follow-up survey and concluded that the outreach, even though it was brief and came long after the Exxon spill, was of at least modest benefit to troubled Cordovans. They became more likely to seek help for their problems, according to Picou and his researchers. They also showed lowered levels of distress related to the Exxon spill.

The guidebook includes techniques identified as effective by Picou and other researchers, as well as ideas generated by Cordova residents and citizens' council staffers based on the experiences of the Exxon Valdez spill. The 50-page guidebook is divided into sections explaining what to expect and what can be done by community groups, individuals and families, local governments and small businesses.

Several reviewers of draft versions of the guidebook said they thought it would be useful if a man-made disaster should befall their communities.

"The guidebook provides an excellent pattern for holistic planning," wrote John Baalke, administrator for the Pedro Bay Village Council. "It considers all levels of the community — groups to individuals — and all elements of community life — government, economics, mental health, social well-being, etc."

* * *

Copies of "Coping with Technological Disasters" are available from the Prince William Sound Regional Citizens' Advisory Council. For contact information, see the back page of the Observer. Besides the 50-page guidebook proper, the document includes several hundred pages of appendices in a separate volume.



Long-time council volunteers Michelle Hahn O'Leary and Kelley Weaverling worked on the disaster guide, released this summer. Photo by Stan Jones.

the University of South Alabama and a string of researchers before him.

"Natural disasters create what can be called a therapeutic community where activities are focused, intense and include governmental mandates for fostering a return of the community to predisaster state. As people pull together to place sand bags on dikes against floods or help neighbors with homes destroyed in hurricanes, individuals, families and communities bond for the good of the whole," the guidebook says. "Technological disasters, conversely tend to produce a corrosive community characterized by unusually high levels of tension, conflict,

how the spill affected Cordova, chosen because it was a community dependent on natural resources and affected by a man-made disaster. In a 1995 survey of Cordova commercial fishermen, Picou and his colleagues found several kinds of problems they believed were lingering effects of the Exxon Valdez spill six years earlier:

- 20 percent of the fishermen who responded had severe anxiety;
- 40 percent had severe depression;
- 14 percent had significant levels of hostility.

Beginning in 1996, local volunteers and the researchers conducted outreach efforts in Cordova to remedy some of the

Council's Anchorage office moves to Spenard

On July 1, the Anchorage office of the citizens' council moved to a new site at 3709 Spenard Road. The council offices take up the ground floor.

The main telephone numbers are the same as before: voice, 907-277-7222 or 800-478-7221. Fax, 907-

277-4523.

The new site offers a slightly lower rent per square foot, said Deputy Director Marilyn Leland, and includes a conference room large enough to accommodate some meetings that usually are held off-site.

NEW OFFICE — The Anchorage office of the citizens' council is now at 3709 Spenard Road. Staffers shown here: Stan Jones, Lisa Ka'aihue, John Devens, Leann Ferry, Becky Lewis, Sandra Arnold Ganey, Andrea Archer. Photo by Stan Jones.



Publications, presentations and reports are available to public from council office

Copies of most documents are available to the public free of charge. A handling fee will be charged for large documents and for requests of more than 10 documents. Contact the council’s Anchorage office (see back page) to order.

Reports

- Site Specific Oil Spill Response Plans for Sensitive Resources Near the Village of Chenega. 8/6/99. Chenega\response\9908.615\jba
- Coping with Technological Disasters: A User Friendly Guidebook. 5/7/99. C\644.98\CIP Guidebook
- Drill Monitoring Annual Report - 1998. 5/7/99. C\605.99.1\1998Annual
- Final Report: Vapor Control Technology and Maintenance Review. 4/23/99. C\629.97.1\Vapor Review
- Then and Now: Changes in Oil Transportation Since the Exxon Valdez Spill. 3/24/99. RCAC\Then and Now\9903\sj
- Biological Invasions of Cold-Water Coastal Ecosystems: Ballast-Mediated Introductions in Port Valdez, Alaska. 12/4/98. C\632.98.1\NIS Progress Report
- 1997-98 Annual LTEMP Monitoring Report. 9/15/98. C\608.98.1\97-98 Annual
- Eleventh Survey Report - LTEMP. 9/10/98. C\608.98.11th\LTEMP
- Site-Specific Response Plans for Sensitive Areas: A Review of Other States’ Methods with Recommendations for Alaska. 9/2/98. C\402.98.1\GRPs
- Prince William Sound Regional Citizens’ Advisory Council 1997-98 Year in Review. 7/1/98. SR\Annual Report\97-98
- Safety Review of the Valdez Marine Terminal Vapor Control System: Preliminary Report. 6/27/98. C\629.98.1\Vapor Review
- Drill Monitoring Annual Report - 1997. 5/14/98. C\605.98.1\1997Annual
- FINAL REPORT: LTEMP Data Analysis of Hydrocarbons in Intertidal Mussels and Marine Sediments, 1993-1996. 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. 3/16/98. C\611.98.1\Sum\LTEMP Data Analysis

