



PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL

— 2000-2001 In Review —



CITIZENS PROMOTING
ENVIRONMENTALLY
SAFE OPERATION OF THE
ALYESKA TERMINAL
AND ASSOCIATED TANKERS.



Note: This report covers the period from July 1, 2000 through June 30, 2001.

Cover—Polar Endeavour
Phillips Petroleum's Polar Endeavour reached Prince William Sound in July 2001. It is the first new double-hull tanker built for the North Slope crude oil trade under the Oil Pollution Act of 1990. Illustration by Debbie Dubac.

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LETTER FROM THE EXECUTIVE DIRECTOR



Endeavour reached Prince William Sound after a voyage from the Avondale shipyard in Louisiana, where it was built.

The citizens' council has advocated for double hull tankers since our beginnings in 1989, and we're very pleased that Phillips went beyond compliance and added many safety measures not required by law or regulation.

The past year saw significant advances in the project to put an ice-detection radar system on an island near Bligh Reef, scene of the 1989 spill. Agreements were reached with our partners and major contracts were signed, allowing us to move forward. Alyeska Pipeline Service Co. advanced the council enough money to build a base and tower during the summer of 2001, and a major effort was made to secure funding from the federal government to recover those costs. As this report goes to press, Congress is considering an appropriation for the project.

Our board launched a major effort to develop a long-range plan for the council. Task force members met regularly to design the plan and collect input from members of the board, from the staff and from our four standing technical advisory committees. The plan was to be completed in late 2001.

Considerable progress was seen in the area of the Geographic Response Strategies (GRS), which are highly localized oil spill response plans for specific sites. Following last year's GRS exercise by Exxon subsidiary SeaRiver Maritime, more GRS sites were identified in Prince William Sound. In June 2001, Chevron conducted a GRS exercise in the Chenega area.

We have wanted to bring interns into the council offices for some time, and this past year it finally came about. Two interns from Michigan's Alma College worked in our Valdez office. They were a great help and had a good learning experience. They did a white paper on how noise from a variety of sources affects marine mammals.

Several other areas of interest also received attention during the past year. A study of the effectiveness of dispersants in cold water was completed, drawing considerable interest from a number of sources. We began development of a peer listener training video. This project, part of our ongoing effort to address the

fter many years of waiting, we saw the arrival of the first new double hull tanker built for the North Slope oil trade since the *Exxon Valdez* spill of 1989. In mid-summer 2001, Phillips Petroleum's *Polar*

social and economic effects of oil spills and other manmade disasters, had excellent participation from the communities we represent. Downstream response equipment needs were discussed and significant steps were taken to secure more and better equipment for communities outside of Prince William Sound. BP invited us to work with them on a study of techniques for preventing invasions of the Sound by non-indigenous marine species. This is a long-time area of council interest, one in which we have had grants and done considerable research.

The Valdez Marine Terminal fire protection system was the subject of a council project completed this year. Independent experts hired by the council worked directly with Alyeska to identify and implement several corrections and improvements to the system.

We began a comprehensive project to track the renewal process for the government right-of-way permits pertaining to Alyeska's Valdez Marine Terminal. Those permits expire in 2004. The council's chief goal is to ensure that the terminal will be brought up to modern standards and be as good as new when the permits are renewed.

Our outreach program included visits, dinners, and receptions in a number of our member communities. We produced four issues of our Observer newsletter, and had numerous articles published in Alaska newspapers. Board and staff members have continued to present papers at national conferences and to represent us at local, regional and national trade shows.

The past year was very busy and eventful, with the launch of many programs and projects that will continue through the coming year. As always, our central concern will be to guard against a return to the kind of complacency that allowed the *Exxon Valdez* oil spill to happen.



JOHN S. DEVENS, Ph.D.
Executive Director

MISSION AND RESPONSIBILITIES

The Prince William Sound Regional Citizens' Advisory Council is an independent non-profit corporation guided by its mission: citizens promoting environmentally safe operation of the Alyeska Pipeline Service Co. terminal in Valdez and the oil tankers that use it.

Consistent with that mission, the council's structure and responsibilities stem from two documents. The first is a contract with Alyeska, which operates the trans-Alaska pipeline as well as the Valdez terminal. Under this contract, the council receives funding for services to Alyeska and the public.

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

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



Photo by Stan Jones, citizens' council.

A small boat pulls alongside the *Polar Endeavour* to put a coastal pilot aboard the tanker for its first trip into Valdez, July 2001.

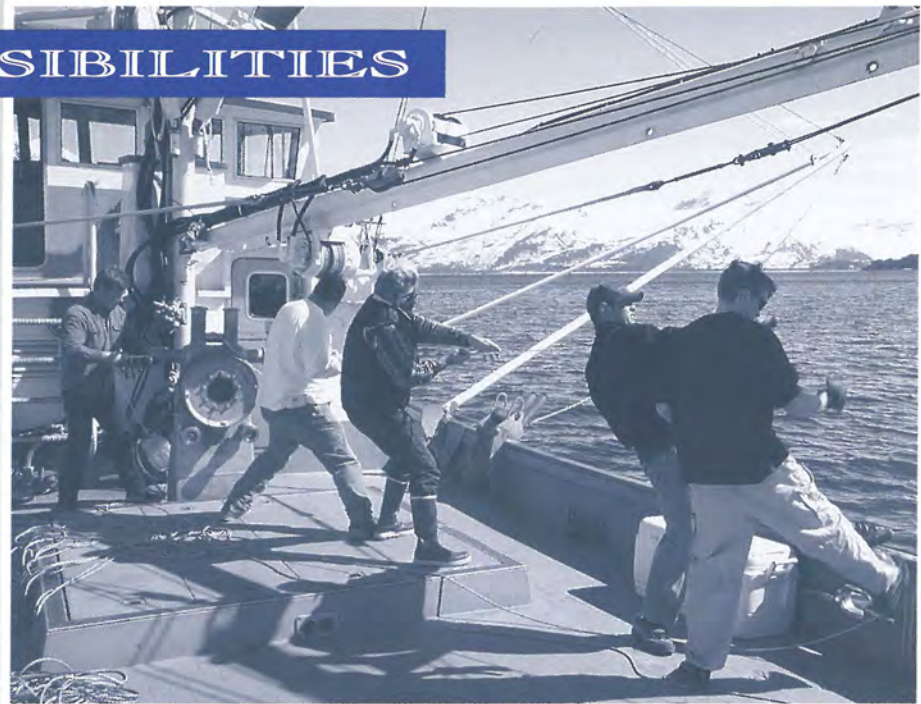


Photo by Tom Kuckert, citizens' council.

One council research project involves using caged mussels to test for hydrocarbons in the waters of Prince William Sound. Here, a caged mussel array is being hoisted out of the water by council contractors.

CONTRACT

Under the terms of its contract with Alyeska, the council reviews, monitors and comments on various aspects of the company's operations:

- ★ Oil spill prevention and response plans
- ★ Environmental protection capabilities
- ★ Actual and potential environmental impacts of terminal and tanker operations.



The council comments on and participates in monitoring and assessment of environmental, social and economic consequences of oil-transportation activities, including comments on the design of measures to mitigate the impacts of oil spills and other environmental effects of terminal and tanker operations.

The contract also calls for the council to increase public awareness of Alyeska's oil spill response, spill prevention and environmental protection capabilities, as well as the actual and potential environmental impacts of terminal and tanker operations.

The contract states that the council may work on other related issues not specifically identified when the contract was written.

The council was initially funded at \$2 million a year. The funding is renegotiated every three years; current Alyeska funding is approximately \$2.5 million a year.

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

OIL POLLUTION ACT OF 1990

The council's contract with Alyeska pre-dates the Oil Pollution Act, but the similarities in the powers and duties given the council in the two documents are not coincidental. Many people involved in the establishment of the council also actively promoted citizen involvement provisions in the federal law.

