

The Observer

VOLUME 11, No. 2/MAY 2001

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

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Non-crude haulers are subject to new state planning rules

Gov. Tony Knowles last month signed into law a measure that will require oil spill contingency plans for vessels carrying large quantities of non-crude petroleum products.

Crude-oil shippers, including those that haul North Slope crude out of Valdez, have long been required to prepare the plans, which detail what the shippers must do to prevent oil spills and what they will do to clean them up if they occur.

But, until now, the plans have not been required of cruise ships, cargo carriers, large fishing vessels and other haulers of significant quantities of fuel oils. The measure also covers the Alaska Railroad.

"Just as we have worked to make Alaska's crude oil transportation system the safest in the world, we must extend that safety net to cover other vessels," Gov. Tony Knowles said in a written statement on April 6, when he signed the bill.

The bill was two years in the works. Last year, the legislature imposed financial respon-

State OKs move of Hinchinbrook barge

• Council and other stakeholders will develop mitigating measures

The state of Alaska on March 22 gave formal approval to the winter relocation of an oil-spill response barge from Hinchinbrook Island to Naked Island.

The action by the state Department of Environmental Conservation came in response to a request from Alyeska Pipeline Service Co. The company said high winds made the winter months too dangerous in the barge's original year-round location at Port Etches, on the southwest tip of Hinchinbrook Island. The new anchorage at Naked Island is about 30 miles to the northwest.

The state attached two conditions to its approval. One, the barge must be attended by a tug so that it can be moved quickly into action in the event of an oil spill. And, two, the barge can stay at Naked Island only from Oct. 1 through March 31.

The Hinchinbrook-area barge is intended to help meet a requirement that the oil industry be prepared to clean up a spill of 300,000 barrels within 72 hours, even at Seal Rocks, located 8 miles from Cape Hinchinbrook in the Gulf of Alaska.

Because Naked Island is farther away than Port Etches, the state estimated the barge would take an extra 2.7 hours to reach Seal Rocks from its new location, reducing oil recovery during the first 72 hours of the spill by 5,650 barrels.

But, the state said in its analysis of the move, "the potential for increased impact on environmentally sensitive areas would be expected to be small."

The change is a modification to current Prince William Sound oil-spill contingency plans, which are due to be renewed in November of next year.

After the citizens' council and other stakeholders raised concerns about the reduction in response capability caused by the barge



Council Vice-President John Allen and Port Operations and Vessel Traffic Systems committee member Vince Kelly chat with visitors to the council information booth at the International Oil Spill Conference in Florida. *Story, page 5.*

Research into chemical dispersants is a top priority for citizens' council

By Lynda Hyce
and Lisa Ka'aihue
Citizens' council staff

The citizens' council has spent much of the last twelve years advocating prevention as the best defense against the kind of environmental damage oil can cause to the marine environment. But when prevention fails the responsible party is required by law to respond. In Alaska, a tanker operator must be prepared to contain and clean-up 300,000 barrels of oil — about 13 million gallons — within 72 hours. When faced with an oil spill, responders have a variety of tools in their tool box.

The most widely recognized and accepted tool is mechanical recovery. Responders use booms and skimmers to contain and recover the oil, requiring access to

barges or other means to store the oil and presenting disposal problems.

Burning the oil on the water is another tool that can be and has been used when timing and circumstances are just right.

Another increasingly accepted tool is the application of chemical dispersants. Dispersant application is pre-approved in Alaska for specific areas under certain conditions, as agreed to by a coalition of state and federal agencies responsible for environmental protection.

Chemical dispersants are solvents and agents that reduce the surface tension of oil, allowing it to disperse as tiny droplets into the water column. If dispersants are

See page 2, **DISPERSANTS**

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See page 4, **PLANS**

See page 3, **BARGE**

Volunteer Profile

Volunteer juggles committee work with fishing, skiing and a small business

As a commercial fisherman for halibut and black cod, Natasha Edwards gets plenty of chances to see Prince William Sound close-up, along with the oil tankers that sail through it.

So it's not surprising she decided to keep an eye on the system in another way, as well: by volunteering for the citizens' council's Oil Spill Prevention/Response Committee.

