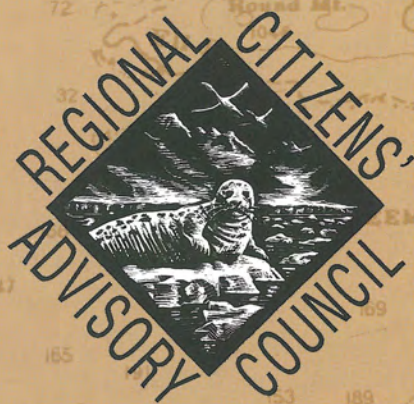


PRINCE ♦ WILLIAM ♦ SOUND



REGIONAL CITIZENS,
ADVISORY COUNCIL

2001-2002
IN
REVIEW



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BACK INSIDE COVER

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



Cover photo—
Columbia Glacier is a major source of icebergs that threaten oil tankers in Prince William Sound. The citizens' council has taken the lead in developing a radar system to detect icebergs so that tanker captains can be warned.
Source: AlaskaStock.com

Cover Illustration—
DEBRA DUBAC



Note: This report covers the period from July 1, 2001 through June 30, 2002.

Letter

from the President and the Executive Director



STEPHEN LEWIS
President

The past year ended on a highly symbolic and positive note when the Alaska Legislature – after two years of advocacy by the citizens' council – approved funding for the state's first Best Available Technology review.

This review will explore what new technologies are available for preventing and cleaning up oil spills, and which ones should be mandated for use by the oil industry in Alaska. The review is required every five years under regulations adopted in 1997, and we regard it as an important tool in making sure that complacency does not allow the oil transportation safety system in our state to lose its position as a worldwide leader.

The year saw change and development on many other fronts as well.

Our organization underwent three audits – by our own independent auditors, by the U.S. Coast Guard, and by Alyeska Pipeline Service Co. – and received a clean bill of health in each case.

Our long-range planning program, after more than a year of development, was put into effect this spring, resulting in one of the easiest and best-focused budget development processes in council history.

Our ice-detection radar system was installed on Reef Island, and should be starting service at about the time this report is printed. Reef Island is near, and named for, Bligh Reef, scene of the 1989 Exxon Valdez spill, in which icebergs in the tanker lanes were a factor.

Our Peer Listener Video, an outgrowth of our *Coping With Technological Disasters* guidebook, was completed in late 2001 and made its debut in Cordova in January of this year. Cordova, one of the communities hardest hit by the Exxon Valdez spill, is where the first peer-listener classes were conducted over six years ago.

Responding to community concerns, we took the initial steps towards an air-quality monitoring program in Valdez.

While most oil vapors generated during tanker loading at Alyeska's Valdez terminal are now captured, other major vapor sources – such as the Ballast Water Treatment System – continue to vent to the atmosphere.

This year we instituted regular high-level executive-to-executive meetings with the Alaska Department of Environmental Conservation and the Joint Pipeline Office, with the aim of cementing and enhancing the working partnerships we have long enjoyed with the two agencies.

For years, we have conducted similar top level meetings with Alyeska Pipeline and with crude oil shipping companies. Our goal in the coming year is to establish a schedule of such meetings with top Coast Guard officials, as well. The Coast Guard has just brought in new commanders in Juneau and Valdez, and we look forward to working closely with them, as we did with their predecessors.

While many promising developments occurred during the year, there were also reminders that continued vigilance is necessary to prevent a return to the complacency that made the Exxon Valdez tragedy possible.

For example, Alyeska this spring launched a reorganization that will see approximately 300 layoffs company-wide and the transfer of some Valdez workers to Anchorage or Fairbanks.

While the council does not involve itself in Alyeska's business affairs, we do take a keen interest in how business decisions affect oil transportation safety. Distraction, loss of focus and gaps in coverage are always among the risks in a reorganization of such magnitude.

We have urged the Department of Environmental Conservation to conduct more unannounced drills to spotlight any deficiencies that crop up in the system, and will be carefully watching Alyeska ourselves to be sure the company's high standards of performance and safety don't start to slip under the pressures created by this reorganization.



JOHN S. DEVENS, PH.D.
Executive Director

CITIZENS Promoting Environmentally SAFE OPERATION

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.

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.