The Act established two demonstration projects in Alaska — one in Prince William Sound, the other in Cook Inlet — designed to promote partnership and cooperation among local citizens, industry and government,

and to build trust and provide citizen oversight of environmental compliance by oil terminals and tankers.

The Act allows an alternative, pre-existing organization to fulfill the requirement for a citizen group and our council has done so for Prince William Sound since 1991. Each year, the U.S. Coast Guard assesses whether the council fosters the general

goals and purposes of the Oil Pollution Act and is broadly representative of the communities and interests as envisioned in the Act.

As the council for Prince William Sound pursuant to the Act, we have duties similar to those laid out in our contract with Alyeska. But the responsibilities under the Oil Pollution Act are somewhat broader, as they encompass all aspects of the North Slope crude oil transportation system through Prince William Sound and the Gulf of Alaska.

The council advises and makes recommendations on government policies, permits, and regulations relating to the oil terminal and tankers. It reviews the adequacy of oil spill prevention and contingency plans for crude oil tankers operating in Prince William Sound, and advises and makes recommendations on port operations, policies and practices.



Photo by Stan Jones, citizens' council

The Alutiiq Dancers performed as Alyeska christened the *Aware*, its new Prevention/Response Tug, in September 2000 at Kodiak. The performers, in "snow-falling" parkas and ermine-trimmed beaded headaddresses, sang and danced to the beat of a skin drum.



of the Alyeska Terminal and Associated Tankers.



OIL SPILL PREVENTION

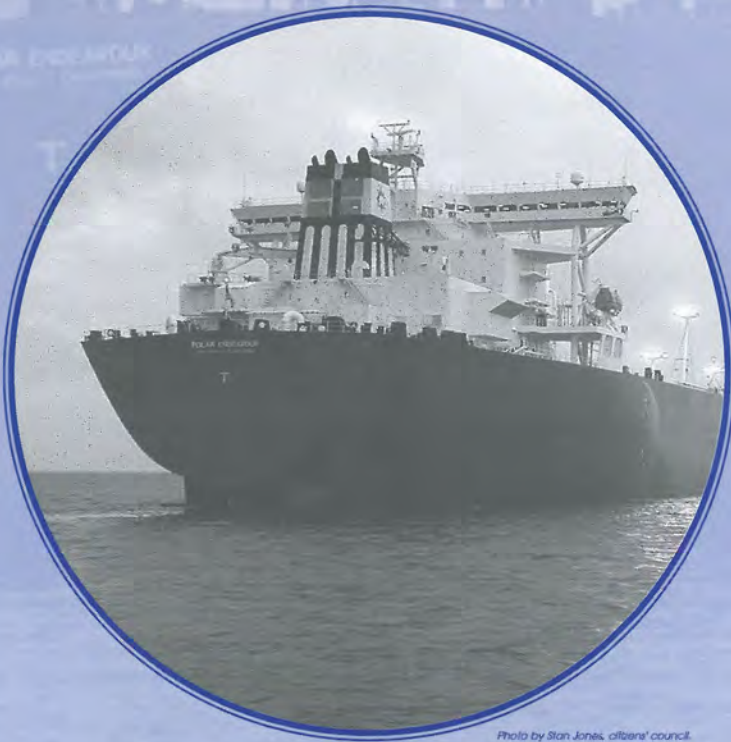


Photo by Stan Jones, citizens' council.

Phillips Petroleum's double-hulled *Polar Endeavour* rides at anchor at Knowles Head the night before its arrival in Valdez in July 2001.

The council studies oil spill prevention and provides advice and recommendations about it through three programs: Maritime Operations; Terminal Operations; and Oil Spill Prevention and Response Planning. During the past year, we focused on four major prevention issues.

THE PRINCE WILLIAM SOUND TANKER ESCORT SYSTEM

After years of study and analysis, and considerable investment by the shipping industry, the escort system in Prince William Sound is widely considered the best in the world. The escort fleet includes five state-of-the-art 10,000 horsepower tugs that have proved their capabilities in sea trials observed and reviewed by the council.

Escort enhancements have been driven, to a great extent, by the State of Alaska's Best Available Technology (BAT) regulations. That determination has been made for all of Prince William Sound except Hinchinbrook Entrance and near-by waters in the Gulf of Alaska. The council submitted final comments on the Hinchinbrook Entrance BAT process in May 2001, and a decision by the state is pending as this report goes to press. The council has recommended a program with more training and sea trials to better understand and document the operational capabilities of the new tugs and a BAT analysis of the tow cable in view of the increased power of the vessels.

There is also a need for more data about sea currents and weather patterns in Hinchinbrook Entrance that might



Photo courtesy of Phillips Petroleum.

The *Polar Endeavour* is flanked by a tug as it cruises into Valdez for the first time.



affect the ability of the tugs to save a disabled tanker. The council is sponsoring a technology workshop as the first step in a process to gather meteorological and oceanographic data in that area of Prince William Sound on a long-term basis.

The council participates on the Valdez Marine Safety Committee, our local version of the harbor safety committee concept promoted by the Coast Guard throughout the United States. The Valdez Marine Safety Committee has recently completed a major revision to the Vessel Emergency Response Plan, the port-specific document that lays out the rules for operation and communication when tankers and their escort vessels are operating in Prince William Sound. A council volunteer served on the working group revising that document, and was able to provide comments, suggestions, and recommendations.

TANKER ASSESSMENT

The age and structural and mechanical integrity of the oil tankers calling in Port Valdez have long been a concern of the council, and is one shared by the Coast Guard and other regulators. The first of the new-built double hull tankers was completed this year and is now serving Polar Tankers (the shipping subsidiary of Phillips Petroleum). Both Polar and Alaska Tanker Company (the shipping arm of BP) have more tankers being built or slated for construction during the next few years. The council has urged SeaRiver Maritime (the shipping subsidiary of Exxon/Mobil) to announce its plans for meeting the double hull requirements of the Oil Pollution Act of 1990.

The council has reviewed with great interest the international focus on tanker integrity since the *Erika* oil spill off the coast of France in December 1999. Staff and the Port Operations and Vessel Traffic Committee have studied the maintenance and inspection requirements for tankers calling at Port Valdez. We closely monitor incidents such as hull fractures and failures of propulsion or steering. A report is under way to better understand the risk associated with three double-hull tankers built in the late 1970s, with no OPA90 retirement date. The *Prince William Sound*, *Tonsina*, and *Kenai* are the subjects of the report which will be completed this fall.



Photo by Stan Jones, citizens' council.

Escort tugs showed off their fire-fighting capabilities to greet the *Polar Endeavour* on its first trip into Valdez.

WATERWAYS MANAGEMENT

In 1989, the *Exxon Valdez* left the tanker traffic lanes in order to avoid icebergs. The rest is history. In 1994, another tanker coming into Port Valdez collided with an iceberg, causing significant damage to the hull. Fortunately, that tanker was not loaded with crude oil. The council has sponsored considerable research to determine that ice from Columbia Glacier will continue to flow into the

tanker lanes, and most likely accelerate over the next decade or two. Following several investigations of ice detection and reporting technologies, the council, along with several partners, is coordinating a major project to use radar to reduce the navigational risk posed by ice.

A radar system is scheduled for installation late this summer on Reef Island in Prince William Sound. The system will be linked to Alyeska's Ship Escort/Response Vessel System facility in Valdez and the Coast Guard's Vessel Traffic System, providing real-time information about ice conditions. With that information, the shippers, pilots, escorts, and the Coast Guard can



make knowledgeable decisions about shipping schedules and other ice avoidance measures. The installation will also provide a platform for additional research and development of new technologies to enhance ice detection and communication capabilities.

The ice detection project is an excellent example of partnership among industry, government, and local citizens. Major financial and in-kind contributors include Alyeska Pipeline Service Co. on behalf of the shipping companies, the Coast Guard and NOAA, the Oil Spill Recovery Institute in Cordova, the Alaska Department of Environmental Conservation, and the Prince William Sound Community College. The system is funded to operate for five years, with operation and maintenance by the Coast Guard.



