

The Observer

VOLUME 10, No. 2/MAY 2000

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

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Two-year study confirms tanker ballast water is one way that non-native sea species are transported to Alaska

Two years of follow-up research have confirmed that non-native sea species are reaching Prince William Sound in the ballast water of oil tankers.

The latest research also refines scientific understanding of how the microscopic creatures – or plankton – arrive in ballast water and what can be done to combat it.

The two-year project, a follow-up to a 1997 pilot study, was a joint effort of the Prince William Sound Regional Citizens' Advisory Council and several partners (see below). It was conducted by the Smithsonian Environmental Research Center.

Non-native sea species have established themselves in many freshwater and marine ports around the world, often becoming nuisances that cause environmental or economic problems in their new homes. Well known examples include the introduction of the zebra mussel into the Great Lakes and the Asian clam in San Francisco Bay.

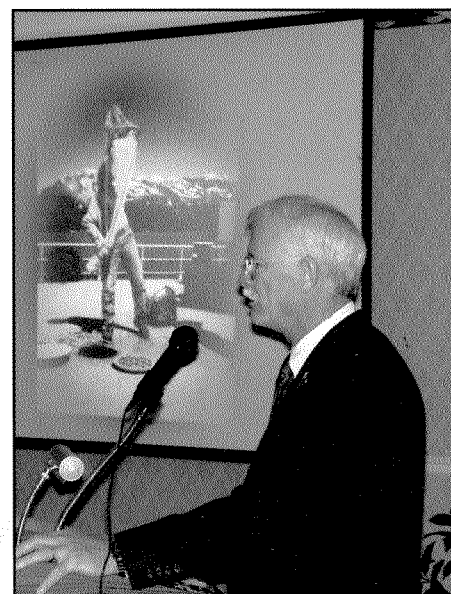
"Our study shows that biological invasions of Prince William Sound are a major concern because of the large quantities of abundant and diverse plankton delivered in ballast water of tankers and other mechanisms of species introductions," said Dr. Anson Hines, the Smithsonian scientist who led the study.

Among the key findings of the latest study:

- About 520 tankers arrived in Valdez during 1998. They released a total of 4.5 billion gallons of segregated ballast water, meaning ballast water that is hauled in clean tanks and is not fouled with traces of crude oil. Segregated ballast water gives hitchhiking organisms their best chance of surviving the trip north to Valdez.

Segregated ballast water made up about 55 percent of all ballast water reaching the Sound, according to the study.

Some tankers carry ballast



Dr. Anson Hines of the Smithsonian Environmental Research Center was a lead scientist in the council's study of non-indigenous species. Photo by Stan Jones.

water in the same tanks used for transporting oil out of Valdez. Oily ballast water from those tanks is virtually free of organisms by the time it reaches the Alyeska terminal in Valdez, where it is cleaned before being

See p. 4, **BALLAST**

Coast Guard recertifies council, says it is open to making process simpler

The Coast Guard on Apr. 4 recertified the citizens' council for another year as meeting its responsibilities under the Oil Pollution Act of 1990.

The word came in a letter from Rear Admiral T.J. Barrett, head of the Coast Guard in Alaska. He said the council fostered the general goals and purposes of the Oil Pollution Act, and was broadly representative of the communities and interest groups in the council region.

Recertification is required

annually by the Oil Pollution Act. As in the past, this year's recertification was unconditional. The agency cited no problems in the council's performance.

This was the first year recertification was handled by District 17, the Juneau-based headquarters for Coast Guard activities in Alaska. Before now, recertification was handled by the Coast Guard's national headquarters in Washington, D.C.

This year saw two other new developments, both of which had

been sought by the council.

One development was the Coast Guard's urging that the oil shipping subsidiaries of BP Amoco, ARCO and ExxonMobil address their concerns with the council at its working level — such as board meetings — before escalating those concerns to the public comment process during the Coast Guard recertification proceedings.

This year, the shipping companies in their comments made many of the same

complaints about the council that they did last year, even though the Coast Guard effectively dismissed those complaints last year, and the shipping companies for the most part did not try to resolve those concerns directly with the council before complaining to the Coast Guard.

"The Coast Guard encourages industry to raise issues with PWS RCAC (the council) at the working level to also foster cooperation and consensus," the

See p. 5, **RECERTIFIED**

Study finds lingering Exxon Valdez oil more problematic than once thought

Oil from the *Exxon Valdez* spill hung around longer and caused more problems for fish than expected, according to research by a federal laboratory near Juneau.

Jeffrey Short, a scientist from National Marine Fisheries Service's Auke Bay Laboratory, presented results of the research to the citizens' council board at its March meeting, in Anchorage.

According to Short's presentation and a paper he co-wrote with other Auke Bay scientists, the short-term effects of crude oil on sea life have gotten most of the attention but the long-term effects may be more important. Short and his colleagues focused on what happened after the highly visible effects of the first week or two of

See p. 3, **OIL**

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Volunteer profile

Committee chairman is too busy with volunteer work to have time for TV

Jerry Brookman, chairman of the council’s Oil Spill Prevention and Response Committee, is a guy who’s been around.

He came to Alaska as a radar technician with Philco in 1957, serving at an Air Force radar site at Cape Romanzof on the Yukon-Kuskokwim delta and at the Cape Chiniak satellite tracking station on Kodiak Island.

After his tour here with Philco, he spent a couple of years in California before returning to Alaska for good. That was in 1962, when he came to work for the Federal Aviation Administration. He was stationed in the Anchorage area for 16 years before transferring to Kenai, where he worked until he retired in 1990.

“I didn’t really want to come to Alaska, but they sent me,” Brookman said. “But I liked it,

and I guess I still must – I’m still here.”