"I'm out in the Sound a lot and able to watch the traffic in and out, so trying to help make the system work better is important to me," Edwards said.

Edwards has been an Alaskan since 1977, when she came to the state as a high-school senior. After that, she worked at a variety of jobs, including dairy farming at Point MacKenzie, removal of a telecommunications site at Boswell Bay, bird survey work in the Aleutian Islands, and land surveying on the North Slope and in other parts of Alaska.

In addition, she raised two sons. Chris, 22, is in college and Macih, 20, works for a company Outside that manufactures

fuel cells.

Edwards came to Cordova two months after the *Exxon Valdez* spill in 1989 and took a temporary volunteer job with the U.S. Fish and Wildlife Service.

"Volunteering was a way for me to get out on the Sound and see for myself what it looked like and what was happening," Edwards said.

Nowadays, she enjoys what might be called the best of both worlds in Alaska. With her partner, Guido Casciano, she spends most of the year in Cordova.

She operates a small business — North Pacific Limited — that makes outerwear sold to small companies in Alaska and at her own little shop, the Warmer Corner, in Cordova's Orca bookstore. (And Orca, as it happens, is run by another of the council's committee volunteers, Kelley

Weaverling.)

In winter, Edwards spends time in Girdwood, where she

helps plan events such as ski races at the Alyeska resort. "One of the reasons I work with ski areas is, I really love to ski," Edwards said. "Hiking, cross-country skiing — spending time outside is really a big part of my recreation."

Lately, Edwards has been learning to surf on

trips Outside. And, yes, surfing is done in Alaska. Yakutat, she says, is becoming a hotspot. "I would love to do it in Alaska," Edwards said. "I have not done that yet."

The committee Edwards serves on — the Oil Spill Prevention/Response Committee — is charged with doing just what the name suggests: making sure the oil industry does everything possible to prevent oil spills, and

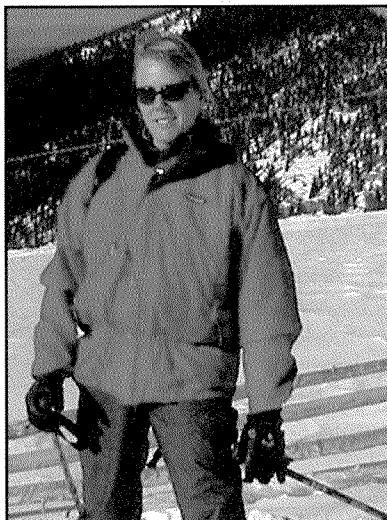
to be ready to clean them up if they occur.

Edwards joined three years ago, and since then has worked through such issues as the recent relocation of the Port Etches barge, review of oil-spill contingency plans, and a survey of oil-spill response equipment that could be brought in from elsewhere in the event of another major spill in Prince William Sound.

"The first meeting I attended, I was amazed at all the different things going on," Edwards said. "It's been a real learning process for me. But I think we are helpful in keeping the industry aware and on their toes."

Jerry Brookman, the Kenai retiree who chairs the committee, said that Edwards may not talk a lot, but when she does it is worth hearing.

"This points out the value of having committees and not a single person making decisions," Brookman said. "Many times a committee member will come up with something I'd never have thought of."



Natasha Edwards

DISPERSANTS: More research needed

Continued from Page 1

effective, then they keep the oil off beaches and wildlife. Many studies since the Exxon Valdez oil spill have documented just how detrimental it can be when oil reaches sensitive habitats and species in the nearshore and tidal areas.

No one claims that chemical dispersants are good for the environment. They are known to be toxic chemicals. The use of dispersants is promoted as an environmental trade-off, preventing oil on the shorelines at an unknown cost. Not much is known about the long-term environmental impacts of large quantities of chemically dispersed oil to the water column and the marine species that live there.

Uncertainty also surrounds the question of effectiveness. Do dispersants really work? Do they work as well in the cold waters of Prince William Sound and the Gulf of Alaska as in the warmer waters of the Gulf of Mexico? If they disperse 50 percent of an oil spill, is there an advantage to having oil both on the shorelines and in the water column? Even if the answer to all these questions is yes, do the products stockpiled in Alaska represent the best avail-

able technology for our conditions? These nagging questions continue to be of great concern to the citizens' council.

