

Prince
William
Sound



Regional

Citizens'

Advisory

Council



2003-2004
Year In
Review



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Note:
This report covers the
period from July 2003
through June 2004.

Cover Illustration:
Debra Dubac



his year saw the fifteenth anniversary of the 1989 Exxon Valdez oil spill and fifteen years of operation by our council. It was a time to reflect on lessons learned and acknowledge the progress made in oil spill prevention and response. It was also a time to recommit to our mission of promoting environmentally safe operation of the Alyeska terminal and associated tankers by guarding against the industry, government, and public complacency that made the 1989 spill possible.



Our board of directors and our technical advisory committees represent a broad range of interests and communities in the region stretching from Valdez to Kodiak, giving citizens a strong voice with deep institutional memory. Often when we meet with industry and regulators, it is the citizens' council that remembers the lessons of history on the issue being discussed.

People living in Kodiak noticed a radio information campaign we conducted during the past year. Our research had indicated that Kodiak residents were relatively unfamiliar with our mission and activities, so we commissioned informational announcements to run regularly on public and commercial stations on the island. Follow-up research this winter will assess the impacts of the radio campaign.



This past year we successfully petitioned the EPA to reconsider its decision not to regulate air pollution from the Ballast Water Treatment Facility at the Valdez tanker terminal. The agency is now drafting proposed regulations the council hopes will cover emissions from this facility. The council will comment on the regulations and continue its advocacy for clean air in Valdez.

One day, the North Slope oilfields will run dry and it will be time to remove the facilities built to pump, store, and move the oil, and to restore the land they stood on. This year, we filed comments with the Regulatory Commission of Alaska aimed at ensuring the necessary funds are available when that day finally comes.

We were proud to receive our second Legacy award from the Pacific States-British Columbia Oil Spill Task Force for the work we did to establish an iceberg monitoring radar system for Prince William Sound.

Still, much remains to be done.



One project that will draw increasing attention from us over the next few years is Alyeska Pipeline's plan for "Strategic Reconfiguration" of the Valdez terminal. This ambitious and expensive project will see the reengineering or removal of many of the terminal's biggest and most critical components, including the ballast water treatment system, the power generation system, the vapor handling system, the firefighting system, and the crude oil storage



JOHN DEVENS
Executive Director



TOM JENSEN
President

LETTER FROM THE PRESIDENT AND EXECUTIVE DIRECTOR

tanks. The council will be closely involved to see that environmental safety is not compromised by the new design, or by the extensive construction required to implement it.



We are pleased to note that during 2003 there were no crude oil spills to water in Prince William Sound by tankers. However, we were disappointed by Alyeska's difficulties in handling a relatively small spill of diesel fuel that occurred from one of its vessels during a training exercise near Valdez early this year. This incident raises serious questions about Alyeska's ability to deal with non-crude spills from tankers and other vessels involved in the North Slope trade. It is an issue we plan to examine more closely in the coming year.

Citizens of the region affected by the 1989 oil spill now share responsibility with state and federal agencies and the oil transportation industry for the safety of Prince William Sound and adjacent waters. We appreciate the cooperation we have received from the regulators and industry. While we may disagree on some issues and we may have different priorities, we are usually able to resolve our differences in a professional manner.



No system as complex as the one in the Sound can ever be completely safe, but our pledge and our mission is to make it as safe as is humanly possible, and to make a repeat of the Exxon Valdez spill as unlikely as possible.





PHOTO COURTESY OF ALASKA TANKER CO.

The Alaskan Explorer, shown here in July 2004 during construction in a San Diego shipyard, is one of the new double-hull tankers being built for the North Slope crude oil trade. It was expected to enter service in early 2005, hauling oil for BP, and will be operated by Alaska Tanker Co.

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, spills and other incidents, and the adequacy and maintenance of the Vessel Traffic System.

Tanker Safety

ESCORT SYSTEM

The heart of the oil-spill prevention system is the fleet of rescue and response tugs that accompany loaded tankers out of the Sound. 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, operated by Alyeska's Ship Escort/Response Vessel System, 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.

In recent months, however, two tether lines have parted during training exercises, raising questions about whether similar failures could occur during an actual tanker rescue attempt. The council has worked with the tug operators, the tanker companies and the equipment manufacturers to find the causes of these failures and ways to prevent them in the future.

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 was installed on Reef Island, near Bligh Reef, scene of the *Exxon Valdez* disaster. This system began operation in December 2002 and has continued to operate successfully with minimal maintenance. It is linked to Alyeska's SERVS facility and the Coast Guard's Vessel Traffic System, both in Valdez, 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.