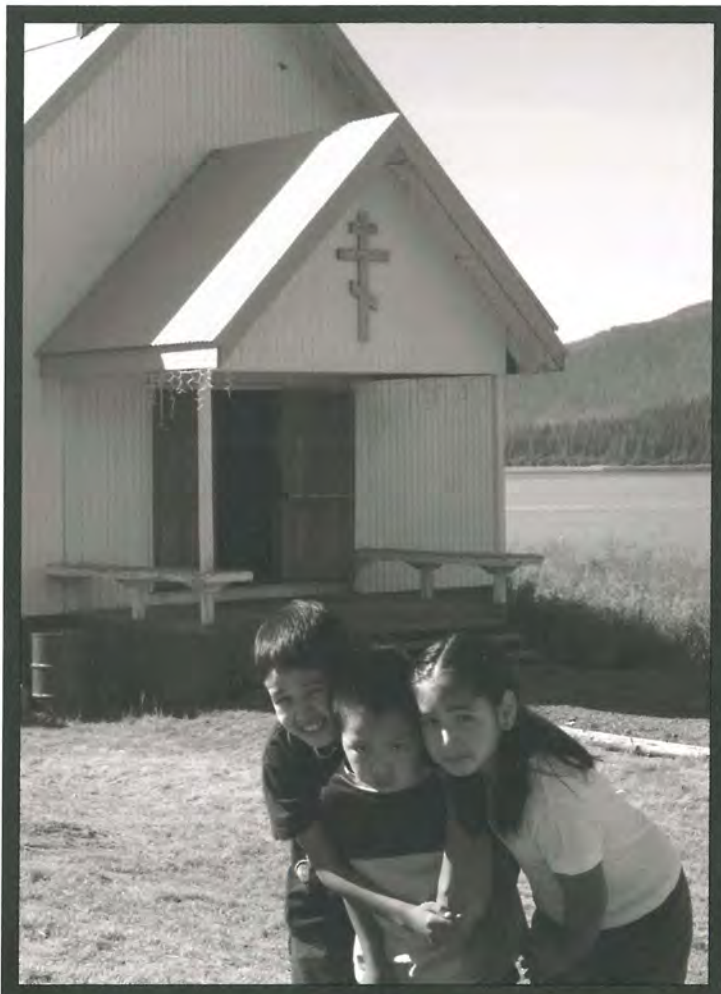
Consistent with its mission, the council's structure and responsibilities stem from two documents. The first is a contract with Alyeska, which operates the trans-Alaska pipeline as well as the Valdez terminal. The council's basic operating funds come from this contract.

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

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.

In accordance with the provisions of the two documents, the council performs a variety of functions aimed at reducing pollution from crude oil transportation through Prince William Sound



The Prince William Sound community of Tatitlek is one of the council's 18 member organizations. Here, Kenny, Michael and Staci Totemoff pose in front of the village's picturesque Russian Orthodox church.

LINDA ROBINSON, citizens' council

MISSION RESPONSIBILITIES

of the Alyeska TERMINAL and Associated TANKERS

and the Gulf of Alaska:

- ◆ Monitor, review and comment on oil spill response and prevention plans prepared by Alyeska and by operators of oil tankers.
- ◆ Monitor, review and comment on environmental protection capabilities of Alyeska and the tanker operators.
- ◆ Monitor, review and comment on actual and potential environmental, social and economic impacts of terminal and tanker operations.
- ◆ Review and make recommendations on government policies, permits, and regulations relating to the oil terminal and tankers.



Phillips Petroleum's double-hulled tanker *Polar Resolution* takes on its first load of North Slope crude at the Valdez Marine Terminal in July 2002.



A crewman heaves the line as an Alyeska escort tug ties up at the company's dock in Valdez.

As part of these undertakings, the council regularly retains experts in various fields to conduct independent research on issues related to oil transportation safety.

The Alyeska contract also calls for the council to increase public awareness of the company'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.

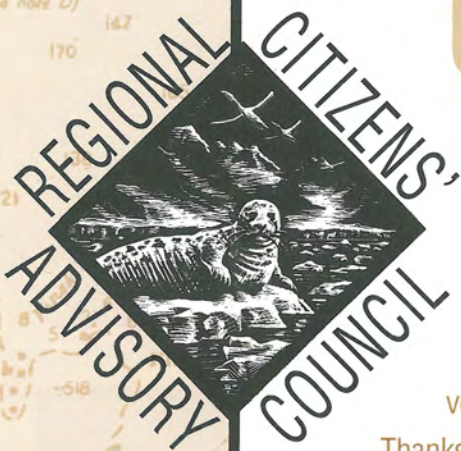
The council was initially funded at \$2 million a year. The funding is renegotiated every three years; current Alyeska funding is approximately \$2.7 million a year.

Although the council works closely with and is funded primarily 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 . . ."

PHILIPPA ANDERSON, citizens' council

STAN JONES, citizens' council

Oil Spill Prevention



To ensure a maximum level of safety, the council reviews all aspects of the oil transportation system in Prince William Sound. These include operations of oil tankers and the Valdez Marine terminal, incidents, and the adequacy and maintenance of the Vessel Traffic System.

The heart of the oil-spill prevention system in the Sound is the fleet of escort vessels operated by Alyeska's Ship Escort/Response Vessel System (SERVS).

Thanks to years of study and analysis, and considerable investment by the shipping industry, this system is widely considered the best in the world. The fleet includes five state-of-the-art 10,000 horsepower tugs that have proved their capabilities in actual incidents, as well as in sea trials observed and reviewed by the council.

The council participates in the Valdez Marine Safety Committee, our local version of the harbor safety committee concept promoted by the Coast Guard throughout the United States.



Courtesy of ALASKA TANKER CO.



Courtesy of ALASKA TANKER CO.

Icebergs like these, from Columbia Glacier, are a frequent navigational challenge for oil tankers in Prince William Sound.

ICEBERG DETECTION AND AVOIDANCE

Icebergs have proven to be one of the greatest hazards to tanker navigation in Prince William Sound. In 1989, the *Exxon Valdez* left the tanker traffic lanes in order to avoid icebergs. The rest is history. In 1994, a tanker coming into Port Valdez collided with an iceberg, causing significant damage to the hull. Fortunately, that tanker was empty and no spill resulted.

Council-sponsored research has determined that ice from Columbia Glacier will continue to flow into the tanker lanes, and most likely increase, over the next decade or two. After investigating several ice detection and reporting technologies, the council, along with several partners, launched a major project to use radar to reduce the navigational risk posed by ice.