Tugboat crews can train for service in the Valdez oil trade at this highly realistic bridge simulator in Seward.

Photo by Stan Jones, citizens' council.

VALDEZ MARINE TERMINAL

The greatest risk of an oil spill exists during loading operations. The council has participated in working groups, monitored incidents, and reviewed quality assurance programs focused on identifying risks, determining the root cause of incidents and near misses, and taking measures to reduce or eliminate the risks. The council published a white paper in the fall of 2000 urging government and industry support for a more vigilant approach to loading operations during major construction and maintenance projects at the loading berths.

Throughout the year, the council reviewed and provided comments and recommendations on two activities being carried out by the Alaska Department of Environmental Conservation. A risk assessment of terminal operations was conducted by Alyeska as a requirement of the state's oil spill prevention regulations. That document identifies areas of significant risk and will lead to many safety improvements. Another state requirement involves inspection of piping systems. The inspection program has identified problems that are being addressed to reduce the risk of oil spills in Port Valdez.

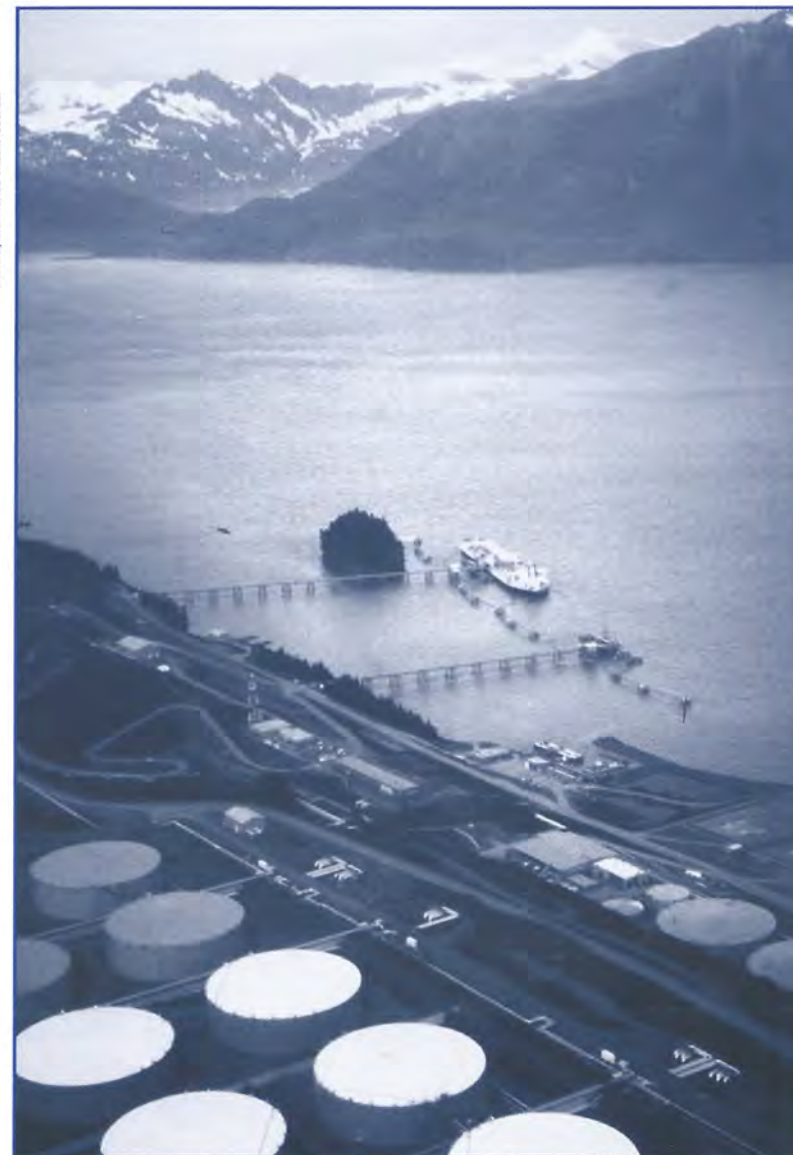


Photo courtesy of KLL

Huge tanks at the Valdez Marine Terminal store North Slope crude oil from the trans-Alaska pipeline until it can be loaded onto southbound tankers.



The Oil Pollution Act of 1990 says the council should review, monitor and comment on Alyeska's environmental protection capabilities, as well as the actual and potential environmental impacts of terminal and tanker operations.

The Act also calls on us to develop recommendations on environmental policies and permits. The council carries out this work through two major programs: Terminal Operations and Environmental Monitoring. Under the leadership of the Scientific Advisory Committee and the Terminal Operations and Environmental Monitoring Committee, the council engages in scientific studies to determine actual or potential risks, to document levels of pollution and biological effects, and to better understand new technologies and what environmental costs or benefits might be associated with their use.

TERMINAL OPERATIONS

Air and water quality issues associated with the operation of the Valdez Marine Terminal are addressed through the Terminal Operations and Environmental Monitoring Committee and the council staff. The council will be reviewing the Environmental Impact Statement and other technical reports associated with renewal of the state and federal right-of-way agreements pertaining to the Terminal. The council's objective is to verify that terminal operations comply with state and federal laws and employ the best available technology to protect the environment. We will promote public participation in the three-year renewal process and provide comments and recommendations based on the benchmark that the terminal should be "as good as new" to qualify for a permit to operate for another thirty years.

Compliance with air quality permits is coordinated with the Alaska Department of Environmental Conservation. The council has focused much attention on the interpretation and application of the federal rules to control vapor emissions during crude oil loading operations that became effective in 1998. Daily statistics are reviewed to verify compliance with allowable uncontrolled emission limits that apply through 2001. After three years, a major study of the vapor control system was completed this year. It included reviews of design, construction, operation, regulatory compliance, and the risks of fire and explosion.

ENVIRONMENTAL PROTECTION AND SCIENCE

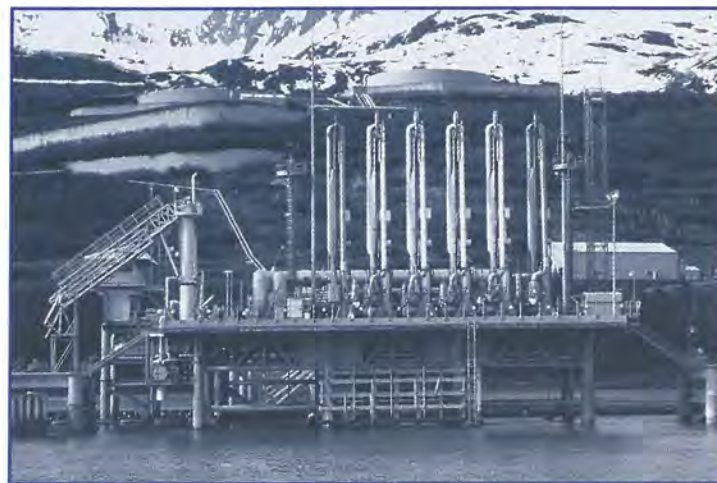


Photo by Rica Salvador, citizens' council.

Tom Colby of Alaska Tanker Co. stands before an ozone generator being tested to kill non-indigenous species in ballast water aboard the BP-chartered tanker *Tonsina*.