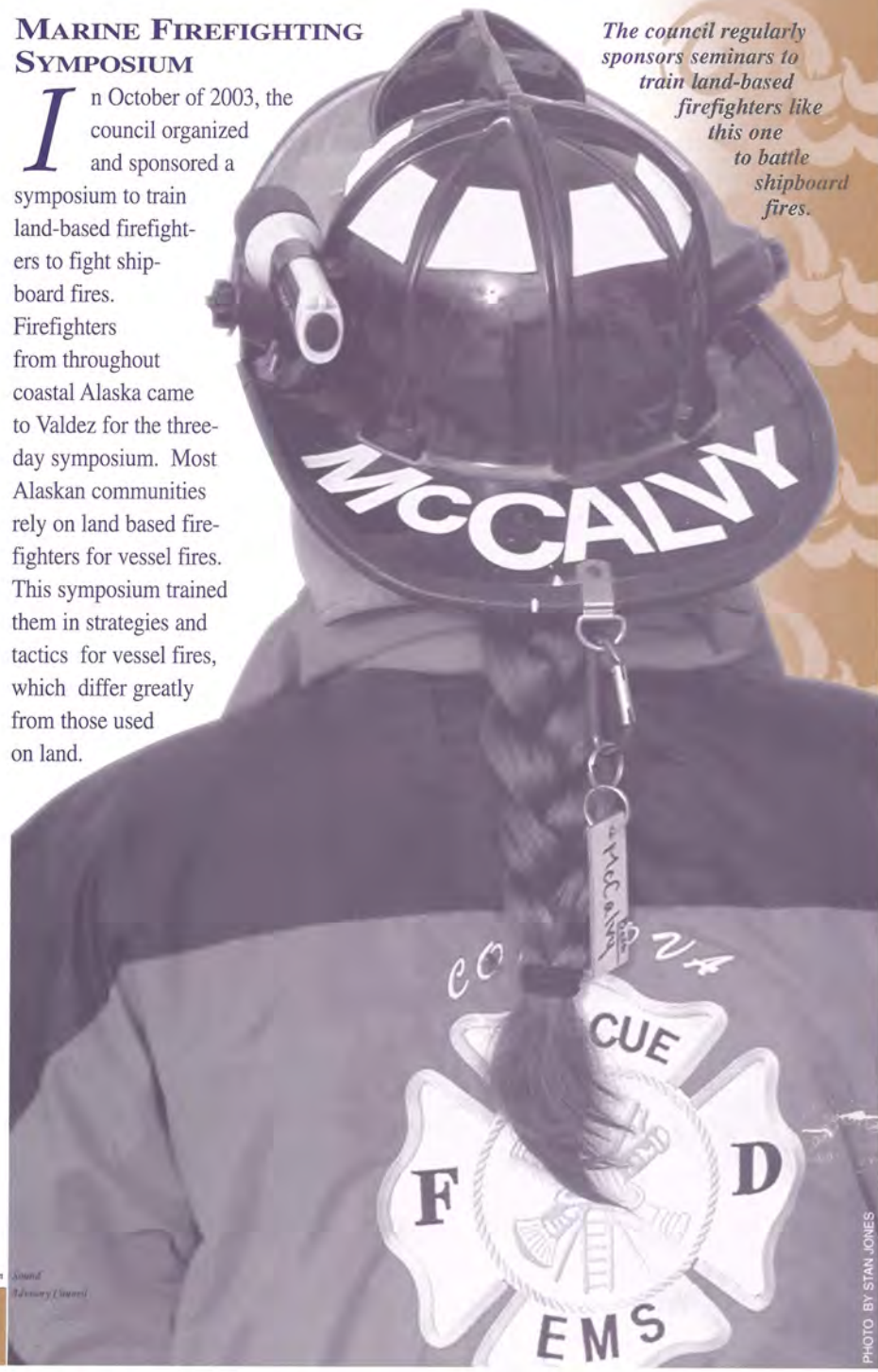
PHOTO COURTESY OF DAVE JANKA.

An Ultra-High Frequency radar system for detecting icebergs was tested as part of a council project for reducing oil-spill risks in Prince William Sound.

MARINE FIREFIGHTING SYMPOSIUM

In October of 2003, the council organized and sponsored a symposium to train land-based firefighters to fight shipboard fires. Firefighters from throughout coastal Alaska came to Valdez for the three-day symposium. Most Alaskan communities rely on land based firefighters for vessel fires. This symposium trained them in strategies and tactics for vessel fires, which differ greatly from those used on land.

The council regularly sponsors seminars to train land-based firefighters like this one to battle shipboard fires.



During an October 2003 firefighter training symposium, participants searched for a "missing" crewman in a boat filled with stage smoke produced from banana oil.



PHOTO BY STAN JONES



PHOTO BY STAN JONES

PLACES OF REFUGE

The 2002 sinking of the fuel tanker *Prestige* off the coast of Spain focused the world's attention on the need for places of refuge for vessels in distress.

The *Prestige* began to leak and was towed offshore while the Spanish government tried to decide

what to do. But the vessel broke up and sank in two miles of water, where it continued to leak, eventually fouling both Spanish and French coastlines.

Many observers believed that environmental damage would have been less if the vessel could have been towed to a pre-designated place of refuge — a protected bay where the leaking oil could have been contained within the bay while repairs were made on the ship.

The council has joined with the Alaska Department of Environmental Conservation and

many other stakeholders in an effort to develop a list of potential places of refuge in Prince William Sound. This list will be incorporated in oil-spill contingency plans and used by the Coast Guard to determine which place of refuge to use in the event an oil tanker begins leaking in the Sound.

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. The terminal is at the end of the trans-Alaska pipeline, which brings oil south from Prudhoe Bay and other North Slope fields.

In the past, the council has tracked such terminal issues as earthquake engineering and corrosion abatement in pipes and other equipment.

The council has also worked closely with Alyeska on fire-safety issues, as a fire or explosion at the terminal could result in both an environmental catastrophe and a human tragedy.

During the past year, Alyeska completed one of the projects in which the council was involved. This was a major upgrade of the fire foaming system at a building where incoming crude oil is metered. The upgrade was installed and tested, and the state fire marshal's office accepted it in February 2004. 🙏



PHOTO BY TOM KUCKERTZ

At Alyeska Pipeline's Valdez Marine Terminal, tankers like the *Overseas New York*, shown here, load North Slope crude oil for the trip south to market. The *New York*, which hauls oil for BP, is operated by Alaska Tanker Co.

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

The council checks for hydrocarbons in the Prince William Sound environment by capturing and analyzing microscopic creatures called copepods. Scientist Mark Carls is shown here during a sampling project in April 2004.



PHOTO COURTESY OF DAVE JANKA.



PHOTO BY TOM KUCKERTZ

Alyeska's Ballast Water Treatment Facility is a major source of air pollution at the Valdez tanker terminal. The council is trying to persuade EPA to tighten air quality regulations at the facility. Shown above is one of the biological treatment tanks, the last stage in the treatment process.

Terminal Operations

Besides posing the risk of a major oil spill caused by accident or earthquake, the Valdez tanker terminal produces ongoing pollution from routine operations, as allowed by its permits from regulatory agencies. The council oversees terminal operations in an effort to make sure that pollution is within regulatory limits and that those limits are set at the lowest feasible levels.