A VHF (Very High Frequency) radar system has

been installed on Reef Island, near Bligh Reef.

Scheduled for startup in late summer 2002, it will be linked to Alyeska's SERVS facility in Valdez and the Coast Guard's Vessel Traffic System to provide mariners with real-time information about ice conditions. Oil shippers, pilots, escorts, and the Coast Guard will be able to 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.

One primary avenue of research will be whether UHF (Ultra High Frequency) radar will offer better performance than the VHF system. UHF radar has a shorter range, but in certain weather gives a clearer signal than VHF. The council-sponsored research will be aimed at expanding the range of UHF radar without loss of signal quality.



TOM KUCKERTZ, oiler's council

Phillips Petroleum christened its third new double-hull tanker the *Polar Discovery*, in April 2002.



COURTESY OF PHILLIPS PETROLEUM

The ice detection project is an example of the kind of partnership among industry, government, and local citizens that characterizes many council undertakings. Major financial and in-kind contributors include Alyeska Pipeline Service Co., Alaska Tanker Co., the Coast Guard and the National Oceanic and Atmospheric Administration, 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. It will be the subject of a presentation at the 2003 International Oil Spill Conference in Vancouver, B.C.

TANKER ASSESSMENT

The age and the structural and mechanical integrity of the oil tankers calling in Port Valdez have long been concerns of the council, concerns shared by the Coast Guard and other regulators.

The first of the new-build double hull tankers



TOM KUCKERTZ, citizens' council

Accompanied by two escort tugs, the *Overseas Washington* heads out of Valdez with a load of North Slope crude.

entered service in July 2001 for 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. This Act will ban single-hull tankers from U.S. waters after 2015.

Recently, the council has focused on creating and maintaining a database of tankers to track vessel inspections, pollution incidents, and mechanical

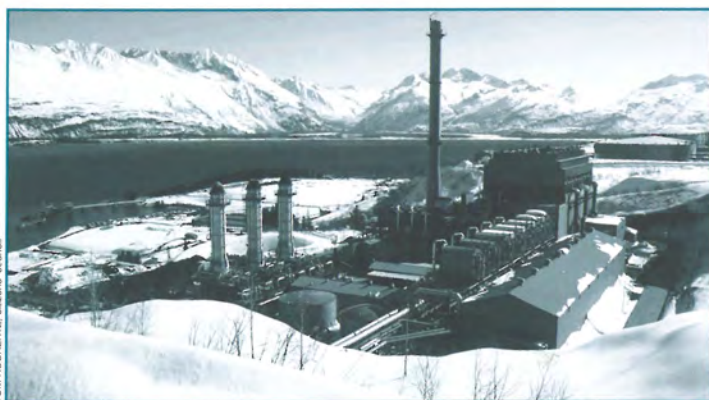
failures or deficiencies. The database will also monitor risks caused by human factors, and will include actions taken by the shippers. The council's objective is to consolidate tanker data in order to develop a process for assessing and tracking the structural integrity of the fleet.

VALDEZ MARINE TERMINAL

While the 1989 Exxon Valdez spill focused worldwide attention on the dangers of spills from tankers under way, there is also significant risk of spills and other accidents during crude oil loading operations at Alyeska's tanker terminal in Valdez.

In the past year, the council was closely involved in reviewing and improving fire protection at the terminal, including an exercise to demonstrate that the Valdez City Fire Department can assist Alyeska's Fire Brigade in the event of a serious incident.

A winter shot of Alyeska's Valdez Marine Terminal, where oil tankers fill up with North Slope crude.



TOM KUCHARCZ, alberta.com



REGIONAL CITIZENS' ADVISORY COUNCIL

Environmental Protection and Science

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 affects, and to better understand new technologies and what environmental costs or benefits might be associated with their use.

TERMINAL OPERATIONS

The Valdez Marine Terminal is at the southern end of the trans-Alaska pipeline, where oil from Prudhoe Bay and other North Slope fields is loaded on tankers for shipment to market. This year saw the average oil flow through the pipeline rise from 919,914 barrels per day to 959,517 barrels, possibly signaling a pause or reversal in the long-term downtrend of North Slope production since the late 1980s.



In a council-sponsored research project, herring samples were exposed to sunlight to test the phototoxicity of North Slope crude oil in seawater. (See page 11.)

Courtesy Dr. MACE BARRON

RIGHT-OF-WAY RENEWAL

The council is participating in the review of the Draft Environmental Impact Statement and other technical reports associated with renewal of the state and federal right-of-way agreements pertaining to the Terminal, which expire in 2004. 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 are promoting public participation in the three-year renewal process and providing comments and recommendations based on our view that the terminal should be "as good as new" to qualify for a permit to operate for another thirty years.

This year, the council, with help from consultants, prepared and submitted extensive comments regarding the scoping of the environmental impact statement being prepared by the state-federal Joint Pipeline Office (JPO) and Argonne National Laboratory. Both expressed appreciation for the council's input. The council also hired consultants to review JPO's system integrity studies and compliance audits, as well as Alyeska's management of terminal maintenance. The draft environmental impact statement on renewal was released in July 2002; council consultants reviewed it to assist in preparing comments.

BALLAST WATER TREATMENT FACILITY

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 into the Ballast Water Treatment Facility at the terminal. It is treated to remove most of the oil, 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 (NPDES) permit issued to ensure compliance with state and federal air quality regulations. When the permit was last renewed in 1997, gaps in water quality monitoring data were identified.