To try and answer such questions, the citizens' council has initiated its own dispersants projects. One study is looking at the effectiveness of dispersants. Preliminary findings were presented to the citizens' council at its February quarterly board meeting in Anchorage. The preliminary findings raise serious questions regarding the effectiveness of dispersants that would be used on a North Slope crude spill in Prince William Sound or the Gulf of Alaska. The final report may be approved for distribution as early as this month. Another study under way looks at the toxicity of dispersed oil, using Alaska marine species and a variety of environmental conditions.

At its February meeting, the citizens' council identified dispersant research as a priority. Citizens want assurances that dispersant use is effective and safe in Prince William Sound and the Gulf of Alaska. If those assurances are not supported by research, then the policies on dispersant use need to be reviewed and revised.

Yes, it's true — Daphne Jenkins is leaving!

Daphne Jenkins, one of the council's longest-tenured employees, is retiring at the end of this month to work with her husband in his financial services business.

Jenkins has been with the council for 10 years. Most recently, she has served as Information Systems Manager and also worked in contract management and document management.

"The most exciting projects I worked on were the Scientific Advisory Committee, the Long-Term Environmental Monitoring

Program, Community Impacts Planning, and the information revolution on the Internet," Jenkins said. "But the people of the citizens' council were the best part of my job."

"Daphne will truly be missed," said John Devens, executive director of the council. "She has not only been instrumental in developing the computer system we rely on, but

Daphne has the kind of personality that makes the office a happy place in which to work."



Daphne Jenkins



ComFish — Over 200 people stopped by the citizens' council booth at Kodiak's ComFish Alaska trade show in March. Here, Bernie Cooper, administrative assistant in the council's Anchorage office, helps Kodiak Island Borough Mayor Gabrielle LeDoux sign up for the Observer. Photo by Tom Kuckertz, citizens' council.

It's time to equip downstream communities for self-defense against oil spills

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

In the aftermath of the *Exxon Valdez* spill 12 years ago, we saw communities and the fishing industry banding together to protect their shores by building log booms by hand. Skimmers, manufactured boom and the other equipment necessary to protect local resources from a regional spill simply wasn't available where it was needed.

Since 1989, the situation has improved in many respects, particularly within Prince William Sound. Response depots have been established at communities throughout Prince William Sound, including Cordova, Whittier,

Tatitlek, and Chenega. Response barges are stationed at remote locations in Prince William Sound for a rapid response to an oil spill.

But outside the Sound – in “downstream” communities like Seward, Homer, and Kodiak – things haven't changed much. Very little response equipment is on hand in these communities. If another spill sent oil in their direction, as the *Exxon Valdez* spill did, they would once again be compelled to improvise to protect salmon hatcheries, clamming beaches, commu-

nity waterfronts and other valuable local resources.

For example, a recent survey conducted for the citizens' council disclosed there is still a shortage of what is called “primary storage” – the containers where response workers put the oil-water mixture they collect. Cleanup efforts could grind to a halt because there would be no place to put what was being

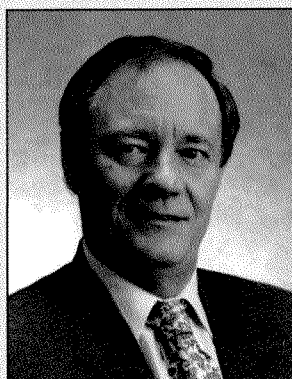
recovered.

It's time something was done about this. We all have a responsibility to provide the resources

these communities need to help protect their valuable resources.

Over the next few months, the citizens' council will be studying this problem and coming up with a plan for establishing depots of oil-spill response equipment in these downstream communities.

We can only hope the oil industry recognizes its obligation to provide these resources. On many occasions the industry has been willing to go beyond compliance to do the right thing. This is certainly another opportunity for the industry, in partnership with the state of Alaska and the citizens of the region, to step up to the plate once again.



John Devens

Stan Stephens of Valdez returns to president's chair of the citizens' council

Valdez resident Stan Stephens was elected president of the Prince William Sound Regional Citizens' Advisory Council at the board's February annual meeting in Anchorage. He will serve as board president until next year's annual meeting.