BALLAST WATER TREATMENT

Tankers arrive in Valdez with significant quantities of oily ballast water carried in cargo tanks to provide navigational stability during the trip north. The water is cleaned at the terminal's Ballast Water Treatment Facility, where concentrations of specified pollutants are reduced to a few parts per million before the ballast water is discharged into Port Valdez. These discharges occur under a National Pollutant Discharge Elimination System permit issued by EPA and a Mixing Zone permit issued by the Alaska Department of

Environmental Conservation.

Alyeska applied to renew these permits in 2001, but they were not issued until June 2004. The final permits adopted some of the council's recommendations, including monthly monitoring of oil remnants in the facility's discharge (or effluent) and the use of better analytic techniques in some cases.

However, the agencies rejected the council's call for the use of mussels to monitor hydrocarbons in the effluent. They also turned down our recommendation for monitoring a group of compounds known as alkylated homologues that are present in the effluent. These homologues are not only more toxic than some oil pollutants traditionally tracked by agencies, but they would also be useful for "fingerprinting" any hydrocarbons found elsewhere in the Sound to determine if they came from the ballast water facility.

AIR QUALITY

The terminal is a major source of volatile organic compounds and other air pollutants, primarily from the Ballast Water Treatment Facility. Some of these emissions are known carcinogens and may be affecting health or the quality of life in Valdez. The council is working to reduce concentrations of hazardous

air pollutants in Valdez and at the terminal.

A major development occurred in February 2004 when EPA published new rules governing air pollution from facilities like the Alyeska terminal. The council had reviewed the rules in detail when they were proposed, and had commented extensively.

One of the council's chief recommendations was accepted. That was for EPA to drop the proposed "black-oil" exemption. This exemption was an apparent attempt to exclude from regulation oils that don't emit significant amounts of hazardous vapors. The council objected because the agency's proposed definition of black oil was so loose it would have included virtually all crude oil produced in the United States. Thus, the numerous facilities handling these crudes — including the Valdez terminal — would have been exempt from the regulations. After reviewing our comments, EPA agreed that the black-oil exemption was unjustified and removed it from the final version of the regulations, with the result that some pollution sources at the Alyeska terminal are covered by the new rules.

However, the regulations retained a different exemption for the biggest source of air pollution at the terminal: the Ballast Water Treatment Facility. It was deemed a wastewater facility and therefore not subject to regulation for air emissions. This was despite the fact that it releases 360 tons of hazardous air pollutants each year, by EPA's current estimate.

The council responded by petitioning EPA to reconsider the exemption. In April 2004, EPA granted our petition and, as this report went to press, was drafting proposed rules for wastewater facilities. The council intends to review and comment on these rules, when published, and to continue its advocacy for clean air for Valdez.

STRATEGIC RECONFIGURATION

During the year covered by this report, Alyeska took the first steps toward a major overhaul of the Valdez terminal. Called "Strategic Reconfiguration," this ambitious and expensive multi-year undertaking will see reengineering or removal of virtually all major components of the terminal, such as the control system, the ballast water treatment system, the power generation system, the vapor handling system, the firefighting system, and the crude oil storage tanks.

A similar process is already well under way on the trans-Alaska pipeline and will proceed as reconfiguration of the tanker terminal begins. The council reviewed and commented on some aspects of pipeline reconfiguration,

but not in the level of detail we plan to bring to our scrutiny of changes at the terminal.

Alyeska has identified the goals of Strategic Reconfiguration as lowering costs while maintaining reliability and environmental safety. Among the factors at work is that the volume of oil flowing through the trans-Alaska pipeline continues to decline as the North Slope oil fields approach depletion, meaning the terminal (like the pipeline) is handling far less oil today than it was originally designed for. In its heyday, the pipeline carried roughly 2 million barrels of oil a day; recently, the flow has been less than 900,000 barrels a day.

In light of the magnitude and implications of Strategic Reconfiguration, the council has launched its own project to monitor the process.

Alyeska began releasing specifics in the spring of 2004, though many aspects remained unknown to regulators and citizens alike as this report went to press. The council, in its project, seeks generally to open the Strategic Reconfiguration process sufficiently to verify that environmental safety will be preserved in the design, construction and operation of the reconfigured terminal.

Some specifics of likely changes at the terminal:

- *Redesign and relocation to Anchorage of the control center for the pipeline and terminal.*
- *Redesign or replacement of the ballast water facility to accommodate the smaller quantity of ballast water expected as double hull tankers are phased into the trade.*
- *Removal of at least four crude oil storage tanks from the 18 now at the terminal. Each tank holds approximately 500,000 barrels of crude oil.*
- *Installation of internal floating roofs in the remaining tanks, which will cut down on the volume of oily vapors that need to be handled.*

Strategic Reconfiguration will mean many changes along the pipeline right-of-way, shown here, and at the Alyeska tanker terminal in Valdez.



PHOTO BY STAN JONES.

- Replacement of the current salt-water firefighting system with a fresh-water system fed by gravity from a reservoir on a hillside above the terminal.
- At present, the terminal generates some of its electricity by burning oily vapors coming off tanker holds or from the storage tanks. This system would be decommissioned and the terminal would switch to power purchased from the local electric utility, with onsite backup generators for emergencies. The new system might also include a turbine generator powered by the pressure of oil flowing to the terminal as the pipeline descends through the mountains around Valdez.
- Installation of incinerators to burn oily vapors previously used for generating power.
- Redesign or replacement of equipment that meters oil flow, as well as systems for monitoring and controlling pipeline and terminal operations.

Environmental Research

CHEMICAL DISPERSANTS

Chemical dispersants are substances that, when applied to spilled oil, do as their name suggests: they disperse it 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. Over

the next several years, we hope to determine if chemical dispersants stockpiled in our region are effective and how toxic they are to the environment.

The council participates in two dispersant work groups operating under the auspices of the Alaska



PHOTO BY STAN JONES

A dispersant spraying system is loaded onto a C-130 Hercules aircraft for a test in September 2003. Water was sprayed for the test.