Like many of the council’s volunteers, Brookman did anything but kick back when he officially stopped “working.”

Besides his committee duties with the council, he’s vice-president of the Kenai Peninsula Food Bank, which acts as a clearinghouse for organizations on the Peninsula that actually put the food in the hands of needy people. And in the past, he was a volunteer with the Alaska Environmental Lobby.

He signed on to the oil-spill committee in 1995 after hearing about the vacancy from council staffers Lisa Ka’aihue and Joe

Banta at a public hearing in Homer. He became chairman in 1996.

As an FAA employee in 1989, he couldn’t get involved with any of the issues surrounding the Exxon Valdez oil spill, but figured he could do something to prevent a recurrence when he learned of the opening on the council committee.

He sees the council’s role in oil-transportation safety as a belt-and-suspenders operation, overseeing both the industry and its government regulators.

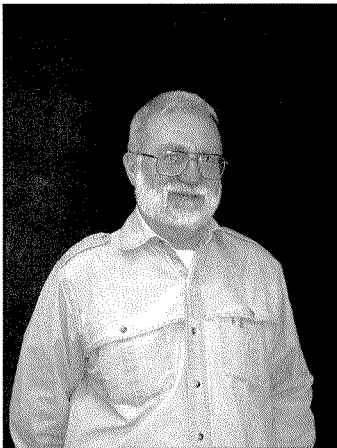
“We’re kind of like a third party looking over their shoulder,” he said. “They don’t

always appreciate that but that’s our job.”

Brookman was born and raised in LaSalle County, Illinois. He joined the Marines on his 18th birthday and served in the Corps from 1952-55, including a tour in Korea.

Brookman’s wife, Janet, is British. He met her while working in Canada, just before he came to Alaska. She went back to England, he went north and they were apart until she came to Alaska in 1971. They married in 1972. Nowadays, she’s a volunteer at the local library.

Brookman’s hobbies are hiking, ham radio and reading, especially history and biography. Oh, yes, and “keeping the TV set turned off and listening to public radio,” he said. “I’m the Number One ‘Prairie Home Companion’ fan in the known universe.”



Jerry Brookman

Multi-year ice detection project is under consideration for the Sound

A broad-based working group that includes the citizens’ council has recommended a million-dollar, five-year project to detect icebergs in Prince William Sound and report their presence to tanker crews, the Coast Guard, and Alyeska Pipeline Service Co.

If approved by the council’s board and other stakeholder groups, the project would see radar systems installed on Reef Island this summer. The radar would serve as an immediate source of real-time information about ice conditions in the tanker lanes of Prince William Sound, and would also provide a platform for additional research and for developing new technology for detecting icebergs and reporting their presence.

The project underwent a technical review and was endorsed by the Coast Guard’s Research and Development Center. It will take place in conjunction with other work Alyeska already has planned for Reef Island.

The council’s involvement in

the working group was spearheaded by its Port Operations and Vessel Traffic Systems Committee.

“If this project is started soon, we will have real-time ice detection information before next winter,” said Bill Conley, chairman of the

committee.

“Projects like this make all the hours of volunteering worth it.”

The other members of the working group are

Alyeska’s Ship Escort/Response Vessel System, the U.S. Coast Guard, the Alaska Department of Environmental Conservation, Southwest Alaska Pilots Association, and tanker companies operating out of Valdez.

Icebergs from Columbia Glacier have become a growing source of concern in Prince William Sound. They were a factor in two major tanker accidents — including the Exxon Valdez spill of 1989 — since the trans-Alaska pipeline began operation in 1977. A study sponsored by the council estimated the volume of icebergs calving from the glacier has increased five-

fold over the past two decades and that the trend will continue and perhaps worsen. Another study identified icebergs in the tanker lanes as the most significant risk remaining in the Valdez crude-oil trade.

The proposal calls for the citizens’ council to manage the project and provide about \$325,000 in funds over five years. As the Observer went to press, the council board was scheduled to consider the proposal at its May meeting in Valdez.

Another \$500,000 would come from the National Oceanic and Atmospheric Administration, the Canadian Coast Guard, and the Cordova-based Oil Spill Recovery Institute. The council has contacted Alaska’s delegation in Washington — Rep. Don Young and Sens. Ted Stevens and Frank Murkowski — for possible assistance in raising the remainder of the \$1 million budget.

Alyeska and the U.S. Coast Guard would provide various kinds of technical and logistical support for the project.

Two new representatives take board seats

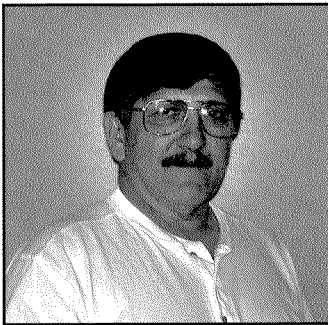
Two new members joined the board of directors of the Prince William Sound Regional Citizens’ Advisory Council at its March meeting. They are Sheri

Buretta, representing Chugach Alaska Corp., and Jim Nestic, representing the Kodiak Village Mayors Association.

Buretta, an Anchorage resident, replaces Mike Williams, also of Anchorage. Nestic, an Old Harbor resident, replaces Charles Christiansen of Larson Bay.

Buretta and Nestic were seated at the board’s quarterly meeting in Anchorage, March 9-10.

Also at the March meeting, the board of directors elected the organization’s executive



Jim Nestic



Sheri Buretta

committee to a one-year term. They are: Bill Walker, president, representing the city of Valdez; Margy Johnson, vice president, representing the city of Cordova; Marilyn Heddell, secretary, representing the city of Whittier; and JoAnn McDowell, treasurer, representing the city of Valdez. Members at large are: Steve Lewis, city of Seldovia; Dennis Lodge, city of Seward; and Stan Stephens, Alaska Wilderness Recreation and Tourism Association.