Stephens, who has served previously as council president, is the operator of Prince William Sound Cruises and Tours in Valdez. He has been involved with the council since 1990 and now is the Alaska Wilderness Recreation and Tourism Association's representative on the board.

He replaces Bill Walker, who had served as president since 1999. Walker remains on the

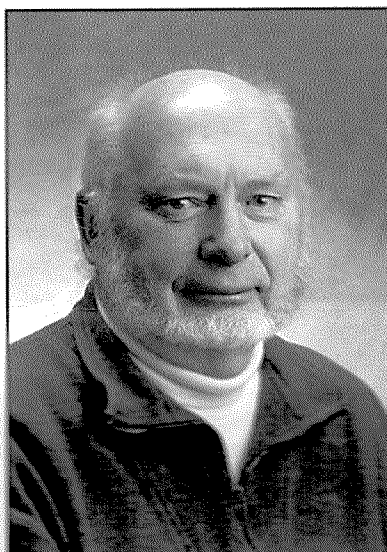
council, where he represents the city of Valdez. He was elected board treasurer upon leaving the presidency.

The council also elected the rest of its executive committee at the Anchorage meeting:

- Vice president: John Allen, representing the community of Tatitlek;
- Secretary: Marilyn Heddell, representing the city of Whittier;
- At-large members: Steve Lewis, representing the city of Seldovia;

Dennis Lodge, representing the city of Seward; and Paul McCollum, representing the city of Homer.

Two new members were seated on the council at the Anchorage meeting. Cheryl



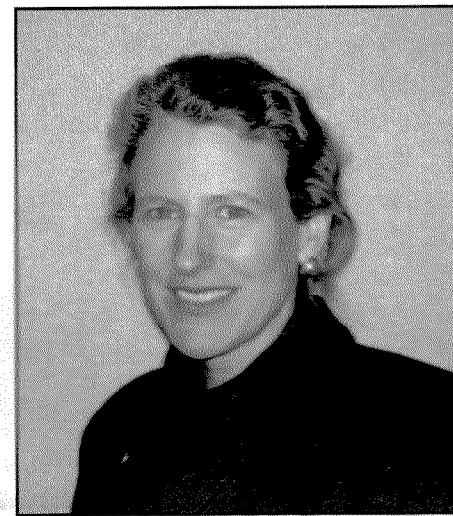
Stan Stephens



Cheryl Heinze

Heinze will represent the Alaska State Chamber of Commerce, and Jane Maria Eisemann will represent the city of Kodiak.

The other members of the 19-seat board and the organizations they represent are as follows: Patience Andersen-Faulkner, Cordova District Fishermen United; Sheri Buretta, Chugach Alaska Corp.; Wayne Coleman, Kodiak



Jane Eisemann

Island Borough; Tom Copeland, Oil Spill Region Environmental Coalition; Blake Johnson, Kenai Peninsula Borough; Margy Johnson, City of Cordova; Pete Kompkoff, community of Chenega Bay; Bill Lindow, Prince William Sound Aquaculture Corp.; Dr. Jo Ann C. McDowell, City of Valdez; Jim Nestic, Kodiak Village Mayors Assoc.

BARGE: Mitigation process under way

Continued from Page 1

move, the state held a meeting in Valdez in mid-February to discuss steps to reduce the impact. The result was a working group of several stakeholders — including Alyeska, oil tanker companies, the Department of Environmental Conservation and the citizens' council — who are meeting to devise mitigating strategies. The group calls itself the Hinchinbrook Entrance Response Options Task Force, or HERO for short. Among the measures under consideration:

- Placing response equipment at locations near Hinchinbrook Entrance for protecting environmentally sensitive areas

- Placing a response barge or other response equipment at Chenega Bay or in the Seward area

- Using Stockdale Harbor rather than Naked Island as the winter anchorage. Stockdale, at the northeast end of Montague Island, is closer to Seal Rocks.

- Finding technology that would permit safe operation and enhance oil recovery in Hinchinbrook Entrance and the Gulf of Alaska.