Tankers arrive in Port Valdez with significant quantities of oily ballast water carried in cargo tanks to provide navigational stability during the trip north. The water is pumped from the tanks to a facility at the terminal for treatment to remove most of the oil and is then discharged into Port Valdez. The council investigates environmental impacts of that ballast water discharge in cooperation with industry and agencies through a working group. The group is required by the National Pollutant Discharge Elimination System permit issued to ensure compliance with state and federal water quality regulations. When the permit was last renewed in 1997, gaps in water quality monitoring data were identified. The council is preparing for the next permit



Oil tankers take on North Slope crude at loading berths like this one at the Alyeska terminal in Valdez.

water. In addition, traditional water samples were taken for chemical analysis to better correlate and understand the levels detected in the mussel tissues and plastic strips. Laboratory analyses are being conducted, and the report on this work is scheduled for completion this fall. The conclusions will be used by the council to develop recommendations for water quality monitoring requirements in the new National Pollutant Discharge Elimination System permit.

AQUATIC NUISANCE SPECIES RESEARCH

Not all ballast water discharged in Port Valdez requires treatment to remove oil. Some tankers employ segregated ballast tanks where "clean" sea water is used for stability and then discharged into Prince William Sound without treatment. The potential for invasion by non-indigenous marine species through tanker ballast water discharges has been a priority issue for the council since 1996. We lead a multi-stakeholder working group to coordinate programs in our region and we hold seats on the Western Regional Panel and the Chinese Mitten Crab Control Committee of the Aquatic Nuisance Species Task Force. In partnership with the U.S. Fish & Wildlife Service, the U.S. Coast Guard, NOAA's Sea Grant program, Alyeska Pipeline Service Co., and the University of Alaska Fairbanks, the council has co-sponsored a series of scientific studies conducted by the Smithsonian Environmental Research Center since 1997. Specific goals during the past year included development of early detection techniques and investigations into the potential for green crab migration to Alaska waters



As part of a council research project, mussels are sorted before being measured, caged and lowered into the water of Prince William Sound.



Photo by Don Gilson

On a snowy winter day, a container of plastic strips that test for hydrocarbons is lowered into the water near Berth 5 at the Alyeska tanker terminal.

and support for ballast water treatment technologies to reduce the risk of invasions. The council funded scientific oversight of the Alaska Tanker Company's ozone treatment tests on board one of their tankers and pledged support and a contribution to a technology research facility in Puget Sound.

REGIONAL ENVIRONMENTAL MONITORING

The council established a long-term environmental monitoring project (LTEMP) in 1993 that continues with an annual study plan

designed to address trends and new circumstances. Samples are collected at 11 intertidal sites throughout Prince William Sound and the Gulf of Alaska. Mussel tissues from all the sites and sediments from Port Valdez are analyzed in the laboratory to determine whether hydrocarbons are accumulating and their source. The LTEMP contractor presents an annual report to the council and provides data to other research entities. The council continues to seek partnerships with other researchers to share resources and avoid duplication of efforts. In the future, the council hopes to integrate the LTEMP activities into the Gulf Ecosystem Monitoring Project being developed by the Exxon Valdez Oil Spill Trustee Council.

CHEMICAL DISPERSANTS

The council promotes research and testing to advance the body of knowledge about chemical dispersants and the potential environmental consequences of their use on oil spills in Alaska waters. The council supports mechanical recovery as the primary oil spill response strategy and urges regulatory agencies to take a conservative approach towards the use of dispersants.

The council sponsored two research projects during the past year. NOAA's Auke Bay Laboratory performed effectiveness tests using North Slope Crude oil and the two dispersant products most likely to be used in Alaska. The report has been completed and is currently undergoing professional peer review. The data from the laboratory tests indicate that the dispersants were mostly ineffective in the water temperatures and salinities found in Prince William Sound.

In a joint project of the council, Auke Bay Laboratory and Dr. Mace Barron, photoenhanced toxicity experiments are being conducted. The research includes a focus on potential photoenhanced toxicity of chemically dispersed oil to herring, an important commercial fishery in Alaska. The experiments were completed this year, and the final report is expected by year end.



OIL SPILL PREPAREDNESS AND RESPONSE



Photo by Stan Jones, citizens' council

Pete Kompkoff, a council board member, participated in Chevron's June 2001 Geographic Response Strategies exercise near his home community of Chenega Bay.

The council has devoted significant resources to preventing oil spills, but we all know that risk cannot be eliminated entirely. We must be prepared to respond quickly and effectively when prevention measures fail. Two council programs address emergency preparedness and response.

OIL SPILL RESPONSE PLANNING

Through this program, the council reviews state and federal contingency plans, developing positions and recommendations on plan-related issues. The council promotes compliance, enforcement, and funding for state and federal regulations and oversight and supports the Alaska Coastal Management Program. Along with local communities, the council encourages the incorporation of local knowledge of sensitive areas into contingency planning.

The state of Alaska requires tanker and facility operators to prepare detailed plans demonstrating how they would respond to the worst-case spills as defined by laws and regulations. In 1999 the State attached several conditions to the approvals of these contingency plans for oil tankers and for the Valdez Marine Terminal. In some cases, the council participates with government and industry on working groups formed to address the conditions of approval. In other cases, the council conducts independent reviews and submits comments and recommendations. During the past year, many of the conditions were met, resulting in significant improvements to the plans. Work continues on the development of Geographic Response Strategies and the refinement of oil spill scenarios.



Photo by Stan Jones, citizens' council

Tom Kuckertz, a project manager for the citizens' council, discusses protection of cultural resources at a planning session during the Geographic Response Strategies exercise.



Photo by Stan Jones, citizens' council

Tim Robertson, a contractor for the citizens' council, discusses Geographic Response Strategies at a planning meeting in Anchorage.

The council proposed the concept of Geographic Response Strategies (GRS) several years ago as a primary mechanism for the protection of sensitive areas and resources. After workshops with government agencies and reports on the successful use of these plans by other West Coast states, the concept was accepted in Alaska and the development of

Geographic Response Strategies became one of the major conditions of contingency plan approval in 1999. The GRS plans are developed through a working group that meets quarterly to identify sites and develop specific protection strategies. Thirty-five sites in Prince William Sound have been selected by the working group. The council coordinates public participation in the working group and review processes. The council has also supported the development of Geographic Response Strategies in Cook Inlet, Kachemak Bay, and Kodiak. Plans are under way to expand the effort to the outer Kenai Peninsula.

Oil spill scenario working groups have been formed for both the terminal and tanker plans. The council strongly supports tanker oil spill response scenarios that address needs outside Prince William Sound. This position is based on the knowledge from 1989 that oil spilled, even in the northern part of the Sound, can travel to Kodiak Island in a short period of time. The people in Kodiak and the coastal communities along the way should be assured that equipment and personnel can be mobilized to protect important resources. The council wants those details included in the plan scenarios and work continues toward that goal.

Crude oil facility fires and oil spills are often related, and the adequacy of the fire protection system at the Valdez Marine Terminal has