What’s new on the council’s Internet site

The citizens’ council web site is at www.pwsrca.org on the Internet. There’s always something new! Don’t miss the chance to see the council’s Long-Term Environmental Monitoring Program (LTEMP) on-line! The purpose of this program is to provide long-term baseline measurements of hydrocarbon levels in Prince William Sound and the Gulf of Alaska. You can even download reports and data sets directly from our web site!

June exercise will focus on Geographic Response Strategies in the Sound

Prince William Sound will be the scene of a new kind of oil-spill exercise next month.

From June 5-8, SeaRiver Maritime will develop and field-test Geographic Response Strategies that may someday be used during a real oil spill. The term Geographic Response Strategies refers to protecting sensitive sites — such as a subsistence clamming beach — from spilled oil brought in by wind, tide and current.

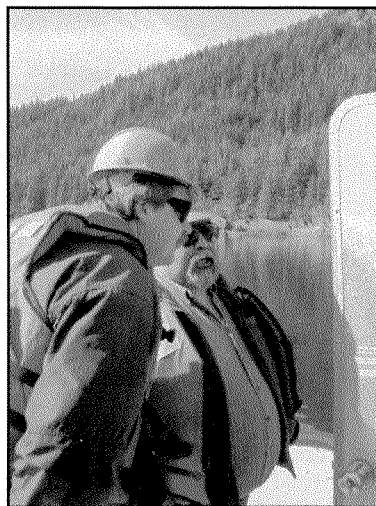
Details were still being worked out as the Observer went to press, but tentative plans called for the exercise to focus on the northeast part of Prince William Sound, in the Tatitlek area.

The exercise by SeaRiver — the shipping subsidiary of Exxon

Mobil Corp. — will differ from past major drills in that the Incident Command System will not be activated.

The Incident Command System is a trio of officials from the U.S. Coast Guard, the Alaska Department of Environmental Conservation, and the oil industry. It manages the response effort and normally operates out of Alyeska Pipeline Service Co.'s Valdez Emergency Operations Center.

Instead of being centered in



Council staffer Joe Banta and board member John Allen visited Tatitlek to prepare for the June exercise. Photo by Becky Lewis.

Valdez, most of the SeaRiver activities will take place in the areas that will be selected for developing geographic response capabilities.

According to Becky Lewis, a citizens' council project manager helping plan the exercise, one critical component is to "ground-

truth," or make sure, that response tactics developed on paper actually work in the field.

Also, response tactics that are found to work in this exercise may be incorporated into the contingency plan for use in case of an actual spill in Prince William Sound. The citizens' council is part of a working group that is developing Geographic Response Strategies for the Sound. It will review the results

of the SeaRiver exercise.

The role of the citizens' council, like the exercise itself, will be somewhat different from the past. Normally the council's field observers feed community concerns and local knowledge to the council's staffers and volunteers at the Valdez Emergency Operations Center for use by incident commanders in improving the response. The council representatives at the Valdez center also relay information about incident command decisions and the response itself to board members, member entities and to the public as well.

Since the SeaRiver exercise will not have an Incident Command System, the council will do most of its work in the field. In addition to the usual complement of field observers, Lewis said, the council will also be trying to foster the inclusion of local people — such as Tatitlek villagers — and local priorities in the process of selecting sites to be protected during a spill.

Bridgman and Kotlarov say goodbye to Valdez office of the citizens' council

The Valdez office of the citizens' council is losing two of its project managers.

Joe Bridgman, who has worked for the council since 1990, and Alexander Kotlarov, who joined in 1997, have both resigned to head south.

Bridgman is moving back to California, where he was born. He said he'll miss his work at citizens' council, but he and his family are ready for a change.

"Rachel and I have spent 12 years in Valdez and our three children have spent their entire lives here," Bridgman said. "We want to show our kids another place, another lifestyle, while they are young and adaptable."

Also, he said, the vibrant Outside economy makes this the best time to look for a new job in a new place. He said he's applied for a job with a non-profit environmental organization in the north San Francisco Bay area.

Bridgman was the first employee in the council's Valdez office and rented the first space it occupied. During his time at the council, he became an expert in several areas, most recently the vapor-control and fire-suppression systems at Alyeska Pipeline Service Co.'s tanker terminal.

Bridgman and his family will

leave Valdez in mid-June, but they don't plan to stay completely away from Alaska. He expects to demonstrate what he calls the "yo-yo syndrome."

"We are retaining our 10 acres on a hill east of town," he said.

"We will leave all our fishing and marine gear in storage here for our inevitable summer visits."

Kotlarov left Valdez in early April to move to Juneau with his wife, Kym, who took a grant-writing job with

the City of Juneau.

Kotlarov said he expected to do consulting work in Juneau, and possibly team up with some friends who are starting a new business there.

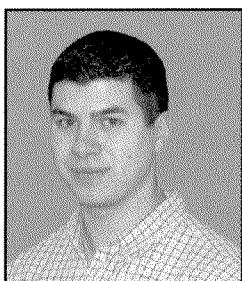
At the council, he managed the Maritime Operations and Oil Spill Prevention Program. He worked on the council's ice-detection project, tanker assessment and sea trials of the new escort tugs brought in to Valdez

in recent years, as well as participating in numerous drills.

Also in staff news, Joe Fisher started full-time work on March 27 as an administrative assistant in the council's Anchorage office. He had been part-time in the position for about a month. Before joining the council staff, he worked for Western Geophysical on the North Slope and served in the U.S. Marine Corps as a legal clerk.



Bridgman and Kotlarov



Joe Fisher

OIL

Continued from Page 1

the 1989 spill had passed.