- Changing the weather conditions under which Hinchinbrook Entrance would be closed to tanker traffic.

For now, the barge is back at its original mooring in Port Etches, where it returned on April 2.

Valdez' McDowell receives Gordon award

Dr. Jo Ann C. McDowell, who represents the city of Valdez on the citizens' council, has received the Phi Theta Kappa Shirley B. Gordon Award of Distinction for community college presidents. The award came March 30 at the national

Phi Theta Kappa convention in Denver.

McDowell is the president of Prince William Sound Community College, which is based in Valdez.



McDowell

Michigan students to intern with council

Two students from Michigan's Alma College are interning with the citizens' council this month.

Andrew Pomerville and Matthew vandenBerg will be working in the council's Valdez office from Apr. 30 through early June.

They will stay at the dormitory at Prince William Sound Community College during

their internships.

In May 2000, a group of Alma students visited the council's Anchorage and Valdez offices as part of a study project on the *Exxon Valdez*.

Correction: Pete Kompkoff represents the community of Chenega Bay on the citizens' council. A headline in the February 2001 Observer mistakenly said he represents Tatitlek.

Alyeska continues upgrades to key systems at Valdez tanker terminal

By Greg Jones
Senior Vice President
Valdez Business Unit

In this issue of the Observer, I want to update you on the work done on the fire systems at the Valdez Marine Terminal and tell you about some of the larger projects planned for this year.

About a year and a half ago, questions arose about the system installed inside our 18 crude oil holding tanks to distribute foam to suppress a tank fire. The issue was possible plugging of the foam piping system by tank bottom accumulations that can include waxes and other materials in North Slope crude oil. Alyeska used external infrared thermography to confirm that the level of accumulation was above the fire foam piping in all tanks. We tested accumulation samples in all tanks and learned that the viscosity of the accumulations was below the National Fire Protection Association maximum and therefore, would be unlikely to affect the operation of the system. The

five tanks that received transfer material from other tanks were fluidized, opened and inspected to ensure the foam piping was clear. For added certainty, we modified the piping that supplied the foam to allow periodic flushing with crude oil, therefore ensuring that the piping will remain clear to deliver foam in the event of a fire.

Based on what we learned from studying wax precipitation from crude oil, we are making a number of changes in how we manage the tank farm to reduce wax and sediment accumulation. These include increased operation of existing mixers, temporary use of jet mixers, and new control methods to minimize how long the oil is stored.

More work on the terminal fire system is planned for this year. Last year we repaired or replaced 21 hydrants. We will repair or replace additional hydrants this

year. A hydraulic model of the fire water system was created and 11 fire fighting scenarios are being developed based upon use of this model. This year, the fire foam systems at the East and

West Metering buildings will undergo testing to ensure proper coverage and concentration of fire foam. The testing will require significant preparation and the results will provide conclusive evidence of the equipment's capabilities. We will also continue our program to install in-situ form lining in our firewater distribution piping.

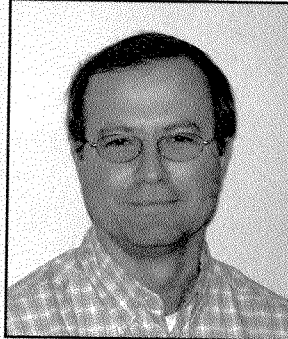
As is the case with oil spill risk, managing fire risk at the terminal requires thorough training of response personnel, careful maintenance of equipment, elimination of risks where possible, and a commitment to preparedness. We hope that this discussion of our fire system projects

explains a little about how we accomplish those objectives.

The renewal of our facilities to meet the demand of the next thirty years continues. This year, we will spend \$102 million on projects in the Valdez Business Unit, one of the busiest project seasons in nearly a decade. Besides the fire system improvements described above, the work includes: replacing critical mechanical, piping and electrical systems on Berth 5, including the crude oil loading arms and valves (bringing Berth 5 into a 10-year minimum maintenance life cycle to increase operational reliability); infrastructure work including communications systems and ballast water and fire water piping; and construction of a new 45,000 square foot office building.

Renewing our facilities at the Valdez Marine Terminal is not a sprint race, but rather a 5K race. We are and will remain able to safely and reliably move North Slope oil.