Alyeska filed an application for renewal of its NPDES Permit during November 2001. The council conducted a project to identify any harmful effects



Courtesy DR. MACE BARRON

The phototoxicity research was conducted at the Auke Bay laboratory, near Juneau.

that hydrocarbon contamination from the ballast water facility is having outside the allowable zone; to identify ways to reduce hydrocarbon concentrations in the treated water discharged from the facility; and to make science- and technology-based recommendations to EPA and the Alaska Department of Environmental Conservation (ADEC) for appropriate changes to permit requirements.

This project relied on data from caged mussels, plastic strips, and large volume water samples collected the previous year. This year, the data were analyzed in a comprehensive report indicating that concentrations of hydrocarbons in Port Valdez



STAN JONES: citizens' council

Dr. Mace Barron was lead researcher for the phototoxicity study. Here, he presents his findings to the citizens' council board.

caused by the ballast water facility were very low.

The council prepared 19 recommendations and submitted them to EPA and ADEC for action. Both agencies have expressed appreciation for the council's input.

AIR QUALITY

Compliance with air quality permits is coordinated with the Alaska Department of Environmental Conservation. The council was a long-time and forceful advocate for installing equipment to control vapor emissions during crude oil loading operations, and has monitored implementation since the equipment was installed in 1998 to comply with federal regulations.

There are other vapor sources at the terminal, however, including the Ballast Water Treatment Facility. The council, concerned that such vapors may be affecting the quality of life in Valdez, has launched a project to quantify, measure, and ultimately reduce these pollutants in Valdez and at the terminal. As part of this project, the council provided input to the

EPA on proposed emissions standards that would cover the terminal.

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 untreated into Prince William Sound. The potential thus created 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 of the Aquatic Nuisance Species Task Force and on the National Invasive Species Advisory Committee. In partnership with the U.S. Fish & Wildlife Service, NOAA's Sea Grant program, Alyeska Pipeline Service Co., and the University of Alaska Fairbanks,



The *SeaRiver Puget Sound* takes on oil at Alyeska's Valdez terminal. The three chimneys at the left side of the picture are the incinerators that burn oily vapors forced out of tanker cargo holds during loading.



Courtesy DR. MACE BARRON

This apparatus was used in the phototoxicity study.

the council has co-sponsored a series of scientific studies conducted by the Smithsonian Environmental Research Center since 1997.

This year, the council funded scientific oversight of a BP experiment in the use of ozone to sterilize ballast water on the Alaska Tanker Co. vessel Tonsina, and we contributed funds for 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 10 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 the data from it is made available to other research entities. The council continues to seek partnerships and funding by soliciting study plans from other known environmental monitoring researchers and sharing our own study plan.

As part of the project, this year the council retained Payne Environmental Consultants to analyze the LTEMP data, and pollution data from technical literature, to determine whether hydrocarbon levels in Port Valdez are dangerous to some of the species that rely on the intertidal zone. Based on current federal water quality standards, the results

indicate that the present low levels of hydrocarbons in the Port are unlikely to cause harm. These results were used in our comments on the National Pollutant Discharge Elimination System permit for the ballast water facility.

CHEMICAL DISPERSANTS

Chemical dispersants are substances that, when applied to spilled oil, do as their name suggests: they disperse oil into the water column, rather than leaving it floating on top in a slick. The council, because of concerns about the efficacy and toxicity of dispersants, urges regulatory agencies to take a conservative approach towards their use and supports mechanical recovery as the primary oil spill response strategy.

The council promotes research and testing to increase knowledge about chemical dispersants and the environmental consequences of their use on oil spills in Alaska waters.

This year, Dr. Mace Barron in conjunction with NOAA's Auke Bay Laboratory completed a council-sponsored research project on the photoenhanced



STAN JONES, citizens council

The council sent a representative to New Jersey to observe dispersant effectiveness tests conducted in a large saltwater tank by Exxon and the federal Minerals Management Service.

toxicity of North Slope crude oil to herring, an important commercial fish species in Alaska. The research found that undispersed oil was phototoxic – that is, it became more poisonous when exposed to ultraviolet light – and that dispersed oil demonstrated similar or greater phototoxicity. The resulting report

has been submitted for professional publication.

The council also commissioned a review of technical literature on dispersants by Dr. Merv Fingas of Environment Canada. Dr. Fingas concluded that dispersant effectiveness continues to be a major issue, and is unresolved for North Slope crude oil.

REGIONAL CITIZENS'
ADVISORY COUNCIL

Oil Spill Preparedness and Response

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.