One of their findings is that a particularly long-lived component of crude oil called polycyclic aromatic hydrocarbons, or PAH, worked its way into beaches in Prince William Sound. There it continued for years to release sufficiently high levels of poison to harm sea creatures, especially during the very first stages of life. This damage occurred even after the concentration of PAH had dropped far below the levels allowed by government clean-water regulations.

"PAH in weathered oil can be very persistent, biologically available for a long period of time, and very toxic to sensitive life stages," wrote Short and his colleagues. "The result is that fewer juvenile fish survive, so that recruitment from the early life stages is reduced, and adult populations are not replaced at sustainable levels. Eventually, adult populations may gradually decline to extinction."

For example, as late as four years after the Exxon Valdez spill,

pink salmon eggs spawned in streams near oiled beaches were less likely to survive than eggs from unaffected streams, according to the researchers.

Their conclusion was that oil-spill response should focus on long-term consequences as well as

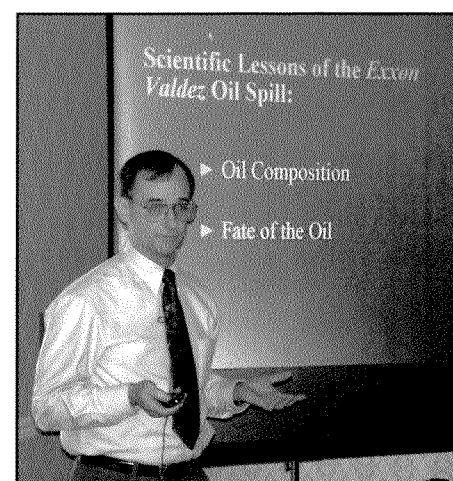
the more immediate effects.

"The threat is not from acutely toxic concentrations that result in immediate fish kills, but in the more subtle effects of low level oil pollution to

sensitive life stages," Short and his co-authors wrote in their paper.

Or, as Short summarized it in his presentation to the council in March, "Protection should emphasize habitats over species."

Short's co-authors in the paper "Life-History Consequences of Oil Pollution in Fish Natal Habitat" were Stanley D. Rice, Ron A. Heintz, Mark G. Carls, and Adam Moles, all of the Auke Bay laboratory. It will be presented this summer at an international energy conference in Las Vegas.



Jeff Short

After ten years, the time has come for fresh look at recertification process

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

Because the citizens' council derives part of its authority from the federal Oil Pollution Act of 1990, we are subject to limited oversight by the U.S. Coast Guard.

Each year, we file a lengthy application. The Coast Guard takes public comment and then evaluates whether we are meeting our responsibilities under the Oil Pollution Act.

So far the answer has been "Yes," with the Coast Guard annually issuing us a letter of "recertification" for another year.

While the council is happy to demonstrate compliance with the Oil Pollution Act and ready to accept constructive criticism in the same spirit we give it, we believe the recertification process in its present form is no longer a useful tool for improving our operations.

Accordingly, the council will soon seek discussions with the Coast Guard on whether recertification can be restructured to better achieve its intended purpose.

The council is now over ten years old. Our work and procedures are well known to the

stakeholders in the Valdez oil trade. The scope of our powers and duties has been well defined by years of recertification proceedings. Thus, each succeeding recertification sheds less new light on what we may do and how we should do it.

Perhaps because so few major issues remain unaddressed, recertification is now threatening to degenerate into little more than an annual exercise in repetitious nit-picking by the three companies that ship most North Slope crude oil out of Alaska.

The vast majority of recertification comments — especially from government agencies and our member entities in Prince William Sound and the Gulf of Alaska — are overwhelmingly positive, and the Coast Guard has consistently upheld our right and duty to operate pretty much as we do.

Nonetheless, the shipping arms of BP Amoco, ARCO and ExxonMobil seem unwilling to accept the body of Coast Guard decisions on this subject and to work with us under the ground

rules now so well established. Instead, the shippers repeat the same complaints each year, necessitating the preparation of long and exacting formal responses by both the council and the Coast Guard.

This is especially disappointing in light of our efforts to provide the shippers multiple avenues for raising their concerns directly with us before escalating them to the Coast Guard recertification process.

While the shippers rejected our invitation to create a communications protocol similar to the one that has been so effective in smoothing our relations with Alyeska Pipeline Service Company, our upper-level executives do meet with theirs four times a year. In addition, the shippers are often present, and always welcome, at meetings of our board, executive committee and technical advisory committees.

All of this led the council to vote at our March meeting to explore with the Coast Guard whether the recertification

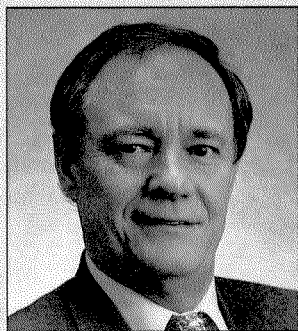
process can be changed to be less burdensome to us and the agency while preserving appropriate oversight.

One possibility we plan to raise: Have a minimal recertification process two years out of three, perhaps without public comment. A full recertification — resembling the current intensive annual process — would occur every third year.

The Coast Guard in its recent recertification of the council indicated it would welcome discussions on this subject and we look forward to working with the agency.

Even as we work with the shippers and the Alaska Department of Environmental Conservation to improve the process for renewing oil-spill contingency plans, we should also look for a better way to handle recertification.

We believe everyone involved will benefit from a process that respects the ground rules established in years of Coast Guard recertification letters, and helps rather than hinders our efforts to foster the safest possible system for moving North Slope crude through Alaska waters.



John Devens

BALLAST

Continued from Page 1

discharged into the Sound.

(After tankers unload their cargoes of oil, they take on ballast water for the return trip north because their empty tanks would otherwise cause them to ride too high in the water for safe travel.)