A Hercules aircraft sprays water into Port Valdez during a dispersant application test in April 2004.

Regional Response Team (an advisory group to the federal and state officials who manage oil-spill response).

One of the work groups identifies research gaps in the dispersants field and recommends how to fill them. The other is reviewing and revising the guidelines for dispersant use in Prince William Sound. The guidelines now in effect were adopted before the *Exxon Valdez* oil spill of 1989.

The council's research reports on dispersants are available to the public. Some are listed near the end of this report. Additional reports and information are available on the council web site at: <http://www.pwsrcc.org/projects/dispersant.html>.

AQUATIC NUISANCE SPECIES

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 has been a priority issue for the council since 1996.



PHOTO BY STAN JONES

We lead a multi-stakeholder working group to coordinate programs in our region. In addition, we hold seats on the national Invasive Species Advisory Committee and on the Western Regional Panel of the National Aquatic Nuisance Species Task Force, which held its September 2004 annual meeting in Anchorage.

In partnership with the U.S. Fish and Wildlife Service, 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.

One report by the Smithsonian researchers this past year demonstrated the European green crab, which has invaded coastal waters in other parts of the U.S., can easily live in many regions of Alaska.

Over the past year, the council has developed a Non-Indigenous Species section on its web site. These web pages provide a friendly interface for users to



PHOTO BY STAN JONES

Non-indigenous species such as the Chinese mitten crab (top) and the European green crab (below) have invaded other U.S. ports but not, so far, Prince William Sound.

explore the vast amount of information on invasive species the council has compiled over the years. It also includes information on current laws and regulations; useful links to other web sites; and fact sheets on species and technology. The address is: <http://www.pwsrcc.org/NIS>

REGIONAL ENVIRONMENTAL MONITORING

The council established a Long-Term Environmental

Monitoring Program (LTEMP) in 1993 that continues with an annual study plan designed to address trends and new circumstances. Samples are collected at 10 intertidal sites in Prince William Sound and the Gulf of Alaska. Mussel tissues from the sites are analyzed in the laboratory to determine whether hydrocarbons are accumulating and, if so, their source. The LTEMP contractor presents an annual report to the council and the data from it is made available to other research entities.

Many of these reports, and much additional information on the LTEMP program, are available on the council web site at: www.pwsrcc.org/projects/ltemp.html.

The council's environmental monitoring program collects blue mussels twice a year from 10 intertidal sites inside and outside the Sound.



PHOTO BY
LISA KA'AIHUE,
CITIZENS' COUNCIL





PHOTO BY JOHN ENGLER, ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

These men participated in a surprise drill in September 2003 to test Alyeska's ability to clean up oil spills in Port Valdez.

OIL SPILL PREPAREDNESS AND RESPONSE

The council has devoted significant resources to preventing oil spills, but 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 Prevention and Response Planning, and Oil Spill Prevention and Response Operations.

Oil Spill Prevention and 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 the plans, known as contingency plans. In other cases, the council conducts independent reviews and submits comments and recommendations.

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.

Contingency plans for the Alyeska terminal and for the tankers plying Prince William Sound were renewed in 2003. Since then, the council has participated in a workgroup established to refine the plans.

This work has included revising the wildlife response sections of the tanker plan. For the terminal's contingency plan, follow-up efforts have included revisions to the system for calculating how much response equipment would be required for a spill, and to the procedures for stopping a discharge of oil.

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 worked to have them included in oil-spill contingency plans for Prince William Sound, the Gulf of Alaska, Kodiak, and the Kenai Peninsula — all areas that received oil from the Exxon Valdez spill. Strategies have now been completed for 172 sites, and another 43 are under development.

SCIENTIFIC RESPONSE PLAN

If there is another major oil spill, it will be crucial to instantly begin monitoring the environmental changes that follow. The council is conducting a

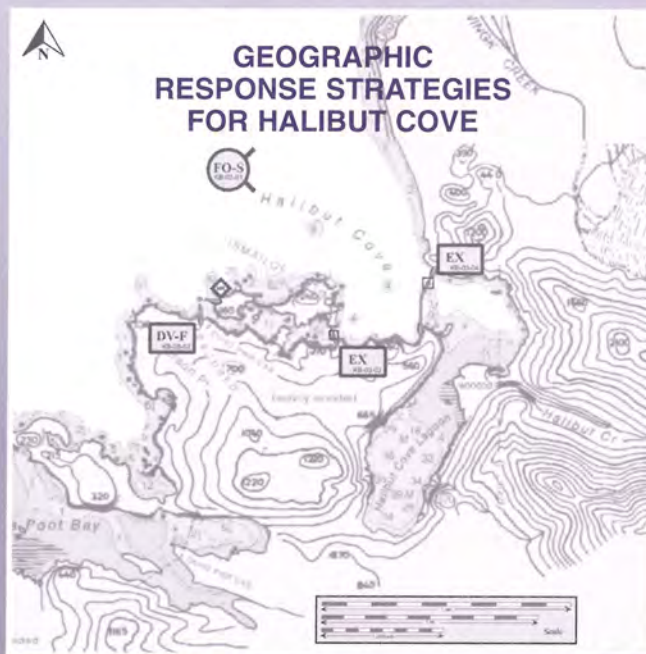


HALIBUT COVE GRS

A Geographic Response Strategy specifies in great detail how a site is to be protected from incoming oil in the event of a spill. For example, if Halibut Cove (near Homer) is threatened, the Geographic Response Strategy calls for the following equipment to be used to close off the west entrance: 1,400 feet of boom; one large anchor system; 10 small anchor systems; one marine recovery unit; and nine vessels.

The strategy specifies in similar detail the equipment to be used to protect the east entrance to the cove, as well as Halibut Cove Lagoon.

To see some Geographic Response Strategies for yourself — including photographs of the sites to be protected — visit <http://www.state.ak.us/dec/spar/perp/grs/home.htm> on the Internet.





The ShoreZone mapping project uses a helicopter as an aerial camera platform to photograph shorelines (left). The system (below) includes a video camera and a computer for storing data.