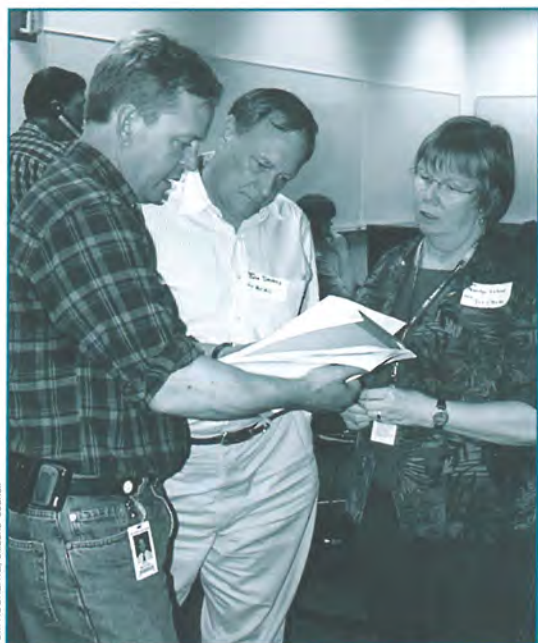
OIL SPILL RESPONSE PLANNING

State and federal laws require the operators of oil tankers, the Valdez Marine Terminal, and the trans-Alaska pipeline to prepare detailed plans showing how they will respond to oil spills should prevention measures fail. The council devotes much time and attention to oversight of these all-important plans.

In some cases, the council participates with government and industry on working groups that develop these plans, known as contingency plans. In other cases, the council conducts independent reviews and submits comments and recommendations.



Port Fidalgo, near the village of Tatitlek, was the scene of an April 2002 drill testing nearshore response capabilities. As usual, the council sent representatives to monitor the drill.



BP conducted a major oil-spill-drill in May 2002. Here, Executive Director John Devens (center) and Deputy Director Marilyn Leland (right) confer with BP's David McDowell (left) at drill headquarters in Valdez.

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.

Council intervention was instrumental this year in identifying and remedying a serious deficiency in new oil tanker contingency plans submitted to the Alaska Department of Environmental Conservation. The plans assumed that, in a major oil spill near Hinchinbrook Entrance, no oil would leave Prince William Sound. There was no planning for response outside the Sound, and no commitment to follow any oil that left the Sound.

This assumption was contradicted by the history of the 1989 *Exxon Valdez* spill, when oil traveled as far as Kodiak Island. The council objected to these omissions, and the new plans were revised to include response outside Prince William Sound, as had been the case with the tanker contingency plans of 1995 and 1998.

The council also launched an independent review of selected oil tanker contingency plans and a corresponding review of the operations of Alyeska's



On the same day, Alyeska used this beach near Whittier to test a cleanup technique called cold-water deluge. Water is pumped to the top of the beach. It flows downhill and washes oil into the white mops, or "pom-poms."

fleet of escort and response vessels in support of these plans. The goal is to verify the plans contain the required elements for Prince William Sound and that requirements in the plans are being implemented. The review was expected to be complete in late summer, 2002.

Geographic Response Strategies

These are oil-spill response mini-plans specific to sensitive areas and resources, such as salmon streams and clamming beaches. The council has long worked to have them included in oil-spill contingency plans for Prince William Sound and the Gulf of Alaska.

This year, the council participated in work groups to develop Geographic Response Strategies for Prince William Sound and the Outer Kenai Peninsula Coast. The Prince William Sound Work Group has developed 29 strategies, while the Outer Kenai group has developed 10 strategies, with 19 more planned for future development.

Scientific Response Plan

If there is another major oil spill, it will be crucial to instantly begin monitoring the environmental changes that result. The council is conducting a multi-year project to develop a scientific contingency plan to guide this work and other scientific research activities related



Council project managers Dan Gilson and Tony Parkin (standing) observe the action at drill headquarters during BP's May 2002 drill.



Participants in the drill took a tour-boat ride from Whittier to Valdez to see the area affected by the imaginary spill. Here, BP drill manager Simon Lisiecki confers with Garry Willis, assistant manager for the drill.



Council project manager Rhonda Arvidson and Community Liaison Linda Robinson participated in the Regional Stakeholder Committee during the drill. The committee was a communications link between the drill center in Valdez and communities affected by the imaginary spill.

to a major oil spill response. This year, the team working on this project created the council's first Scientific Response Plan, utilizing resources developed in the Long-Term Environmental Monitoring Project and the Port Valdez Water Quality Project discussed elsewhere in this report.

Trans-Alaska Pipeline Oil Spill Plan

While the council's primary focus is on operations of oil tankers and the Valdez Marine Terminal, we also scrutinize contingency plans for those portions of the Trans-Alaska Pipeline from which spilled oil could be carried by rivers into Prince William Sound. With grant funds received independently of our basic Alyeska contract, we participated in the 2001 public review of the Trans-Alaska Pipeline Oil Spill Plan. The council's comments focused on protecting the sensitive environments of Prince William Sound, specifically the Copper and Lowe River drainages. The state required Alyeska to incorporate many of the council's suggestions in the final version of the plan.



Alyeska's *Tanerliq* Prevention/Response Tug escorts the *Overseas Washington* out of Port Valdez with a load of North Slope crude.

STAN JONES, citizens' council

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.

Council staff members, volunteers, and contractors observe, monitor and report 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.

Significant drills or exercises observed this year included a major Nearshore Response exercise involving three task forces and a large drill mounted by BP. In the BP drill, the council was pleased to see the company put in place response depots and operations centers in the community of Whittier.