- Tankers discharged at least 264 billion organisms into the Sound in 1998, according to an estimate in the study. That figure is considered an understatement, as it includes only the largest plankton and misses many small planktonic organisms, such as bacteria and viruses.

- The arrivals included at least 14 non-native species, according to the study. These included one fish and 13 crustaceans (the class of sea creatures that includes lobsters, shrimps and crabs). All 14 were in ballast water from San Francisco Bay or Long Beach.

- The tankers tend to bring water from the same source ports — such as San Francisco Bay, Long Beach and Puget Sound — trip after trip. This means the same non-native species are repeatedly discharged into Prince William Sound, increasing the chances they will establish themselves and colonize Alaska waters.

- Most tankers make a quick trip on the return leg to Valdez, usually 3-7 days long, increasing the chances that organisms in the ballast water will still be alive when they reach the Sound.

- Environmental conditions of the source ports match conditions in the Sound for some part of the year, and many organisms arriving in ballast water are able to tolerate conditions in the Sound.

- Many of the domestic source ports for Valdez-bound tankers have already been invaded by non-native species, raising the possibility they could be carried to the Sound, as well.

- Exchanging ballast water at sea can reduce, but not eliminate, the number of plankton reaching the Sound.

Ships from foreign ports that exchanged their ballast water carried at least 90 percent fewer coastal organisms than ships from domestic ports that didn't exchange ballast water, according to the study.

Ballast water exchange occurs once a Valdez-bound tanker is well offshore. There, it flushes out the ballast water it took on in

port and replaces it with water from the open ocean.

This water contains fewer organisms than port water. In addition, mid-ocean organisms are not well suited for life near shore. The combination of these effects is why ballast water exchange reduces the risk of invasion by non-native species.

However, most Valdez-bound tankers — about 96 percent, according to the study — do not exchange ballast water at sea because of an exemption in the National Invasive Species Act for tankers arriving from domestic ports. Only those arriving from foreign ports are required to make the exchanges.

"Ballast water exchange is very effective at reducing coastal plankton in ballast water," Hines said, "although many organisms are not removed."

- Oil tankers are not the only means by which non-native species reach Alaska waters. The

state is known to have at least 24 non-native species in its rivers and coastal waters, according to the study. Fifteen of those are in Prince William Sound, but none of the 15 is known to have arrived by oil tanker. Many appear to be associated with boat harbors or aquaculture activities, according to the study.

The partners in sponsoring and supporting the non-indigenous species study were: the citizens' council; the U.S. Fish and Wildlife Service; National SeaGrant Program; Alyeska Pipeline Service Co.; the U.S. Coast Guard; the Alaska Department of Environmental Conservation; SeaRiver Maritime, the ExxonMobil shipping subsidiary; ARCO Marine; and the Alaska Tanker Co., which operates tankers under charter to BP.

The citizens' council formally accepted the study in March, but has not yet taken further action on the issue.

THE OBSERVER is the free quarterly newsletter of the Prince William Sound Regional Citizens' Advisory Council. Except as noted otherwise, articles in the Observer are written by Stan Jones, Public

Information Manager. 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 message to observer@anch.pwsrccac.org.

Bright yellow *Alert* boat joins SERVS fleet, promptly exceeds expectations

By Dan Hisey

Senior Vice President
Valdez Business Unit
Alyeska Pipeline Service Co.

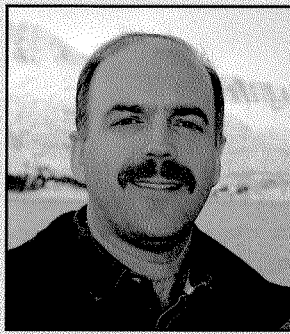
Earlier this year, we started taking notice of something new on the waters around Valdez. The first Prevention/Response Tug (PRT), the *Alert* — fully decked out in bright yellow, red and white — arrived to join Alyeska Pipeline's Ship Escort Response Vessel System. The color scheme might seem a little unusual, but you'll be able to tell from a distance what kind of vessels we've got working.

The *Alert* arrived in Valdez on February 20 and is the first of three PRTs to join the SERVS fleet in 2000. A few facts about the PRTs: they're 140 feet long, have a 24-foot beam with a draft of 22 feet and 1,046 tons displacement, and they have over 10,000 horsepower. The PRTs have an Aquamaster Z-Drive propulsion system that has been proven in service throughout the world. The Z-Drive system has

two units each with controllable pitch propellers, incorporated into two azimuthing thrusters that can rotate 360 degrees.

When Alyeska Pipeline took delivery of the *Alert* in February, a series of sea trials were conducted in Puget Sound before the trip to Alaska. The *Alert* performed beyond our already high expectations. During the bollard pull test, we expected about 270,000 pounds. The *Alert* measured 300,000 pounds, more than enough muscle to assist the largest ships in rough weather. We also spent some time with the *Tonsina*, a tanker that calls here in Valdez. We did eight different tests with the *Alert* and *Tonsina*, including braking, towing and steering assists. Glosten Associates, a firm specializing in marine engineering technology, was on-hand to help review and measure the *Alert's* performance.

Alyeska Report



Dan Hisey

Crowley Marine Services is the owner/operator of the new PRTs. Their captains began training with the Z-drive

propulsion system months ago and continued once the *Alert* had arrived in Alaska.