Alyeska Viewpoint



Greg Jones

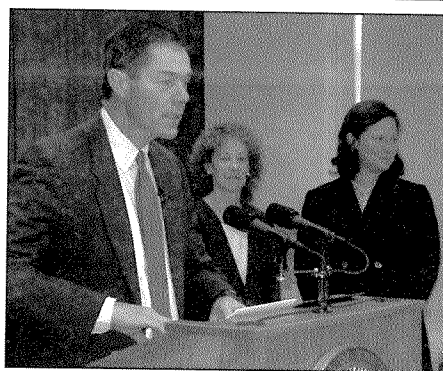
PLANS: Rules affect non-crude carriers now

Continued from Page 1

sibility requirements on the non-crude haulers, but deferred action on contingency planning rules. A task force worked out the details of the requirements over the summer and fall of 2000, and brought a proposal back when the legislature convened in January. The bill passed both houses of the Legislature with little opposition and few changes.

The requirements apply to seagoing vessels of 400 or more gross tons, as well as the railroad. They are required to plan for cleaning up a spill of 15 percent of their maximum oil storage capacity within 48 hours of a spill.

The citizens' council does not oversee operations of non-crude carriers (or the Alaska Railroad) and so did not take a position on the merits of the legislation. The council did, however, urge lawmakers to be sure the bill did



Gov. Tony Knowles signed the contingency planning bill in April. DEC Commissioner Michele Brown, center, and state Sen. Drue Pearce, right, were instrumental in getting the bill through the Legislature. Photo courtesy of the Governor's Office.

not undermine the existing regulatory system for crude-oil tankers, and no such undesirable side-effect was ever identified.

The council also urged, without success, that the bill provide for adequately funded citizen oversight of contingency planning for the non-crude carriers.

Double-hull plans for Alaska fleet continue to grow

The fleet of new double-hull tankers ordered for the Alaska trade now stands at eight.

Phillips Petroleum's Polar Tankers subsidiary in February announced plans for another new Millennium-class tanker, bringing to five the total it has ordered to haul North Slope crude. BP, meantime, has ordered three new double-hulls for its Alaska trade.

Phillips said the latest vessel ordered is valued at \$205 million

and will be able to carry just over a million barrels of oil.

The first of the Millennium-class tankers, the Polar Endeavour, is expected to enter service out of Valdez this summer. The second, the Polar Resolution, was christened in February and is to be delivered late next year.

Double hulls, mandated by the Oil Pollution Act of 1990, are a key design feature for reducing or eliminating oil spills from tankers.



The council's Legislative Affairs Committee visited Juneau March 11-14. Here, council President Stan Stephens with state Sen. Georgianna Lincoln, LAC Chairman Steve Lewis, and Public Information Manager Stan Jones.

Coast Guard to release report on safety of terminal

A team from the U.S. Coast Guard in December conducted a safety assessment of the Alyeska Pipeline Service Co. terminal in Valdez and the company's Ship Escort/Response Vessel System.

The citizens' council in late April commented on a draft of the report, with the final version due out soon. Meantime, a preliminary version can be viewed at the Coast Guard web site, <http://www.uscg.mil/d17/taps/taps1.htm>.

In other recent developments related to the Valdez terminal, Alyeska paid the Coast Guard a fine of \$3,500 over a sparking incident last October. In that incident, a spark leapt from some vapor control piping to a tanker about to be loaded at the berth. Subsequent investigation revealed the vapor control system's equip-

ment for preventing such sparks had erroneously been bypassed.

The Coast Guard originally proposed a fine of \$8,000, but reduced it to \$3,500 after Alyeska submitted information on its response to the spark incident.

Since then, Alyeska has had another incident involving electrical systems at the terminal.

On March 22, an electrician at Berth 4 was removing conduit and wiring that was believed to have been abandoned and not to be energized. But he cut into a conduit that contained a 480-volt lighting circuit. That tripped a circuit breaker that put out lights on the berth. No tanker was at the berth and no injuries resulted, but Alyeska called a safety stand-down two days later because of the incident. The Coast Guard is investigating.