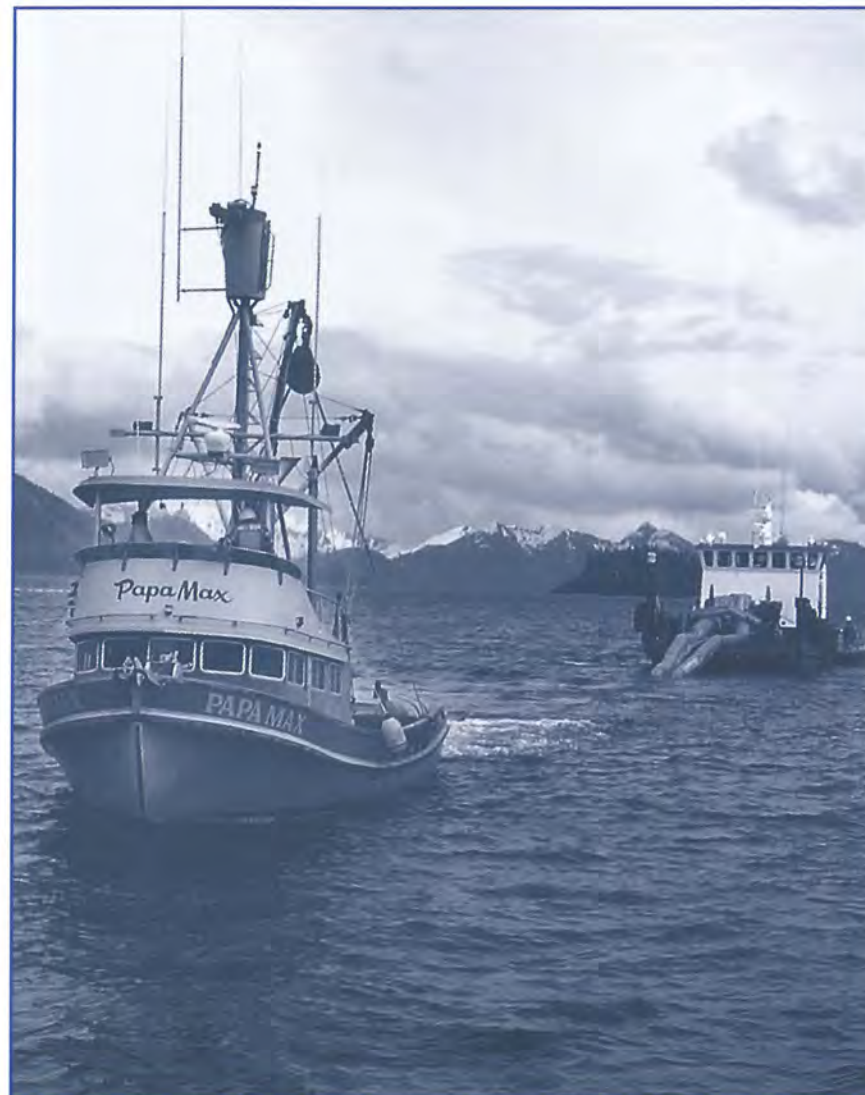


Photo by Tom Kuckert, citizens' council

The fishing vessel *Papa Max* pulls containment boom during the Chenega Geographic Response Strategies exercise, June 2001.



Several bays like this one in Prince William Sound were protected with floating oil boom during the Chenega Geographic Response Strategies exercise in June 2001.



Photo by Stan Jones, citizens' council

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been a concern of the council for several years. A comprehensive review of that system was completed this year, resulting in many recommendations and improvements. They include updating protective gear and firefighting equipment; additional training programs; and refinement of foam and water application systems. The council's consultants worked closely with Alyeska Pipeline Service Co. and the City of Valdez Fire Department to reach consensus on needs and an implementation plan. The council and its consultants will coordinate and co-sponsor a major fire response training exercise at the terminal in the Fall of 2001.

In addition to government and industry plans driven by regulations, the council promotes planning for local communities so oil spill impacts can be mitigated. (See "Community Response Planning," elsewhere in this report.) The council is also working to develop a scientific contingency plan to guide the environmental monitoring and other scientific research activities related to a major oil spill response. The first step has been to address the council's own monitoring responsibilities, and that work is being carried out by the Scientific Advisory Committee. During the next year the effort will expand to coordinate a scientific response plan among government agencies.

OIL SPILL RESPONSE OPERATIONS

It takes more than volumes of carefully created and reviewed contingency plans to effectively respond to an oil spill. It takes equipment, trained people, and a management system to implement the plan; and it takes practice, practice, practice. The council's oil spill response operations program is tasked with monitoring the operational readiness of the Alyeska Ship Escort/Response Vessel System and the oil shipping companies, and with making sure the council is prepared to respond to an oil spill.

Although a large stockpile of oil spill response equipment is located in Prince William Sound and supplemented by a fleet of local fishing vessels, the plans for a catastrophic spill require bringing significant quantities of equipment from outside the region. This year the council completed the second comprehensive survey to evaluate the availability and accessibility of equipment from oil spill response organizations and government stockpiles in Alaska, the US, and around the world. The out-of-region survey report was finalized this year, and a recommendation to identify additional primary oil storage units was communicated to Alyeska and the shipping companies.

Training requirements and operational guidelines are established at the state and federal level, and the council monitors the related regulations. This year the council submitted official comments on the National Preparedness for Response Exercise Program and the Coast Guard's Draft Programmatic Environmental Impact Statement for Vessel and Facility Response Plans for Oil. In addition, the council has reviewed and commented on Coast Guard reports on oil spill response technologies, including



Photo by Stan Jones, citizens' council

Staffers Dan Gilson and Becky Lewis observed the June 2000 Geographic Response Strategies drill from the *Auklet*, a boat chartered by the citizens' council.



a report titled On-Water Mechanical Recovery Capacity Increase for 2003 and Alternative Removal Technologies.

The council observes, monitors, and reports on spill response drills, exercises, and training throughout the region to provide citizens, regulatory agencies, and responders with information about the state of readiness and make recommendations for improvement. Much of the monitoring work is done by an independent contractor, who presents annual reports summarizing each calendar year's activities, lessons learned, recommendations, and outstanding issues. The council's staff and volunteers also participate in several major drills scheduled throughout the year. The council played a key role in the planning and execution of an exercise to test Geographic

Response Strategies in the Chenega Bay area of Prince William Sound. With council support, sites were selected to address local concerns about protecting environmentally and culturally important resources; and the deployment was observed and documented by council contractors, staff, and volunteers. Terminal and tanker response plans were also tested through drills called by the Alaska Department of Environmental Conservation.

The council has developed its own Emergency Response Plan which is routinely revised to reflect lessons learned from drills and responses to actual incidents. Major revisions to the plan were completed during the past year. The council monitored several small incidents during the year, but there were no major oil spills or fire responses.

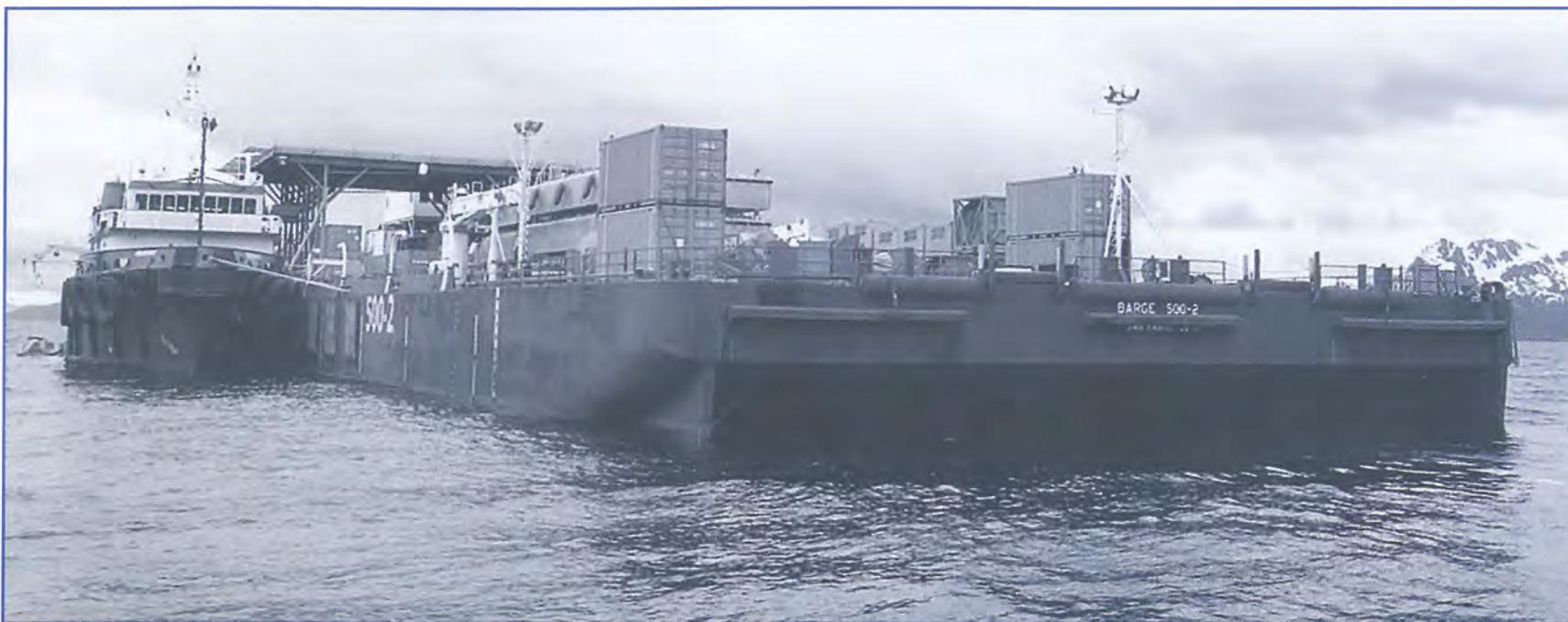


Photo by Tom Kucera, citizens' council.