Critical to the effectiveness of our escort system is the ability to "save" a tanker. In other words, if a tanker is in trouble we have to be able to get close, put a line up and take control — it requires a vessel with exceptional seakeeping, maneuverability and powerful towing capability. This was amply demonstrated in mid-March with another series of exercises testing the *Alert's* capabilities — all of which were observed by citizens' council representatives. One set of exercises included the enhanced tractor tug *Nanuq* and the *ARCO Spirit*, one of the two largest

tankers to call at the Valdez Marine Terminal. Again, we were impressed by the *Alert's* ability to exceed expectations. During the *Alert's* braking test and tow, she was able to get a line up to the tanker and bring the tanker to a dead stop (from a speed of 10 knots) in 19 minutes, remarkable considering the displacement of the *Arco Spirit* was over 280,000 tons.

As we bring these new vessels into our escort system — the second PRT arrived in mid-April, the third is due later this year — we have to remember that it is a system, made up of complementary technology. The enhanced tractor tugs and the PRTs are great examples of that. The two vessels, each using its own strengths, working together, enhance a world-class tanker escort system in Prince William Sound and demonstrate the continuing commitment of Alyeska to the safe transportation of oil.

Environmental commitments preserved as federal agency clears BP-ARCO deal

The Federal Trade Commission on Apr. 13 approved a \$27 billion acquisition of ARCO by BP Amoco, but with a stipulation that changes the corporate playing field on Alaska's North Slope: BP will be required to sell ARCO's Alaska holdings to Phillips Petroleum, in part because of concerns competition would otherwise be stifled in the West Coast gasoline market.

The agency was also concerned about anti-competitive effects in North Slope crude production and delivery; in the movement of oil through the trans-Alaska pipeline; in the market for exploration rights on the North Slope; and in the development of North Slope natural gas.

"The sweeping wholesale divestitures called for by the consent order resolve the competitive concerns that initially led the commission to seek . . . to block the proposed transaction," said Richard Parker, director of the commission's Bureau of Competition, in a written statement.

The citizens' council did not oppose or support the deal, but had requested Gov. Tony Knowles to incorporate environmental protections as a requirement for state approval of

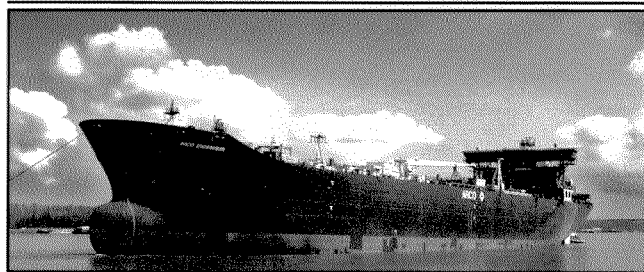
the takeover.

Knowles obtained only a handful of the environmental commitments sought by the council, and those were not legally binding: BP promised to retire its single-hull tankers a year ahead of the schedule imposed by the Oil Pollution Act of 1990, and it promised to continue ARCO's program for building three new Millennium-class double-hull tankers. It also promised to

promote a "performance management program" in the companies that operate the fleet of chartered tankers that haul BP's North Slope crude.

Bob King, a spokesman for

the governor, said those commitments were carried over as the deal evolved and finally ended up with Phillips as the purchaser of the Alaska portion of ARCO.



AFLOAT — The *ARCO Endeavour* double-hull tanker leaves dry dock March 25 at the Louisiana shipyard where it is being built. Photo courtesy of ARCO Marine.

RECERTIFIED

Continued from Page 1

agency wrote in a notice prepared for publication in the Federal Register.

The other new development was the Coast Guard's indication it is willing to consider a recertification process less burdensome to itself and the council. (See Executive Director John Devens' column elsewhere in this issue.)

This year, as in the past, council staffers spent weeks preparing the recertification application, only to have to spend additional weeks later on preparing a response to the critical public comments from the shipping companies. The council board has already voted to seek a revised recertification process, perhaps one that would provide for only minimal proceedings two years out of three, with a full process only in

the third year.

"I am amenable to considering alternatives," Barrett wrote in his Apr. 4 letter. "My staff is prepared to work with you on developing a less complicated, time consuming procedure while still ensuring an appropriate level of periodic oversight by the Coast Guard."

The Coast Guard received 27 comments on the council's recertification, according to the Federal Register notice. Of those, 24 were favorable. They came from a variety of sources, including individual citizens, communities and interest groups in the council region, and government agencies.

The only critical comments were the three letters from the shipping subsidiaries of BP Amoco, ARCO and ExxonMobil.

The agency rejected each of

the shipper complaints, holding that the council was within the scope of its rights and duties in operating as it does, and in some cases that the issue had already been settled last year.

ARCO Marine suggested that last year's recertification by the Coast Guard provided for insufficient scrutiny, and called for an audit and the establishment of new performance criteria for the council.

ARCO's suggestion was not well received.

"The Coast Guard does not agree that last year's process was insufficient," the agency responded in the notice prepared for the Federal Register, "and does not agree that establishment of measurable performance criteria beyond that provided by law is necessary."

The new recertification is good through Jan. 31, 2001.

New tanker contingency plans, development process, are improvements

By Joe Banta
Project Manager

Now that the 1998 oil tanker contingency plans have been reviewed and approved, it's a good time to take stock of how they compare with the 1995 plans. Tanker plan approvals are important actions that could affect every member organization of the citizens' council, as the plans outline measures in place to prevent oil spills as well as

response activities that a spiller will undertake to clean up a spill. For the council, the essential question is, were the improvements in the 1998 plans worth the effort and any difficulties caused by the process? The following list of improvements answers this question.

- The process improved from 1995. There was less contention and better communication.

- The official document record was better maintained and easier to follow.
- Emergency action checklists have been revised and improved.
- Deployment strategies in the tanker plans are improved. They consist of thorough, operationally-oriented descriptions of the personnel, equipment, and techniques involved in on-water, nearshore, and onshore response.
- The plans provide a better

discussion of the factors that contribute to the movement and fate of an oil discharge.