Council staff and volunteers attend 2001 International Oil Spill Conference

By Leann Ferry

Community Liaison

The International Oil Spill Conference occurs every two years and rotates locations between the east and west coasts of the United States and Canada. This year's conference was at the Tampa (Florida) Convention Center from March 26-29, 2001, with the theme "Global Strategies for Prevention, Preparedness, Response and Restoration." The event drew nearly 2000 participants from 50 different countries.

Over the course of the three-day conference, there were 150 technical sessions and over 200 exhibits in the trade show held in conjunction with the conference. There were also poster sessions, equipment demonstrations and a film festival. Topics covered included oil spill preparedness and response, restoration, and research and development.

Four council staff and three volunteers attended this year's conference and ran the information booth in the trade show area. Council representatives talked to over 300 visitors to the council's information booth and collected nearly 100 new names for the Observer newsletter mailing list. The council's booth attracted visitors from Brazil, Belgium, Canada, Ecuador, England, France, Germany, Netherlands, India, Scotland, Mexico, Norway, Russia, Saudi Arabia, Turkey, Venezuela, and the United States.

In addition, council staff participated in three technical sessions. Deputy Director Marilyn Leland chaired the panel session titled *Policy Planning Capacity*, with three paper presentations on *Environmental Crimes Onshore and Offshore*; *Business Operational Continuity Planning*; and *EPA Region IX's Fuels Management Program*. Deputy Director Lynda Hyce and Sharon Hillman of Alyeska Pipeline Service Company presented the joint paper *Stakeholder Communication: Progress Through Cooperation*. Community Liaison Leann Ferry presented the paper *Coping with Technological Disasters: Helping Communities Help Themselves* (written by Project Manager Lisa Ka'aihue).

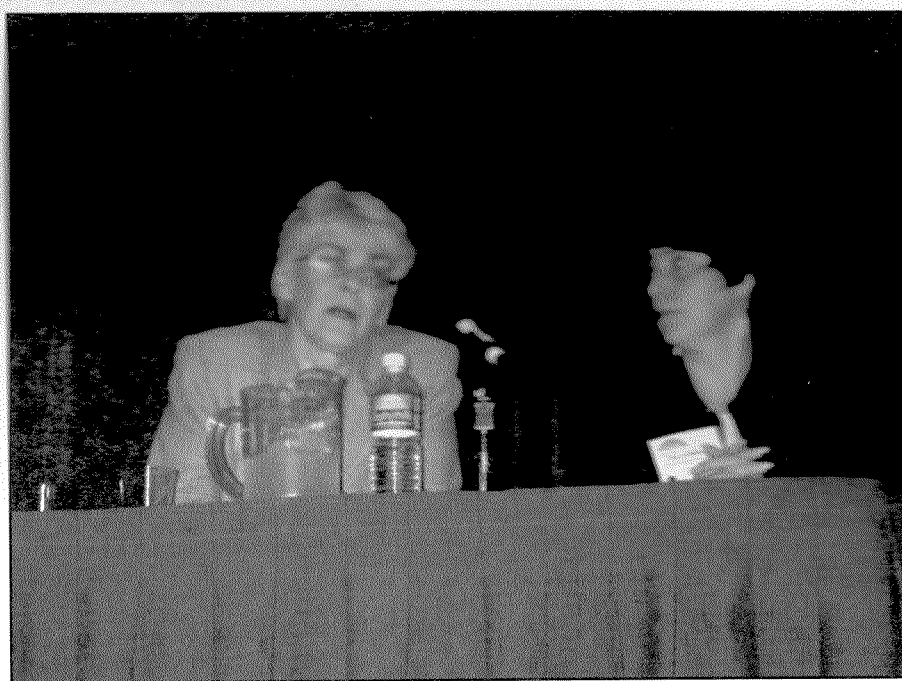
THE OBSERVER is the free quarterly newsletter of the Prince William Sound Regional Citizens' Advisory Council. Questions and suggestions should be directed to the council's Anchorage office. For contact information, see back page.

Deputy Director Lynda Hyce and Scientific Advisory Committee member Kelley Weaverling take their turn discussing oil spill issues with visitors to the council's information booth.