PHOTOS BY JOE BANTA

multi-year project to develop a scientific contingency plan to guide this work and other scientific research activities related to a major oil spill response.

SHOREZONE MAPPING

In the summer of 2004, the council was instrumental in launching the first phase of a ShoreZone mapping project in Prince William Sound.

ShoreZone mapping involves shooting aerial video of shorelines during the lowest tides of the year. Biologists and geologists aboard the aircraft record descriptions of the habitat, plants, and animals on the video sound tracks during the overflight. This information is used to create detailed maps and databases of the shorelines that were videotaped; in addition, the video itself becomes part of the ShoreZone information bank.

The council's primary goal in ShoreZone mapping is to have this detailed information available for use in oil spill response planning (including the preparation of Geographic Response Strategies) and in actual responses.

However, the information has other uses as well, including education, assisting communities in managing nearby ocean resources, and research unrelated to oil spills. Other areas of the *Exxon Valdez* oil spill region — such as Kodiak, the Kenai Peninsula and Cook Inlet — have

already been mapped, at least in part.

ShoreZone mapping data — including aerial video imagery — is available to the public via the Internet. The address is: www.CoastAlaska.net.

MEASURING OCEAN CURRENTS

In the fall of 2003, the council partnered with the University of Alaska in a radar-based project to measure surface ocean currents in Prince William Sound.

Understanding current patterns in the Sound is important in developing accurate models for predicting the path of spilled oil and can also be useful for navigation. Measuring actual currents makes it possible to test the models against reality.

The surface current mapping system consists of paired radar sites that use triangulation to compute the speed and direction of currents in areas within range of both sites.

The Prince William Sound sites are at Knowles Bay and Shelter Bay, near the tanker lanes in the central part of the Sound.

Oil Spill Response Operations

It takes more than volumes of carefully written 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 tanker companies, and with making sure the council is prepared to respond to an oil spill.

Council staff members, volunteers, and contractors 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 to make recommendations for improvement. Much of the monitoring work is done by an independent contractor, who presents annual reports summarizing each year's activities, lessons learned, recommendations, and outstanding issues. The council's staff and volunteers also participate in several drills and exercises throughout the year.

One large-scale unannounced drill of particular interest was held in September 2003 in Port Valdez. It was a follow-up to a June 2003 unannounced drill that showed several gaps in Alyeska's response capability.

For example, in the June drill, it took Alyeska some eight hours after the drill start to begin skimming operations. That problem and many others were much improved by the September drill, when skimming operations got under way within two hours of the drill start.

Another significant drill took place in Nikiski and Kodiak in late 2003. This drill, sponsored by Tesoro, entailed a large callout of fishing vessels in Kodiak, and the process of selecting a bay of refuge for the stricken tanker.

Early in 2004, a diesel spill occurred during a fishing vessel training exercise in Jack Bay, near Valdez. The spill was relatively small but the council was disappointed to see that Alyeska had trouble mounting an effective response to it, despite the fact that numerous vessels and large amounts of response equipment were on hand for the exercise when the spill occurred. Much of the spilled diesel escaped containment, and shorelines in the area were contaminated.

As this report went to press, the council was involved in planning for an August 2004 drill near Valdez. This drill, led by the Coast Guard and ConocoPhillips, involved a tanker springing a leak in Valdez Arm, at the north end of Prince William Sound. 



REMOTE WEATHER STATIONS

The council joined with the Cordova-based Oil Spill Recovery Institute to set up a network of remote automated weather stations in Prince William Sound. Data from these stations are valuable because weather could play a critical role in any effort to respond to an oil spill, and could even be a factor in causing one. During the coming year, the system's data links will be upgraded from radio to satellite technology.



PHOTO BY STAN JONES



PHOTO BY LINDA ROBINSON.

In May 2004, The council sponsored a table at the Cordova Shorebird Festival where students could make origami birds and color bird drawings donated by artists.

COMMUNITY RESPONSE PLANNING, MEMBER RELATIONS AND EXTERNAL RELATIONS



Students at Anchorage's Polaris School check out the council's non-indigenous species exhibit on Earth Day, May 2004.

Association for Environmental Education and the Society of Environmental Toxicology and Chemistry; commercial fishing trade shows in Seattle and Kodiak; and the annual Arctic Marine Oilspill Program conference in Canada.

The council conducted receptions in Cordova, Juneau and Kodiak, and participated in

two events marking the 15th anniversary of the Exxon Valdez oil spill.

And a coloring book produced by the council has been such a hit that it went to a second edition this past year. The coloring book features drawings by artists from inside and outside Alaska. Subjects include coastal fish, mammals and plants; human activities such as fishing; and scenes from coastal communities. Copies are available from the council; contact our Anchorage office (*see back cover*).

Community Response Planning

The council promotes planning for local communities so the social and economic damage of oil spills can be mitigated

A video training series has been developed based on "Coping with Technological Disasters: A User Friendly Guidebook," also developed by the council. Called the Peer Listener Training Program, it is designed to teach 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.

Member Relations

The council devotes a full-time staff position, called Community Liaison, to maintaining 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 the past year, the liaison and other staffers represented the council at numerous trade shows and conferences, as well as events sponsored by member entities. These included conferences of the North American

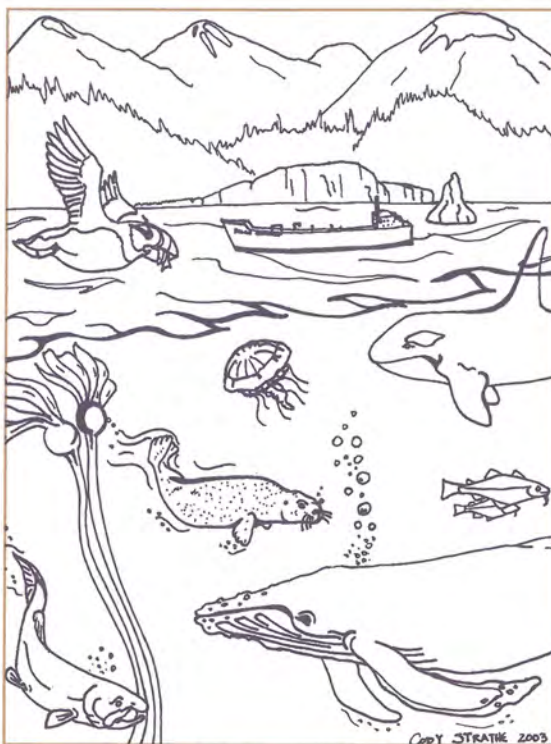


ILLUSTRATION DONATED BY CODY STRATHE OF SEWARD.