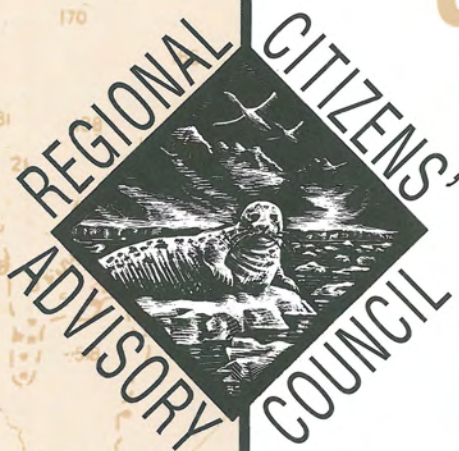
The council has developed its own Emergency Response Plan to guide its efforts during an oil spill. This plan is routinely revised to reflect lessons learned from drills and responses to actual incidents. Major revisions were completed to the

plan during the past year. The council monitored several small incidents during the year, but there were no major oil spill or fire responses.



The fishing boat *Kanak* participates in an April 2002 nearshore response drill in Port Fidalgo, near the community of Tatitlek.

JOE SANTA, citizens' council



Community Response Planning, Member Relations and External Relations

Besides dealing with the oil industry and its regulators, the council is active on a variety of other fronts, including politics, outreach to the news media and the public, and relations with the member organizations that make up the council.



Visiting students from Michigan's Alma College listen to a presentation on the council's work at the Anchorage office.



Cordova residents watch the council's Peer Listener Training video at the community's Pioneer Igloo.

COMMUNITY RESPONSE PLANNING

In addition to overseeing government and industry plans driven by regulations, the council promotes planning for local communities so the social and economic damage of oil spills can be mitigated.

This year the council focused on completing and presenting to the public its Peer Listener Video, a training series based on *Coping with Technological Disasters: A User Friendly Guidebook*, which was developed earlier by the council. The Peer Listener Training Program is designed to train local residents to provide help in disaster-affected communities. The lay person learns to be a peer support counselor, advisor, friend, and referral agent for community members who may not want professional services, or may not know that help is available.

The video series was shown in Cordova, Kodiak, Chenega Bay and Anchorage, and will be the subject of a presentation at the 2003 International Oil Spill Conference in Vancouver, B.C.

How to be a Peer Listener

- Seek and be sought
- Listen and watch
- Talk - let others know what you've learned
- Normalize feelings and behavior
- Take care of yourself



For its quarterly meetings, the council frequently travels to member communities in the region affected by the Exxon Valdez spill. Here, the council board deliberates under a kayak in the historic Masonic Hall in Cordova.

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.

During 2001-2002, the Liaison and other staffers represented the council at numerous trade shows and conferences, as well as events sponsored by

member entities. Some examples of outreach efforts: In November 2001, some 300 people visited our booth at Seattle's FishExpo, a trade show for the commercial fishing industry that is attended by many Alaska fishermen. The booth was also set up at such functions as the annual conferences of the Alaska Municipal League, the Alaska Forum on the Environment, and the Alaska Wilderness Recreation and Tourism Association; a major commercial fishing trade show in Kodiak; Earth Day at an Anchorage university; the Kachemak Bay Science Conference in Homer; and the Arctic and Marine Oilspill Program conference in Calgary.



The council takes its information booth to numerous conventions and meetings. Here, council project manager Lisa Ka'aihue talks with visitor Jim Payne at a science conference in Homer.

about policy and operational issues related to marine oil transportation. Major oil spill drills are 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 (www.pwsrcac.org) 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.

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



Board member Patience Andersen Faulkner shows the council's annual report to a young visitor to the council booth at a commercial fishing exposition in Seattle.

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 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 focused primarily on the state of Alaska's Best Available Technology requirements. We contacted legislators and the governor about a bill modifying the requirements. We also worked intensively to secure legislative approval of a \$250,000 appropriation for the first Best Available Technology conference required by state regulations. This funding was before the legislature in 2001, but was defeated. Thanks in part to our efforts, it was approved during the 2002 session.

Federal Relations

The council monitors federal government actions and issues through a law firm in Washington, D.C.



STAN JONES, citizens' council

▲ The council devotes considerable time and energy to monitoring state actions, legislation and regulations in the area of oil transportation. Board member Dennis Lodge visits Rep. Lesil McGuire in Juneau



STAN JONES, citizens' council

▲ Lt. Gov. Fran Ulmer addresses the council board at a quarterly meeting in Valdez.



STAN JONES, citizens' council



LINDA ROBINSON, citizens' council

▲ State Sen. Loren Leman, right, visits the council booth at Kodiak's ComFish exposition to chat with Executive Director John Devens, left, and board member Jim Nestic, right.

▲ Deputy Director Marilyn Leland, left, and board member Jim Nestic, right, visit Sen. Georgianna Lincoln, center, in her Juneau office.

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 the ice detection radar. The council has also begun monitoring the reauthorization of the National Invasive Species Act, due to come before Congress in 2002.