This barge is equipped with offices, a communications center and housing. In an oil spill response, it would be towed to the scene to become a floating command center. Here, it participates in the June 2001 Chenega Geographic Response Strategies exercise.



COMMUNITY RESPONSE PLANNING, MEMBER RELATIONS AND EXTERNAL RELATIONS

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Photo by Leann Ferry.

Council board member Margy Johnson discusses oil-spill issues with Seward city council member David Brossow during an outreach visit.

COMMUNITY RESPONSE PLANNING

Coping with Technological Disasters: A User Friendly Guidebook continued to be a large part of outreach efforts in 2000-2001. The guidebook was created to help the council's communities prepare for and mitigate the socio-economic and mental health impacts of man-made disasters such as oil spills. The council developed the guidebook after years of social science studies in the communities of our region following the *Exxon Valdez* oil spill in 1989.

Staff members conducted a community workshop in Whittier, Alaska, in November 2000 to demonstrate to local officials and city staff how the guidebook could be useful in their community.

During spring and summer 2001, council staff involved community members from throughout the region in the creation of the *Coping with Technological Disasters: Peer Listener Training Video*, designed to help citizens prepare for and respond to the social problems that accompany technological disasters. As part of this effort, the council sponsored a training session in March 2001 to teach volunteers how to be peer counselors in the event a technological disaster should strike their communities. Community members participated from throughout the region affected by the *Exxon Valdez* oil spill. This session will form the core of the training video, expected to be ready for distribution by the end of 2001.

Copies of the guidebook continue to be circulated locally and abroad to non-profit and government agencies alike. The guidebook was provided to the government of Ecuador



Photo by Leann Ferry.

In November 2000, council staff traveled to Cordova to meet with some of the council's member groups there. They discussed Geographic Response Strategies and research into non-indigenous species.



after an oil spill in the Galapagos Islands. It was also presented to a broad audience of national and international oil spill professionals at the International Oil Spill Conference in Florida. The guidebook is available free on the council's web site.



Photo by Tom Kucientz, citizens' council

Council staff and board members make many outreach visits each year. Here, staffer Bernie Cooper visits with Kodiak Island Borough Mayor Gabrielle LeDoux during the ComFish trade show in Kodiak, March 2001.

MEMBER RELATIONS

The council devotes a full-time staff position, called Community Liaison, to fostering productive relations with the 18 communities and interest groups that make up its membership. The Liaison visits communities in the region, attends member group functions, gives presentations, coordinates special events involving the council and its member groups and generally encourages citizen involvement in the council's work.

As usual, council staff attended numerous trade-show and member-organization events during the fall and winter of 2000-2001. Additional outreach efforts focused on meetings with local leaders, planning and training sessions for dealing with socio-economic disaster impacts in communities, and presentations at major conferences.

Meetings with Local Leaders

In the period covered by this report, council representatives met with local leaders in Kenai and Seward. In December 2000, council staff and board members met with the Kenai Peninsula Borough Assembly to discuss oil transportation issues. And in June 2001, council staff and board members

met with Seward City Council members for similar discussions. In both instances, the council's executive director, John Devens, updated attendees on current council projects. In both communities, discussions centered on the council's work on Geographic Response Strategies (site-specific oil spill response plans, developed with local input, for environmentally sensitive areas), on the need for more oil spill response equipment in communities outside Prince William Sound, and on the council's work on the risk of invasions of the Sound by non-indigenous marine species. Similar events are planned for the coming year in Homer, Kodiak and other council communities.

Conferences

In March 2001, council staff and volunteers attended the International Oil Spill Conference at the Tampa (Florida) Convention Center. The council's information booth attracted visitors from Brazil, Belgium, Canada, Ecuador, England, France, Netherlands, India, Scotland, Mexico, Norway, Russia, Saudi Arabia, Turkey, Venezuela, and the United States. Deputy Director Marilyn Leland chaired the panel session titled "Policy Planning Capacity." Deputy Director Lynda Hyce (with Sharon Hillman of Alyeska Pipeline Service Co.) presented a paper, as did Community Liaison Leann Ferry.



Photo by Marilyn Leland

Council board member Steve Lewis and Executive Director John Devens with a visitor to the council booth at Seattle's FishExpo, November 2000.



EXTERNAL RELATIONS

Publications

The council increases public awareness on a wide range of issues pertaining to crude oil transportation through printed and electronic publications.

The Observer, a free quarterly newsletter, is distributed throughout Prince William Sound, the northern Gulf of Alaska, lower Cook Inlet and the Kodiak Archipelago. The Observer is also sent on request to interested citizens elsewhere, as well as to regulators and industry.

The Observer covers council activities, developments in the oil transportation industry and news about policy and operational issues related to marine oil transportation. Major oil spill drills are usually covered, and Alyeska is invited to submit a column for each issue. In the course of preparing articles for The Observer, the council frequently invites feedback from appropriate industry and regulatory personnel.

Once a year, the council summarizes its work in an annual report such as this one.

In addition, the council uses electronic mail and its Internet site (see last page) to provide information about its activities and about oil transportation issues to Alaska citizens and to the world.

And the council makes available a 14-minute video about its origins, mission and activities. This video, titled "A Noble Experiment: The Story of the Prince William Sound Regional Citizens' Advisory Council," is shown at conferences and other events attended by the council, and is distributed free to member entities for use in informing their constituents about the council.

State Government Relations

The council monitors state actions, legislation and regulations that relate to terminal or tanker operations, or to oil spill prevention or response. To track developments in the state capital, the council retains a monitor under contract during the legislative session. This area of council activity



Council representatives visited Juneau in March 2001 to discuss legislative issues. Shown here: Board member Stan Stephens, State Sen. Georgianna Lincoln, board member Steve Lewis, and staffer Stan Jones.

is coordinated by a Legislative Affairs Committee made up of members of the council board. It meets biweekly during the January-May legislative session and as required at other times.

During the period covered by this report, the committee took the following actions at the state level:

- ★ *Tracked legislation to impose oil-spill contingency-planning requirements on vessels that haul large volumes of fuel (but not crude oil).*
- ★ *Traveled to Juneau to meet with legislators and discuss issues of concern to the council.*
- ★ *Pushed for an appropriation for a Best Available Technology conference, as required every five years by state regulation. Its purpose is to review technology for preventing and responding to oil spills, and to identify new technology that could be used in Alaska.*



Federal Relations

The council monitors federal government actions and issues through a law firm in Washington, D.C. Council staffers and board members travel to Washington for meetings with relevant officials, as appropriate. During the past year the council has worked through its Washington counsel to obtain from Congress a Department of Transportation appropriation for part of the cost of the ice detection radar. The council has also begun monitoring the reauthorization of the National Invasive Species Act, which will come before Congress in 2002.

Recertification

The Coast Guard certifies the council as the federally approved citizens' advisory group for Prince William Sound, pursuant to the Oil Pollution Act. The council has been the certified group since 1991.