The council publishes a free coloring book with scenes of Alaska's environment and wildlife.

The council takes its information booth to numerous trade shows and conferences each year. Here, council staffer Bernie Cooper chats with two attendees at Kodiak ComFish, a major annual exposition for Alaska's commercial fishing industry.



PHOTO BY LINDA ROBINSON

Each year, students from Michigan's Alma College visit Alaska to learn about the council's work and see the state's environment first-hand.



PHOTO BY STAN JONES

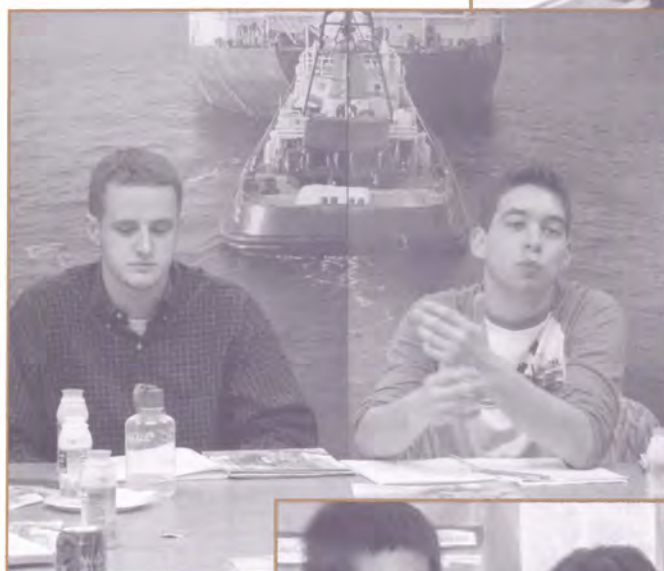


PHOTO BY STAN JONES

Linda Robinson, the council's community liaison, was invited to be a judge at the village of Old Harbor's student science fair in January 2004. These three boys were answering questions from a village elder about their projects.

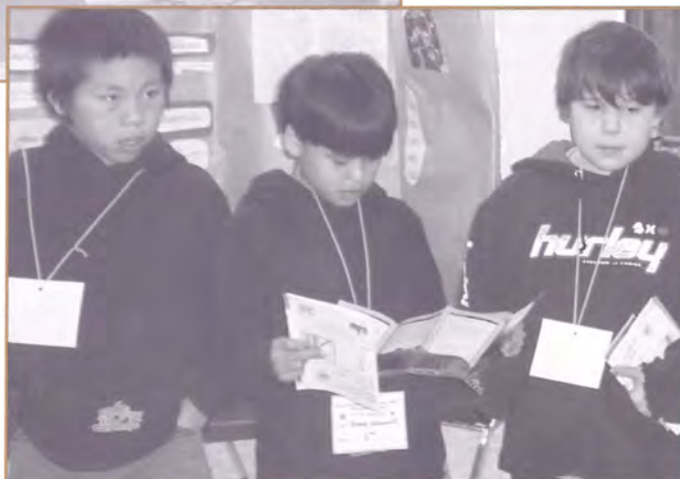


PHOTO BY LINDA ROBINSON

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 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 2003, both the Observer and the council's annual report won Awards of Excellence from the Alaska Chapter of the Public Relations Society of America.

The council maintains an extensive web site,

www.pwsrca.org, that provides information about our work, structure, membership, mission, and research. Our web site also won an Award of Excellence from the public relations society.

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



PHOTO BY LINDA ROBINSON

Like many of Alaska's coastal communities, the village of Old Harbor, near Kodiak, is heavily dependent on commercial fishing.

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 is coordinated by a Legislative Affairs Committee made up of members of the council board.

Federal Relations

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

During the past year, the council has commented on the National Aquatic Invasive Species Act, which is currently before Congress. The council also sent a group of board members and staff to Washington to meet with the Alaska delegation, their staff, and other key Congressional staffers working issues of council interest.



PHOTO BY STAN JONES

This mask was auctioned off during the Tatitlek Heritage Festival, an annual event in the Prince William Sound community.

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.



PHOTO BY STAN JONES

A council delegation travels to Juneau during each legislative session to discuss issues affecting crude oil transportation. Here, John Devens, the council's executive director (left) and board member Jo Ann McDowell (right) visit with state Senate President Gene Therriault (center) of North Pole.

BOARD OF DIRECTORS

Executive Committee



TOM JENSEN
President
Alaska State Chamber of Commerce



MARI LYNN HEDDELL
Vice President
City of Whittier



STEPHEN LEWIS
Secretary
City of Seldovia



PATIENCE ANDERSEN FAULKNER
Treasurer
Cordova District Fishermen United



JANE EISEMANN
Member at Large
City of Kodiak



BLAKE JOHNSON
Member at Large
Kenai Peninsula Borough



STAN STEPHENS
Member at Large
Alaska Wilderness Recreation & Tourism Association

Other Directors



JOHN ALLEN
Community of Tatitlek



LOUIS BEAUDRY
Prince William Sound
Aquaculture Corp.



NANCY BIRD
City of Cordova



AL BURCH
Kodiak Island Borough



SHERI BARETTA
Chugach Alaska Corp.



JOHN FRENCH
City of Seward



PETE KOMPKOFF
Community of Chenega Bay



PAUL MCCOLLUM*
City of Homer



JO ANN C. MCDOWELL
City of Valdez



JIM NESTIC
Kodiak Village Mayors Assoc.