Recertification

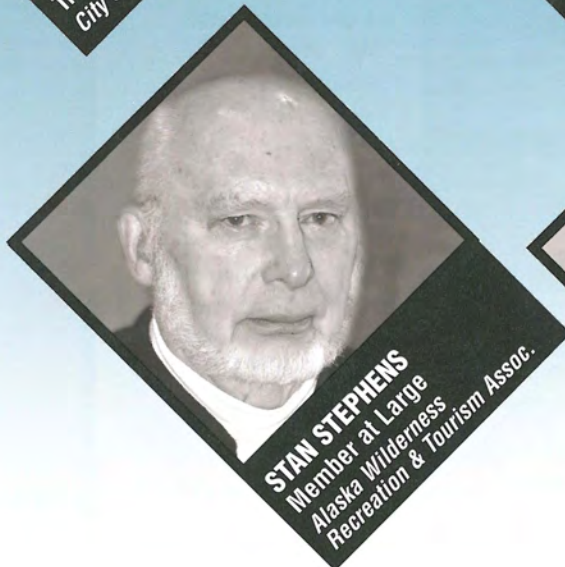
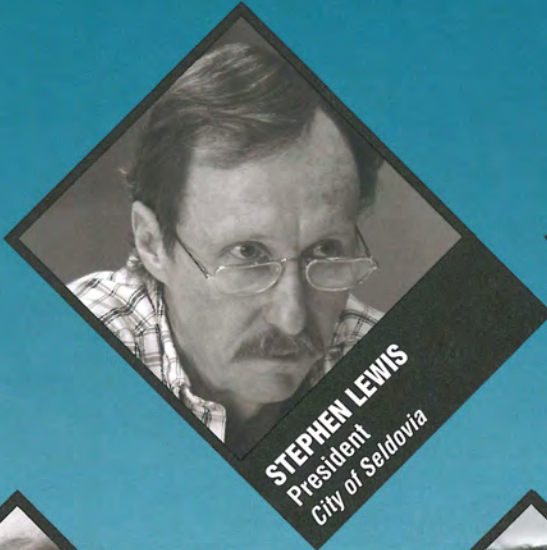
The Coast Guard certifies the council as the federally approved citizens' advisory group for Prince William Sound, pursuant to the Oil Pollution Act. The council has been the certified group since 1991.

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.

DIRECTORS

EXECUTIVE COMMITTEE



OTHER DIRECTORS



JOHN ALLEN
Community of Tatitlek



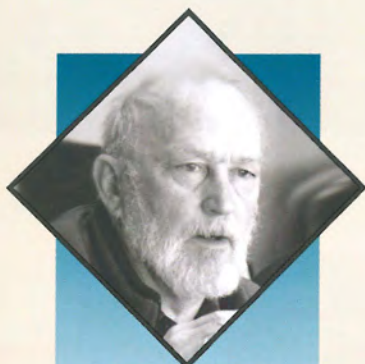
PATIENCE ANDERSEN FAULKNER
Cordova District Fishermen United



LOUIS BEAUDRY
Prince William Sound Aquaculture Corp.



SHERI BURETTA
Chugach Alaska Corp.



WAYNE COLEMAN
Kodiak Island Borough



CAROL FRASER
Alaska State Chamber of Commerce



MARILYNN HEDDELL
City of Whittier



BLAKE JOHNSON
Kenai Peninsula Borough



MARGY JOHNSON
City of Cordova



JO ANN C. MCDOWELL
City of Valdez



JIM NESTIC
Kodiak Village Mayors Assoc.



MIKE WILLIAMS
City of Valdez

EX-OFFICIO BOARD MEMBERS (non-voting)

BETTY SCHORR *Alaska Department of Environmental Conservation*
JOHN KOTULA *Alaska Department of Environmental Conservation*
JOE HUGHES *Alaska Department of Natural Resources*
MARK FINK *Alaska Department of Fish and Game/Habitat Division*
ROBERT LAPOINTE *Alaska Division of Emergency Services*
JOHN WHITNEY *National Oceanic and Atmospheric Administration*

GARY THOMAS *Oil Spill Recovery Institute*
COMMANDER MARK SWANSON *U.S. Coast Guard/Marine Safety Office Valdez*
DOUG MUTTER *U.S. Department of the Interior*
CARL LAUTENBERGER *U.S. Environmental Protection Agency*
CHUCK FREY *U.S. Forest Service*

COMMITTEES

As of June 30, 2002

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.



NERD BOYS – Peter Armato and Dick Tremaine, members of the council's Scientific Advisory Committee, don cool glasses to look the part.



Karl Pulliam of Seldovia is a member of the Oil Spill Prevention/Response Committee. Here, Pulliam, right, participates in an Alyeska fishing vessel training exercise in Kachemak Bay.

OIL SPILL PREVENTION/ RESPONSE COMMITTEE

JERRY BROOKMAN – Chair, Kenai
PAUL ANDREWS, Homer
SARA BRUCE, Kodiak
TOM COPELAND, Council Director
JON DAHLMAN, Seward
NATASHA EDWARDS CASCIANO, Cordova
JOE JABAS, Valdez
KARL PULLIAM, Seldovia
GORDON SCOTT, Girdwood

TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE

BOB BENDA – Chair, Valdez
JO ANN BENDA, Valdez
JON BOWER, Valdez
PAUL MCCOLLUM, Council Director
GEORGE SKLADAL, Anchorage
STAN STEPHENS, Council Director
JANICE WIEGERS, Fairbanks

SCIENTIFIC ADVISORY COMMITTEE

RICHARD TREMAINE – Chair, Anchorage
PETER ARMATO, Seward
GIG CURRIER, King Salmon
PETE KOMPKOFF, Council Director
GARY LAWLEY, Anchorage
MICHELLE HAHN O'LEARY, Cordova
A.J. PAUL, Seward
SABRINA VOLSTAD, Seldovia
JOHN WILLIAMS, Cordova

PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE

BILL CONLEY – Chair, Valdez
TEX EDWARDS, Anchorage
PETE HEDDELL, Anchorage
(NEIL) VINCE KELLY, Valdez
LINDA LEE, Valdez
DENNIS LODGE, Council Director
STEVE PROVANT, Valdez
KEN WEAVER, Seldovia

PRESENTATIONS BY STAFF AND VOLUNTEERS

Council Comments On Preparation Of Trans-Alaska Pipeline System Right-Of-Way Renewal Environmental Impact Statement. Tom Kuckertz, 9/18/2001.