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

As part of its recertification process, the Coast Guard considers comments from industry, interest groups, and citizens. The council fulfills the requirement for an industry-funded citizens advisory group, but it was established before the law was enacted.



In July 2001, a council delegation met with Coast Guard officials in Juneau. From left to right: Staffer Stan Jones, board member Bill Walker, Captain John Davin, council attorney Susan Burke, staffer Marilyn Leland, board member Cheryl Heinze, Rear Admiral Thomas Barrett and council president John Allen.

BOARD OF DIRECTORS

EXECUTIVE COMMITTEE



JOHN ALLEN
—President—
Tatitlek Corporation,
Tatitlek Village IRA Council



STEPHEN LEWIS
—Vice President—
City of Seldovia



MARILYNN HEDDELL
—Secretary—
City of Whittier



WILLIAM M. WALKER
—Treasurer—
City of Valdez



CHERYLL HEINZE
—Member at Large—
Alaska State Chamber
of Commerce



DENNIS LODGE
—Member at Large—
City of Seward



PAUL MCCOLLUM
—Member at Large—
City of Homer

EX-OFFICIO BOARD MEMBERS (NON-VOTING)

COMDR. PEYTON COLEMAN— U.S. Coast Guard, Marine Safety Office Valdez
DOUG DODGE— Alaska Department of Natural Resources
MARK FINK— Alaska Department of Fish and Game, Habitat Division
CHUCK FREY— U.S. Forest Service
SUSAN HARVEY— Alaska Department of Environmental Conservation
JOHN KOTULA— Alaska Department of Environmental Conservation

ROBERT LAPOINTE— Alaska Division of Emergency Services
CARL LAUTENBERGER— U.S. Environmental Protection Agency
DOUG MUTTER— U.S. Department of the Interior
GARY THOMAS— Oil Spill Recovery Institute
JOHN WHITNEY— National Oceanic and Atmospheric

OTHER
DIRECTORS



PATIENCE
ANDERSEN FAULKNER
Cordova District
Fishermen United



SHERI BURETTA
Chugach Alaska Corporation



WAYNE COLEMAN
Kodiak Island Borough



TOM COPELAND
Oil Spill Region
Environmental Coalition



JANE EISEMANN
City of Kodiak



BLAKE JOHNSON
Kenai Peninsula Borough



MARGY JOHNSON
City of Cordova



PETE KOMPKOFF
Chenega Bay Corporation
Chenega IRA Council



BILL LINDOW
Prince William Sound
Aquaculture Corporation



JO ANN C. MCDOWELL,
PH.D.
City of Valdez



JIM NESTIC
Kodiak Village
Mayors Association



STAN STEPHENS*
Alaska Wilderness Recreation
and Tourism Association

*Nominated for appointment at September 2001 board meeting.

COMMITTEES (As of June 30, 2001)

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

P O V T S

PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE

BILL CONLEY, Valdez (Chair)

TEX EDWARDS, Anchorage

PETE HEDDELL, Anchorage

(NEIL) VINCE KELLY, Valdez

LINDA LEE, Valdez

DENNIS LODGE, Council Director

ERIC LOPEZ, Valdez

KEN WEAVER, Seldovia



Tex Edwards

S A C

SCIENTIFIC ADVISORY COMMITTEE

RICHARD TREMAINE, Anchorage (Chair)

PETER ARMATO, Seward

GIG CURRIER, King Salmon

GARY LAWLEY, Anchorage

MICHELLE HAHN O'LEARY, Cordova

AJ PAUL, Seward

KELLEY WEAVERLING, Cordova

JOHN WILLIAMS, Cordova



Gig Currier

O S P R

OIL SPILL PREVENTION/RESPONSE COMMITTEE

JERRY BROOKMAN, *Kenai (Chair)*

PAUL ANDREWS, *Homer*

TOM COPELAND, *Council Director*

JON DAHLMAN, *Seward*

NATASHA EDWARDS, *Cordova*

GAIL EVANOFF, *Chenega Bay*

JOE JABAS, *Valdez*

KARL PULLIAM, *Seldovia*

GORDON SCOTT, *Girdwood*



Natasha Edwards



George Skladal

T O E M

TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE

BOB BENDA, *Valdez (Chair)*

JEFF GLENNY, *Valdez*

KYLE PETROVE, *Anchorage*

PAUL MCCOLLUM, *Council Director*

GEORGE SKLADAL, *Anchorage*

STAN STEPHENS, *Valdez*

JANICE WIEGERS, *Fairbanks*

PRESENTATIONS AND PUBLICATIONS

PRESENTATIONS AND PAPERS BY STAFF, VOLUNTEERS AND CONTRACTORS

COPING WITH TECHNOLOGICAL DISASTERS.

—Leann Ferry, council staff, 11/2/2000 —
Coping with Technological Disasters Guidebook Workshop,
Whittier.

COMMUNITY INVOLVEMENT VERSUS BIG OIL: A CASE STUDY OF THE POLICY PROCESS.

—John Devens, 10/26/2000—
32nd Annual Michigan Conference of Political Scientists,
Alma, Michigan.

RCAC PROJECTS.

—John Devens, 12/12/2000—
Council hosted dinner for Kenai Peninsula Borough Assembly,
Soldotna.

PWS RCAC ICE DETECTION PROJECT.

—Lynda Hyce and Rhonda Arvidson, council staff, 2/8/2001—
Oil Spill Recovery Institute Board Meeting, Anchorage.

COPING WITH TECHNOLOGICAL DISASTERS: HELPING COMMUNITIES HELP THEMSELVES.

—Paper written by Lisa Ka'aihue, presented by
Leann Ferry, 3/26/2001—
International Oil Spill Conference, Tampa, Florida.

STAKEHOLDER COMMUNICATION.

—Lynda Hyce jointly with Alyeska and SERVS, 3/28/2001 —
International Oil Spill Conference, Tampa, Florida.

POLICY PLANNING CAPACITY.

—Marilyn Leland, 3/29/2001—
International Oil Spill Conference, Tampa, Florida.

POSTER: REGIONAL CITIZENS' ADVISORY COUNCILS: UNIQUE ENVIRONMENTAL MONITORING PARTNERSHIPS.

—Lisa Ka'aihue of Prince William Sound Regional Citizens'
Advisory Council and Sue Saupe of Cook Inlet Regional
Citizens' Advisory Council, 4/24/2001—
Environmental Monitoring and Assessment Symposium:
Coastal Monitoring Through Partnerships, Pensacola, Florida.

MANAGEMENT OF ENVIRONMENTAL PROTECTION FROM THE FEDERAL, REGIONAL, AND LOCAL COMMUNITY PERSPECTIVES, PRESENTATION AND PANEL DISCUSSION; A ROLE FOR THE PUBLIC, PRESENTATION; PREPAREDNESS AND RESPONSE: RCAC'S METHODS, SUCCESSES, CHALLENGES, PRESENTATION.

—All by Lynda Hyce, 4/23-27/2001—
*Governor's Forum on "Offshore Oil And Gas Development:
Environmental Management," Yuzhno-Sakhalinsk, Russia.*

ESCORT TUG ANALYSIS FOR OIL TANKSHIPS IN PRINCE WILLIAM SOUND AND THE GULF OF ALASKA.

—Lynda Hyce jointly with Alyeska/SERVS, the Response
Planning Group, George Randall, and Tim Jones, May 2001—
*Paper accepted for presentation at American Society
of Naval Engineers Marine Environmental Engineering
Symposium and published in the proceedings.*

—REPORTS—

**VALDEZ MARINE TERMINAL MAINTENANCE - REVIEW OF
OUTSTANDING AND DEFERRED MAINTENANCE WORK ORDERS
BALLAST WATER TREATMENT FACILITY.**

PetroTech Alaska, 9/1/2000

SUMMARY OF VMT COMPLIANCE REVIEW AND FACILITY AUDIT.