RICH NIELSEN*
City of Valdez



WALTER PARKER
Oil Spill Region
Environmental Coalition

Ex-Officio Members (non-voting)

RON DOYEL
Alaska Dept. of Environmental Conservation

MARK FINK
Alaska Dept. of Fish & Game

CHUCK FREY
U.S. Forest Service

MICHELLE HEAN
Alaska Division of Homeland Security
& Emergency Management

JOE HUGHES
Alaska Dept. of Natural Resources

CARL LAUTENBERGER
U.S. Environmental Protection Agency

DOUG MUTTER
U.S. Dept. of the Interior

CARL SCHOCH
Oil Spill Recovery Institute

COMMANDER MARK A. SWANSON
U.S. Coast Guard/Marine Safety Office Valdez

JOHN WHITNEY
National Oceanic and Atmospheric Administration

* Paul McCollum and Rich Nielsen announced their resignations from the board in late spring, 2004. Their seats were scheduled to be filled at the council's quarterly board meeting in September.

COMMITTEES *As of June 30, 2004*

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.

OIL SPILL PREVENTION/ RESPONSE COMMITTEE

Jerry Brookman — Chair, Kenai
Paul Andrews, Washington State
Sara Bruce, Kodiak
Freddie Christiansen, Old Harbor
Jon Dahlman, Seward
Natasha Edwards Casciano, Cordova
John French — Council Director
Joe Jabas, Valdez
Walter Parker — Council Director
Karl Pulliam, Seldovia
Gordon Scott, Girdwood

*Joe Jabas,
Oil Spill
Prevention/
Response
Committee.*



PHOTO BY STAN JONES

PORT OPERATIONS & VESSEL TRAFFIC SYSTEMS COMMITTEE

Bill Conley — Chair, Valdez
Duane Beland, North Pole
Cliff Chambers, Valdez
Tex Edwards, Anchorage
Jane Eisemann — Council Director
Pete Heddell, Whittier
Agota Horel, Valdez
Linda Lee, Valdez
Rich Nielsen — Council Director

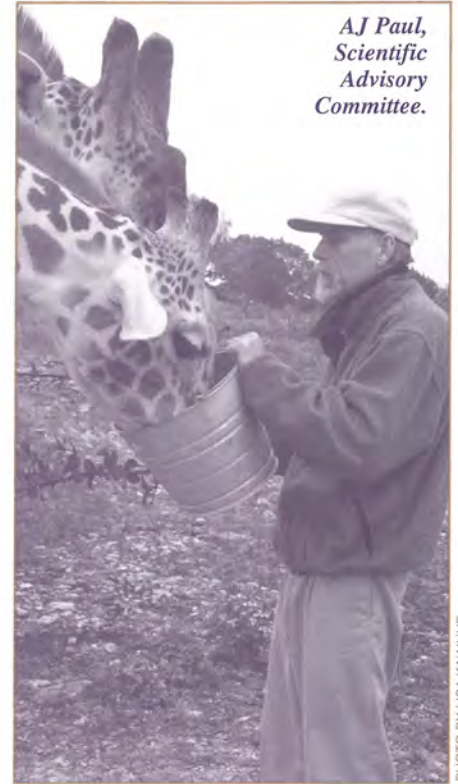


PHOTO BY DAVE CROPP, NOTHING FANCY CHARTERS

*Cliff Chambers,
Port Operations
and Vessel Traffic
Systems Committee.*

TERMINAL OPERATIONS & ENVIRONMENTAL MONITORING COMMITTEE

Bob Benda — Chair, Valdez
Jo Ann Benda, Valdez
Jon Bower, Juneau
Lynda Hyce, Valdez
Denise Saigh, Anchorage
George Skladal, Anchorage
Scott Snedden, Fairbanks
Stan Stephens —
Council Director
Cory Noel Toye, Anchorage
Janice Wieggers, Fairbanks
Dave Wiley, Valdez



*AJ Paul,
Scientific
Advisory
Committee.*

PHOTO BY LISA KAHNUE

SCIENTIFIC ADVISORY COMMITTEE

Richard Tremaine — Chair, Anchorage
Peter Armato, Seward
John French — Council Director
Roger Green, Anchorage
(Neil) Vince Kelly, Valdez
Pete Kompkoff — Council Director
Michelle Hahn O'Leary, Cordova
AJ Paul, Fairbanks



*Jon Bower Terminal Operations
and Environmental Monitoring*

PHOTO BY STAN JONES

PRESENTATIONS

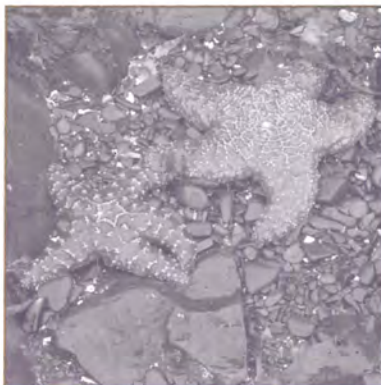
AQUATIC INVASIVE SPECIES IN ALASKA: RECENT RESEARCH AND TECHNOLOGIES.

Robert Benda, 11/2003.
Alaska Chapter American Fisheries Society.
952.107.031101.BendaACAFS.ppt

ASSESSING TRANSPORT AND EXPOSURE PATHWAYS AND POTENTIAL PETROLEUM TOXICITY TO MARINE RESOURCES IN PORT

Valdez, Alaska. James R. Payne, William B. Driskell, Mace G. Barron, Dennis C. Lees, Lisa Ka'aihue, and Jeffrey W. Short, 11/11/03.
Society of Environmental Toxicology and Chemistry 24th Annual Meeting.

THE CITIZENS' COUNCIL'S FORTHCOMING WEB SITE ON INVASIVE SPECIES IN ALASKA.
Marilyn Leland, 3/2/2004.
Education and Outreach Committee of the National Invasive Species Advisory Council.