- The free-oil recovery strategies and techniques in the plans provide step-by-step procedures for free-oil collection and good technical guidance for establishing strike teams for open-water recovery in a variety of conditions using different configurations.
- The plans do a much better job of describing the actions necessary to contain and control a spill, using checklists, descriptive text, and diagrams.
- Wildlife protection plans are improved, comprehensive and well researched.
- The part of the tanker plans common to all shippers provides an excellent description of the Incident Command System under which Alyeska Pipeline Service Co. operates during the first 72 hours of a spill response, when it is in charge of operations. This should be the model upon which the tanker operators base their own command systems that take over at the 72-hour point.
- There is a commitment to improve scenarios.
- The development of Geographic Response Strategies has been established as necessary, and a process has been put in place to do so for Prince William Sound and the outer Kenai Peninsula.
- A process has begun to resolve the Best Available Technology determination for the escort system at Hinchinbrook Entrance.
- The fishing vessel training program has improved.
- The planholders have access to more secondary storage barges.
- The format of the plans has improved.
- The tanker plans are better integrated with other contingency plans in the citizens' council region.

Contingency plan reviews are a major activity for the council as outlined in its contract with Alyeska and in the Oil Pollution Act of 1990. In addition, state regulations identify the council as a participant in the review process. The process can be contentious, as the plans are the final step in the implementation of new oil spill laws passed after the *Exxon Valdez* oil spill, but the final shape of the 1998 tanker plans demonstrates that the effort is worthwhile.

On technical issues, council consults experts for advice

By Joe Bridgman
Project Manager

When questions were raised about the fire safety of the tanker vapor control system at the Alyeska Pipeline Service Co. terminal in Valdez two years ago, the citizens' council did what it often does when confronted with high-profile technical issues: It

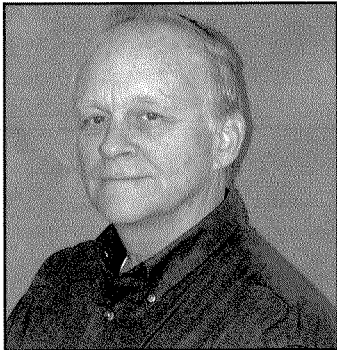
turned to an expert for advice. In this case, Orville "Bud" Slye of Loss Control Associates in Pennsylvania.

When questions arose early this year about the adequacy of Alyeska's system for extinguishing storage-tank fires at the terminal, the council sought guidance from Slye and from

Anthony Semenza, an expert in refinery fire safety. Below are brief profiles of Slye and Semenza, two of the many experts who work with the council on the variety of issues it confronts in promoting safer crude oil transportation through Prince William Sound and the Gulf of Alaska.

Slye brings background of fire-safety work with NASA, Mobil

Orville "Bud" Slye is a consultant in private practice with the firm Loss Control Associates, Inc., headquartered in Langhorne, Pennsylvania. Slye received his education in fire protection engineering from the University of Maryland, and went on to a career that included three years as manager of fire protection services at Kennedy Space Center, and 15 years with Mobil Oil Company, where he managed an engineering section responsible for loss prevention.



Bud Slye

Slye first assisted the citizens' council in the summer of 1998, when he was one of five members of an expert review panel assessing the adequacy of protections against fire and explosion at the Tanker Vapor Control System at Alyeska's Valdez Marine Terminal. The panel concluded that existing protections rendered the vapor control system safe from all reasonable risk of catastrophic fire and explosion. They submitted to Alyeska a list of recommendations that, in their view, would maintain or improve

that level of safety.

Presently, Slye is helping the citizens' council monitor the fire suppression system at the VMT and recommend solutions to its problems. This system draws seawater from Port Valdez and would be relied upon to deliver it to hydrants throughout the terminal in the event of a fire. The system includes submerged foam delivery systems in the terminal's crude oil storage tanks and foam monitors in the east and west metering buildings. Slye on Jan. 24 provided the council with a report titled "Fire Protection System Assessment," which offers a series of recommendations including enhancements to equipment and maintenance.

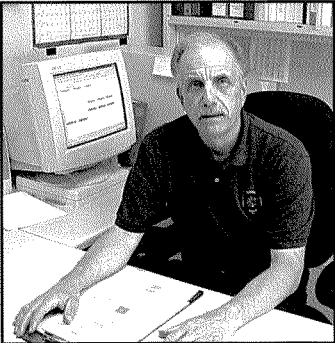
Semenza is emergency services chief at California refinery

Anthony J. Semenza has more than 30 years of experience preventing and responding to fires in petroleum and product storage tanks. He originally studied to be a teacher, and spent two years in the classroom, before switching to firefighting in 1966. During his early years in the fire service Semenza worked in the Carteret, New Jersey, fire department, and served as Fire Director for GATX Terminals Corp. in Carteret. He has worked for Chevron USA, Inc., for the last 22 years, and is Chief of Emergency Services at the company's refinery in Richmond, California. He is retiring from that

post at the end of May.

The citizens' council sought / Semenza's expertise in January of this year in response to mounting concerns about the condition and operability of the fire suppression system at the Valdez Marine Terminal. Semenza spent several days observing the firewater system at the VMT and interviewing Alyeska fire officials and other personnel.

He submitted a report titled "Fire Protection System



Anthony Semenza

Assessment" on Jan. 17. It contained recommendations emphasizing the need for more training of personnel and further development of the relationship with the Valdez municipal fire force. Semenza presently is working with the citizens' council and Alyeska to identify ways to improve the terminal's "over-the-top" foam capability, which depends on high-pressure nozzles to shoot a foam-water mix into the top of a burning tank.