Community Liaison Leann Ferry presents *Coping with Technological Disasters: Helping Communities Help Themselves* as Alyeska's Richard Ranger listens.

Deputy Director Lynda Hyce and Sharon Hillman of Alyeska respond to questions after presenting *Stakeholder Communication: Progress Through Cooperation*.



Deputy Director Marilyn Leland chairs the session *Policy Planning Capacity*.

Photos by John Devens, Leann Ferry, and Marilyn Leland, citizens' council.

Council project trains Peer Listeners

By Leann Ferry
Community Liaison

On March 31, 2001, the council sponsored a training session to teach volunteers how to be peer counselors in the event a man-made disaster such as an oil spill should strike their communities. Community members from throughout the region affected by the Exxon Valdez oil spill attended the *Coping with Technological Disasters: Peer Listener Training* session in Anchorage.

Peer listener training is one of the outreach activities outlined in the *Coping with Technological Disasters Guidebook*. The guidebook was created by the council to help its communities prepare for and mitigate the socio-economic and mental health impacts of man-made disasters. The lay (or peer) listener acts as an advisor, friend, and referral agent for people who may not want professional services, may not realize they need assistance, or may not know that help is available.

The following individuals completed Peer Listener Training on March 31: John Allen, Valdez

and Tatitlek; Lloyd Allen, Tatitlek; Patience Andersen-Faulkner, Cordova; Andrea Archer, Anchorage; Kelly Behen, Homer; Bob Benda, Valdez; Nancy Bird, Cordova; Sara Bruce, Kodiak; Joe Cook, Cordova; Belen Cook, Cordova;

Community Corner



Leann Ferry

Mike Davidson, Whittier; Becky Garland-Andersen, Cordova; Lynda Hyce, Valdez; Mary Jacobs, Kodiak; Lisa Ka'aihue, Anchorage; Jim Miller, Port Graham; Bert Sullivan, Seward; Kathy Tomrdle, Kenai; Sabrina Volstad, Seldovia; Scot Wheat, Homer; and Lara Wheeler, Seldovia.

Dr. Steven Picou, an environmental sociologist, and Dr. Kata Arata, a clinical psychologist, conducted the training. Once completed, the training videos will be distributed to all of the council's communities at no charge and on an ongoing basis to others for a minor fee to cover copy costs.

Our thanks go to the Cook Inlet Regional Citizens' Advisory Council and the Oil Spill Recovery Institute for helping fund the training.

For information about the guidebook or peer listener training, see the council web site.



Above — Cordova peer listeners, back row, left to right: Joe Cook, Belen Cook. Front row, left to right: Becky Garland-Andersen, Patience Andersen-Faulkner. **Below** — Homer peer listeners: Kelly Behen and Scot Wheat. Photos by Lisa Ka'aihue



Prince William Sound Regional Citizens' Advisory Council

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

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

The council is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

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

Board of Directors

President: Stan Stephens - Ak. Wilderness Recreation & Tourism Association
Vice-President: John Allen - Community of Tatitlek
Secretary: Marilynn Heddell - City of Whittier
Treasurer: William M. Walker - City of Valdez

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
Cheryll Heinze - Alaska State Chamber of Commerce
Blake Johnson - Kenai Peninsula Borough
Margy Johnson - City of Cordova
Pete Kompkoff - Community of Chenega Bay
Steve Lewis - City of Seldovia
Bill Lindow - Prince William Sound Aquaculture Corporation
Dennis Lodge - City of Seward
Paul McCollum - City of Homer
Jo Ann C. McDowell - City of Valdez
Jim Nestic - Kodiak Village Mayors Association

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Joe Banta, Project Manager
Lisa Ka'aihue, Project Manager
Becky Lewis, Project Manager
Barry Green, Project Manager
Leann Ferry, Community Liaison
Daphne Jenkins, Information Systems Manager
Stan Jones, Public Information Manager
Linda Robinson, Financial Operations Manager

Valdez

Lynda Hyce, Deputy Director
Dan Gilson, Project Manager
Tom Kuckertz, Project Manager
Rica Salvador, Project Manager
Rhonda Arvidson, Project Manager
Jennifer Fleming, Administrative Assistant
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