PUBLIC COMMENTS/SPEECH REGARDING DISPERSANT USE.
John Devens, 5/17/2004.
National Research Council's Committee on dispersants efficacy and effects.
955.107.040517.DevensNRC.doc

THE CITIZENS' COUNCIL, AND NON-INDIGENOUS SPECIES ISSUES IN THE COUNCIL REGION.
Marilyn Leland, 5/25/2004.
Alaska Department of Fish & Game.
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DOWNSTREAM RESPONSE PLAN PROCESS.

Joe Banta, 6/8/2004.
Arctic and Marine Oilspill Program
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Four presentations:
"WEATHER WINDOWS FOR OIL SPILL COUNTERMEASURES;"

"REVIEW OF MONITORING PROTOCOLS FOR DISPERSANT EFFECTIVENESS;"

"DISPERSANT TANK TESTING: A REVIEW OF PROCEDURES AND CONSIDERATIONS;" AND

"DISPERSANT FIELD TESTING: A REVIEW OF PROCEDURE AND CONSIDERATIONS."

Merv Fingas and Lisa Ka'aihue, 6/8/2004-6/10/2004.
Arctic and Marine Oilspill Program.

Contact the council's Anchorage office for copies

NEWS RELEASES & GUEST EDITORIALS

ON ANNIVERSARY OF EXXON VALDEZ, ALASKA PRACTICES ARE INTERNATIONAL MODEL
Guest editorial by John Devens.
March 2004

FIRST DAYS OF THE '89 SPILL REMEMBERED FIFTEEN YEARS LATER
Guest editorial by John Devens.
March 2004

CITIZENS' GROUP ASKS EPA FOR ACTION ON AIR POLLUTION AT VALDEZ TANKER TERMINAL
News release. March 2004

CLEARING THE AIR ON AIR POLLUTION FROM THE BALLAST WATER TREATMENT FACILITY
Guest editorial by John Devens.
April 2004

EPA GRANTS CITIZEN PETITION ON VALDEZ AIR POLLUTION
News release.
April 2004

Contact the council's Anchorage office for copies.



REPORTS

FINAL REPORT ON COHERENT UHF RADAR FOR ICE DETECTION.
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REVIEW OF MONITORING PROTOCOLS FOR DISPERSANT EFFECTIVENESS.
Merv Fingas, Environmental Technology Centre, 8/1/2003.
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2002-2003 LONG TERM ENVIRONMENTAL MONITORING PROGRAM ANNUAL REPORT.
James R. Payne, William B. Driskell, and Jeffrey W. Short, 11/6/2003.
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PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL FIVE-YEAR STRATEGIC PLAN,
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Citizens' council, 12/1/2003.
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Mace Barron, Ph.D., PEAK Research, 12/2/2003.
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John Taylor and Jeff Johnson, 12/4/2003.
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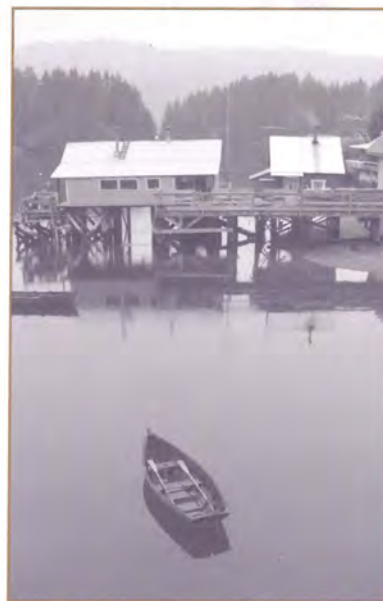
WEATHER WINDOWS FOR OIL SPILL COUNTERMEASURES.
Dr. Merv Fingas, Environmental Technology Centre, 1/1/2004.
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PROJECTING RANGE EXPANSION OF INVASIVE EUROPEAN GREEN CRABS (CARCINUS MAENAS) TO ALASKA: TEMPERATURE AND SALINITY TOLERANCE OF LARVAE.
Hines, Ruiz, Hitchcock and deRiveria, Smithsonian Environmental Research Center, 2/1/2004.
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PETITION FOR RECONSIDERATION OF FINAL RULE, NATIONAL EMISSIONS STANDARDS FOR HAZARDOUS AIR POLLUTANTS: ORGANIC LIQUIDS DISTRIBUTION (NON-GASOLINE) (NESHAP-OLD).
Walker & Levesque, LLC, 2/3/2004.
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DRILL MONITORING CONTRACTOR 2003 ANNUAL REPORT.
Tim Jones, 3/12/2004.
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REQUEST FOR INFORMAL REVIEW OF THE FINAL NPDES PERMIT (NPDES No.: AK 002324-8)
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REVIEW OF OIL SPILL RESPONSES ON MODERATELY SIZED SPILLS IN US WATERS FROM 1993-2000.
Elise DeCola, Nuka Research & Planning Group, LLC, 6/24/2004.
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TRANS-ALASKA PIPELINE SYSTEM DISMANTLING, REMOVAL AND RESTORATION (DR&R): BACKGROUND REPORT AND RECOMMENDATIONS.
Richard Fineberg/Research Associates, 6/24/2004.
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METHODOLOGICAL PROBLEMS IN MMS SPONSORED COLD WATER DISPERSANT TESTS AT OHMSETT.
Citizens' council, 7/14/2004.
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STAFF AND 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**
Project Manager Assistant: **Linda Swiss**
Administrative Assistant: **Berniece (Bernie) Cooper**

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**



Valdez

Executive Assistant: **Jennifer Fleming**
Program Coordinator: **Donna Schantz**
Project Managers: **Tom Kuckertz, Tony Parkin,**
Rhonda Williams
Project Manager Assistant: **Dan Gilson**
Administrative Assistant: **Tamara Byrnes**

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

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





Regional Citizens' Advisory Council

www.pwsrcac.org

3709 Spenard Road
Suite 100
Anchorage, Alaska 99503
907.277.7222
907.277.4523 fax

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