Sierra Research, Inc., 9/19/2000

PWS RCAC FIRE PROTECTION REVIEW.

October 9, 2000. Bud Slye & Tony Semenza, 10/9/2000

1999-2000 IN REVIEW (Annual report of the council).
11/1/2000

**VALDEZ MARINE TERMINAL — REVIEW OF PENDING
RECOMMENDATIONS WHITE PAPER.**

RCAC staff, 11/20/2000

SUMMARY OF VMT COMPLIANCE REVIEW AND FACILITY AUDIT.

Southwest Research Institute, 11/20/2000

**LONG TERM ENVIRONMENTAL MONITORING PROGRAM
1999-2000 LTEMP MONITORING REPORT.**

Kinnetic Laboratories, Inc., 12/22/2000

OUT-OF-REGION RESPONSE EQUIPMENT SURVEY FINAL REPORT.

Erich Gundlach, Gary Reiter and E-Tech International, Inc.,
1/24/2001

DRILL MONITOR CONTRACTOR ANNUAL REPORT 2000.

Tim Jones, 2/1/2001

**THE EFFECTIVENESS OF COREXIT 9527 AND 9500 IN DISPERSING
FRESH, WEATHERED, AND EMULSION OF ALASKA NORTH SLOPE
CRUDE OIL UNDER SUBARCTIC CONDITIONS.**

National Marine Fisheries Service, 4/1/2001.

**REPORT FROM BUD SLYE AND TONY SEMENZA ON THE
RESULTS OF THE FIRE FOAM TEST CONDUCTED AT THE EAST
METERING BUILDING AT THE VMT.**

Slye & Semenza, 5/20/2001

—NEWS RELEASES AND GUEST EDITORIALS SENT TO NEWSPAPERS AND BROADCASTERS—

**SOMETIMES, WHAT IS LEGAL MAY NOT BE
WHAT IS RIGHT FOR THE ENVIRONMENT.**

Guest editorial by John Devens, November 2000

**ALASKA OIL-SPILL GROUP SENDS DISASTER GUIDE
TO VICTIMS OF GALAPAGOS SPILL.**

News release, January 2001.

**STAN STEPHENS ELECTED PRESIDENT OF PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL.**

News release, February 2001

**LEGISLATURE SHOULD UNDO SHORT-SIGHTED BUDGET CUTS
THAT IMPERIL ALASKA'S DEFENSES AGAINST OIL SPILLS.**

Guest editorial by John Devens, May 2001

**HATS OFF TO ALYESKA FOR PROTECTION
IMPROVEMENTS IN PRINCE WILLIAM SOUND.**

Guest editorial by Stan Stephens, June 2001

**TATITLEK'S JOHN ALLEN ELECTED PRESIDENT
OF CITIZENS' COUNCIL.**

News release, June 2001

Contact the council's Anchorage office for copies



STAFF AND OFFICES

ANCHORAGE

Deputy Director: **Marilyn Leland**
Administrative Assistant, **Berniece (Bernie) Cooper**
Public Information Manager: **Stan Jones**
Community Liaison: **Linda Robinson**
Project Managers: **Joe Banta, Lisa Ka'aihue, Andrea Archer**

**PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL**
3709 Spenard Road, Suite 100
Anchorage AK 99503 USA
907-277-7222
Fax: 907-277-4523
Toll-free: 800-478-7221

EXECUTIVE DIRECTOR: John S. Devens, Ph.D.

VALDEZ

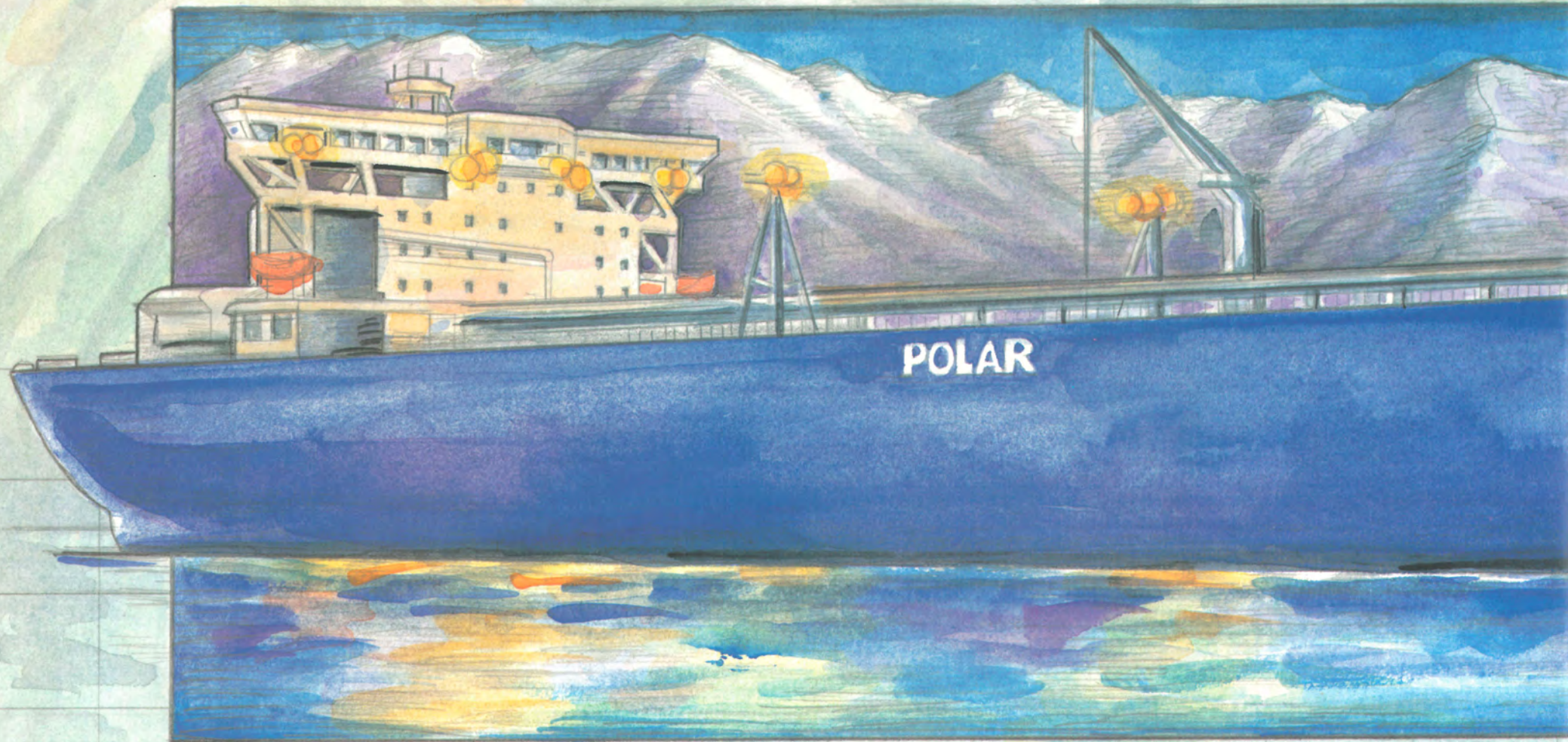
Executive Assistant: **Donna Schantz**
Administrative Assistant: **Jennifer Fleming**
Project Managers: **Dan Gilson, Tom Kuckertz, Rhonda Arvidson**

**PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL**
P.O. Box 3089
Valdez AK 99686 USA
907-835-5957
Fax: 907-835-5926
Toll-free: 877-478-7221

INTERNET

Worldwide Web: <http://www.pwsrcac.org>
Anchorage email: anch@pwsrcac.org
Valdez email: valdez@pwsrcac.org





3709 Spenard Road • Anchorage, Alaska 99503 • 907.277.7222 • fax 907.277.4523

P.O. Box 3089 • Valdez, Alaska 99686 • 907.835.5957 • fax 907.835.5926