JPO meeting for soliciting public comments on scoping of the Environmental Impact Statement for renewal of TAPS right-of way, Valdez.

Council Mission To Protect Natural Resources.

Dan Gilson, 11/12/2001. Career Opportunities Session, Valdez High School

Peer Listener Training. Lisa Ka'aihue, 1/19/2002.

Peer Listener Training Session, Cordova, Alaska

History And Work Of Prince William Sound Regional Citizens' Advisory Council. Donna Schantz, 1/24/2002. Alyeska's Building Foundations for Excellence Program, Valdez

Ice Detection Project. Rhonda Arvidson, 2/6/2002. Alaska Forum on the Environment, Anchorage

Ice Detection Project. Rhonda Arvidson, 4/15/02. Arctic Research Commission Board Meeting, Cordova

Peer Listener Training. Jane Eisemann, April 2002. Kodiak High School, Kodiak, Alaska

Peer Listener Training. Linda Robinson, 4/30/2002. Chenega Bay Health Fair, Chenega Bay, Alaska

Peer Listener Training. Linda Robinson, 5/7/2002. Alma College students, Anchorage

REPORTS

Review of Historical Documents.

PetroTech Alaska, 7/1/2001.

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Fire Safety Update Review of the VMT as of June 2001.

Loss Control Associates, 6/1/2001.

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Geographic Response Strategies Information Packet, including several documents with information regarding the development of Geographic Response Strategies in Prince William Sound. Council staff, 9/1/2001.

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Review Of Outstanding And Deferred Maintenance Work Orders, Ballast Water Treatment Facility, Valdez Marine Terminal. Petrotech Alaska, 9/1/2001.

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Comments On The Trans-Alaska Pipeline System Pipeline Oil Discharge Prevention And Contingency Plan, General Provisions, Region 4 And Region 5.

Citizens' council, 9/27/2001.

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Board members Jane Eisemann of Kodiak, left, and Louis Beaudry of Cordova, right, tried their hands at running an Alyeska tug in May 2002.

STAN JONES, citizens' council

REPORTS (continued)

Valdez Marine Terminal Fire Team And Valdez Fire Department October 25, 2001 Training Exercise. Loss Control Associates. 11/30/2001. 554.431.011130.fireexercise.doc

Assessing Transport And Exposure Pathways And Potential Petroleum Toxicity To Marine Resources In Port Valdez, Alaska. Payne Environmental Consultants Inc., 12/1/2001. 956.431.011201.ExposurePath.pdf

PWSRCAC Long Range Plan. Citizens' council, 12/6/2001.

Peer Listening Video. Syntax Productions for the citizens' council, 12/7/2001.

2001 Port Valdez Monitoring Report. Applied Biomonitoring et al., 2/7/2002. 953.431.020207.PtVDZMonitor.pdf

Photoenhanced Toxicity Of Aqueous Phase And Chemically Dispersed Weathered Alaska North Slope Crude Oil To Pacific Herring Eggs And Larvae. Dr. Mace Barron et al., 2/11/2002. 955.431.020211.PhotoxofAque.pdf

A Review Of Literature Related To Oil Spill Dispersants Especially Relevant To Alaska. Dr. Merv Fingas, 3/2002. 955.410.020530.FingasLitRvw.pdf

Annual Drill Monitoring Report. Tim Jones, 3/15/2002. 752.431.020315.DrillMonitor.pdf

Marine Invasive Species And Biodiversity Of South Central Alaska. Smithsonian Environmental Research Center, 3/31/2002. 952.431.020331.SERCNISReprt.pdf

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Contact the council's Anchorage office for copies.

NEWS RELEASES AND GUEST EDITORIALS SENT TO NEWSPAPERS AND BROADCASTERS

With Your Help, New Planning Process Will Improve Oil-Spill Protection. Guest editorial by John Devens, August 2001

Windy Bay Incident Suggests The Sound Needs Better Protection From Non-Crude Spills. Guest editorial by John Devens, September 2001

Security Measures Must Strike A Reasonable Balance. Guest editorial by John Devens, December 2001

Citizens' Council Installs New Board Members, Recognizes Volunteers And Staffer For Service. News release, December 2001.

Seldovia Representative Is New President Of Citizens' Council. News release, March 2002

Contact the council's Anchorage office for copies.



STAFF & OFFICES

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

ANCHORAGE

Deputy Director: **Marilyn Leland**
Public Information Manager: **Stan Jones**
Financial Manager: **Gregory M. Dixon**
Community Liaison: **Linda Robinson**
Project Managers: **Joe Banta, Lisa Ka'aihue,**
Janelle Cowan
Administrative Assistant: **Berniece (Bernie) Cooper**

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Project Managers: **Dan Gilson, Tom Kuckertz,**
Rhonda Arvidson, Tony Parkin
Administrative Assistant: **Tamara Byrnes**

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Valdez email: valdez@pwsrccac.org

Phillips Petroleum's newest
double-hulled tanker, the *Polar
Resolution*, hauls its first load of
North Slope crude out of Prince
William Sound, July 2002.



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