Publications, presentations and reports are available from council offices

Copies of most council 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

Biological Invasions of Cold Water Coastal Ecosystems: Ballast-Mediated Introductions in Port Valdez/Prince William Sound Alaska. 3/15/2000.
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 Dispersed Oil Toxicity Issues - A Review of Existing Research and Recommendations for Future Studies. 12/1/1999. 615.00.2
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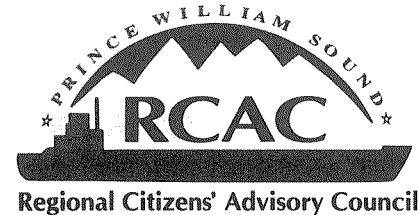
Presentations and Papers

Citizens Making Oil Transportation Safer in Alaska. John Devens; 4/10/2000; National Pipeline Reform Conference; Washington, D.C.
 Non-Indigenous Species. Lynda Hyce; 2/8/2000; Alaska Forum on the Environment - 2000; Anchorage, AK
 Citizens' Groups and Escort Tugs. Stan Stephens, RCAC Board; 1/20/2000; Washington State Senate Environmental Quality and Resource Committee; Seattle, WA
 Case Study: Citizens Making Oil Transportation Safer in Alaska. John Devens & Leann Ferry; 11/15/1999; 1999 International Conference and Workshops; Banff, Canada
 Prevention Improvements in PWS. John Devens (presenter), Leann Ferry; 9/10/1999; Navigation Safety in Cook Inlet; Homer, Alaska
 Biological Invasions of Cold-Water Coastal Ecosystems. Joel Kopp; 4/12/1999; Study Group on Ballast Water Annual Meeting; Llandudno, Wales
 Community Stress Management. Lisa Ka'aihue; 3/24/1999; 10th Anniversary Legacy Symposium; Anchorage, Alaska
 Community Recovery from EVOS: Mitigating Chronic Social Impacts. Steven Picou; 3/24/1999; 10th Anniversary Legacy Symposium; Anchorage, Alaska
 Oil Spill Prevention: Can it happen again? John Devens (panelist); 3/24/1999; 10th Anniversary Legacy Symposium; Anchorage, Alaska
 How Oil has Affected Alaska. Stan Stephens (panelist); 3/20/1999; Partners in Prevention Symposium; Valdez, Alaska
 Valdez over the Last Decade. John Devens (panelist); 3/20/1999; Partners in Prevention Symposium; Valdez, Alaska
 A Decade of Progress. John Devens (panelist); 3/20/1999; Partners in Prevention Symposium; Valdez, Alaska
 Status of Oil Industry Monitoring. Lynda Hyce; 3/15/1999; Small Spill Workshop; Cordova, Alaska
 Dispersant Use in Alaska: An Update. Peter Armato, SAC; 3/15/1999; IOSC; Seattle, Washington
 Team Building. John Devens (panelist); 3/15/1999; IOSC; Seattle, Washington
 Citizens and Industry Working Together. Leann Ferry; 3/15/1999; IOSC; Seattle, Washington
 Citizens Making Oil Transportation Safer in Alaska. John Devens, Leann Ferry; 10/7/1998; International Association of Public Participation Conference; Tempe, Arizona

Oil Spill Prevention in Prince William Sound. Lynda Hyce; 7/7/1998; States-BC Task Force Annual Meeting; Newport, Oregon

Advice and Comment

Letter to the USCG, Docket No. USCG-1999-6164 - request for comments concerning single-hull tanker phase out dates. 4/17/2000. USCG\single hull\0004.646
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Environmental educators pull together at workshop in Kachemak Bay lab

By Leann Ferry
Community Liaison

Over 15 organizations and agencies met for a two-day workshop on March 5-6 at Kasitsna Bay Laboratory to discuss environmental education needs for the Kachemak Bay watershed. The workshop included representatives from Homer, Seldovia, Port Graham/English Bay, Nanwalek and many non-profit, governmental and educational institutions. The citizens' council was invited due to our efforts to conduct an environmental education project in the region affected by the Exxon Valdez oil spill.

Workshop participants at the laboratory near Seldovia developed long and short range goals for environmental education in the bay, formed work groups for special projects and created the Kachemak Bay Environmental Education Alliance. The purpose of the Alliance is to inspire life-long learning and commitment to environmental stewardship and sustainability among Kachemak Bay residents and visitors. The Alliance provides a structure within which the various organizations and agencies can continue to communicate and work together on the environmental education needs of the area. All members at the

workshop became charter members of the Alliance. The citizens' council is pleased about the opportunity to network and form future partnerships through its participation in the Alliance. You can learn more about the Alliance by visiting www.onelist.com/group/kbee.

The workshop was sponsored by the recently established Kachemak Bay National Estuarine Research Reserve.

Community Corner



Leann Ferry

ComFish in Kodiak
Staffer Jenny Quinlan and I took the citizens' council display to ComFish 2000 in Kodiak March 24-26. This show always gives us a great opportunity to

talk with Kodiak residents about the council's work. Thank you to all who came by to talk with us at the show and special thanks to our new board member Jim Nestic who made several appearances at our booth! Jim represents the Kodiak Village Mayors Association.

We'd Like To Hear From You

Remember you can always email us, call our toll free number, write us a letter or send us a fax with questions or comments about our work. Contact information is on the back page. Subscribe to PWSRCAC_Hotline and receive regular email announcements about oil transportation issues in the region. Just send an email to ferry@anch.pwsrcac.org.



MIDNIGHT OIL — Facilitator Heidi Chay (center) and Carol Swartz (right) of the UAA Kachemak Bay Campus work into the night at the Environmental Education Workshop at Kasitsna Bay Laboratory. A helpful caterer (left) holds a clock to show the lateness of the hour. Photo courtesy of Kachemak Bay National Estuarine Research Reserve.

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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