Presentations and Papers by Staff, Volunteers and Contractors
Biological Invasions of Cold-Water Coastal Ecosystems: Ballast Mediated Introductions in Port Valdez/Prince William Sound, Alaska. (Report by Dr. Anson Hines, Smithsonian Environmental Research Center.) Presented by RCAC Project Manager Joel Kopp, April 12, 1999. Study Group on Ballast Water and Sediments. Llandudno, Wales

DOUBLE HULLS, from p. 4

predict a huge bottleneck when the demand for new ships exceeds the ability of American shipbuilders to construct them,” Walker wrote. “Congress should evaluate the situation and decide soon whether there needs to be some sort of intervention to achieve the implementation of the double hull requirement.”
On the agency front, the Coast Guard in April turned down an oil-industry proposal that could have extended the service life of some single-hull tankers under the federal Oil Pollution Act of 1990. Some in the industry had asked to be allowed to keep single-hull tankers in operation longer if they were modified to include a double bottom or double sides.
The Oil Pollution Act allows tankers originally built with double sides or double bottoms —

but not both, as that would constitute a double hull – to stay in service up to five years longer than similar tankers with single sides and a single bottom.
In rejecting the industry proposal, the Coast Guard said in a Federal Register notice that Congress had made it clear it didn’t want any tampering with the phase-out schedule in the Oil Pollution Act.
“The OPA 90 double hull requirements were intended to protect the environment from oil spills,” the Coast Guard wrote. In a 1997 amendment to the act, the Coast Guard said, “Congress demonstrated its unwillingness to delay the OPA 90 schedule for the double hull requirement.”
The Coast Guard received numerous comments on the proposal, with the citizens’ council included among organizations opposing the idea.

- Oil Spill Response and Prevention: Can It Happen Again? Panel appearance by RCAC Executive Director John Devens, March 1999.
- Symposium — Legacy of an Oil Spill: 10 Years after Exxon Valdez. Anchorage, Alaska.
- Community Recovery from the Exxon Valdez Oil Spill: Mitigating Chronic Social Impacts. Presenter and co-author: J. Steven Picou, Ph.D., University of South Alabama, RCAC contractor, March 1999. Legacy symposium, Anchorage.
- Community Stress Management for Technological Disasters: A Guidebook for Community Leaders and Mental Health Professionals. Poster presentation by Lisa Ka’aihue, RCAC Project Manager, March 1999. Legacy symposium, Anchorage.
- A Decade of Progress, A Vision for the Future in Prince William Sound (Panel discussion moderated by Mark Hamilton, University of Alaska President). Participation by John Devens, RCAC Executive Director, March 1999. Symposium — Partners in Prevention, a decade of progress in Prince William Sound. Valdez, Alaska
- Valdez over the Last Decade (Panel discussion moderated by Dave Dengel, Valdez City Manager). Participation by John Devens, RCAC Executive Director, March 1999. Prevention symposium, Valdez.
- How Oil Has Affected Alaska. (Panel of former Alaska governors) Moderated by RCAC Board Member Stan Stephens, March 1999. Prevention symposium, Valdez.
- Citizens and Industry Working Together to Make Oil Transportation Safer. Leann Ferry, RCAC Community Liaison, March 11, 1999. 1999 International Oil Spill Conference, Beyond 2000: Balancing Perspectives. Seattle, Washington.
- Team Building.Session chaired by RCAC Executive Director John Devens, March 1999. International Oil Spill Conference, Seattle.

Valdez fire symposium is set for October

The citizens’ council’s second marine fire-fighting symposium will take place Oct. 18-22 in Valdez.
The council is cosponsoring the event with several other organizations from government and industry.
Up to 175 Alaska firefighters can be accommodated, according to Lynda Hyce, the council’s deputy director in Valdez.
Mike Hildebrand, a contractor to the council, is developing 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 session on fighting fires on small boats.
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 is paying expenses, including registration and travel, for 50 professional and volunteer firefighters serving member communities of the council. In 1997, 102 firefighters were certified, almost half of whom were sponsored by the council.
Besides the council, symposium sponsors include Alyeska Pipeline Service Co.’s Ship Escort/Response Vessel System; Crowley Marine 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.
For information on attending the symposium, contact Rica Salvador in the council’s Valdez office. 907-834-5010, 907-835-5957, or by electronic mail at salvador@valdez.pwsrcac.org.

THE OBSERVER is the quarterly newsletter of the Prince William Sound Regional Citizens’ 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 907-273-6230, or by email to observer@anch.pwsrcac.org.

Citizens' council visits Chenega Bay

By Leann Ferry
Community Liaison

John Devens and I visited Chenega on August 10. We had a warm sunny day and a warm welcome by citizens' council board member Darrell Totemoff and IRA Council President Gail Evanoff (also a citizens' council Oil Spill Prevention and Response Committee member). We also visited with former citizens' council board member Larry Evanoff and former citizens' council Oil Spill Prevention and Response Committee member Pete Kompkoff.

We discussed many oil transportation issues with Darrell and Gail and returned with a wealth of information. We also delivered a copy of our Disaster Guidebook, which will help communities deal with the social and economic effects of a catastrophic oil spill or other man-made disaster. We also delivered an offer to work with the community on developing local Geographic Response Strategies for oil spill clean-up.

We learned about some issues in Chenega Bay: airport lighting, which the state of Alaska has on the drawing board for 2002; grading and gravel work to be done at the storage vans housing the community oil spill response equipment; a source of water and a wash-down area are needed for equipment after drills; there is a need to check the condition of boom and other stored equipment; and money is needed to continue the weather observation project at the high school. Also, we learned there has been a reduction in phone lines to and from the community. Plus, we learned the community school needs more education on oil-spill prevention and the Exxon Valdez oil spill.

Citizens' council will soon be 10 years old!

The citizens' council was organized after the Exxon Valdez oil spill in 1989 specifically to increase public involvement in decision making about oil transportation issues in the region affected by the Exxon Valdez oil spill. The citizens' council was

born when it was incorporated as a non-profit in December 1989 under the name Regional Citizens' Advisory Council.

We will celebrate our 10 year anniversary on the evening of December 2, 1999, in Anchorage as part of the council's annual

December board meeting. If you are not currently on our mailing list and would like more information about this event let us know how we can reach you by contacting us through one of the methods described below.

Community Corner



LEANN FERRY

International Citizens and Oil Transportation

This November, John Devens and I will attend a conference on public participation. At this annual conference of the International Association of Public Participation, we will conduct a panel on how citizens in different countries work with the oil industry. Participants will include representatives from Alaska, France, Scotland and Russia.

It's clear that others are thinking in an international direction. After Jean-Baptiste Henry of the Syndicat Mixte visited Alaska for the Partners in Prevention Symposium last March, he reported that the trip showed him that coastal regions in different parts of the world have the same expectations.

"It is sad to report," Henry wrote, "the interests of local citizens are the only interests that are not being represented in the international organizations or in the large world conferences on the problems linked to maritime traffic." (Translated from French.)

We'd Like To Hear From You

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 or 273-6235, or by electronic mail at ferry@anch.pwsrccac.org, or fax at 907-277-4523. To subscribe to PWSRCAC_Hotline and receive regular email announcements about oil transportation issues in the region, send an email to ferry@anch.pwsrccac.org.

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.

Board of Directors

William M. Walker - Pres.
Marge Johnson - VP
Marilynn Heddell - Sec.
JoAnn McDowell - Treas.
John Allen
Charles Christiansen
Wayne Coleman
Tom Copeland
Patience Andersen-Faulkner
Tom Jensen
Blake Johnson
Stephen Lewis
Bill Lindow
Dennis Lodge
Paul McCollum
Stan Stephens
Darrell Totemoff
Tom Walters
Mike Williams

City of Valdez
City of Cordova
City of Whittier
City of Valdez
Community of Tatitlek
Kodiak Village Mayors Assoc.
Kodiak Island Borough
Oil Spill Region Environmental Coalition
Cordova District Fishermen United
Alaska State Chamber of Commerce
Kenai Peninsula Borough
City of Seldovia
Prince William Sound Aquaculture Corp.
City of Seward
City of Homer
AK Wilderness Recr. & Tourism Assoc.
Community of Chenega Bay
City of Kodiak
Chugach Alaska Corp.

Staff

Anchorage

John S. Devens, Executive Director
Marilyn Leland, Deputy Director
Sandra Arnold Ganey, Executive Assistant
Andrea Archer, Administrative Assistant
Joe Banta, Project Manager
Lisa Ka'aihue, Project Manager
Becky Lewis, Project Manager
Leann Ferry, Community Liaison
Daphne Jenkins, Information Systems Manager
Stan Jones, Public Information Manager
Linda Robinson, Financial Operations Manager

Valdez

Lynda Hyce, Deputy Director
Donna Walsh, Executive Assistant
Joe Bridgman, Project Manager
Rica Salvador, Project Manager
Alexander Kotlarov, Project Manager
Jenny Quinlan, Administrative Assistant

3709 Spenard Rd., Suite 100
Anchorage AK 99503
Phone: 907-277-7222
Fax: 907-277-4523

154 Fairbanks Dr., PO Box 3089
Valdez AK 99686
Phone: 907-835-5957
Fax: 907-835-5926

Toll-free: 800-478-7221

Internet: <http://www.pwsrccac.org>
Email: rcac@anch.pwsrccac.org