

**Prince William Sound  
Regional Citizens' Advisory Council  
2017 Recertification Evaluation**

1. **Membership.** The advisory group should be broadly representative of the interests of the communities in the geographical area.

a. Membership policies, including the selection and appointment process for the advisory group, and any of its Committees, to ensure full public participation.

Membership in the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is governed by its bylaws. Member organizations are communities affected by the Exxon Valdez oil spill and interest groups with a stake in the region. Member organizations appoint individuals to represent them on the PWSRCAC board of directors and serve at the pleasure of the organization.

The bylaws require each representative be a resident of the State of Alaska. Directors serve staggered two-year terms. There is no limit to how many terms a director may serve. When a director's term expires, the member organization submits in writing the name of the person it wishes to be seated as its representative on the board. Directors are formally seated by a vote of the directors at the annual meeting in May. When a director leaves in mid-term, the member organization may appoint a replacement to fill the unexpired term, subject to formal seating by the board of directors.

The following organizations hold ex-officio seats as non-voting members of the board of directors:

- Alaska Department of Environmental Conservation (ADEC)
- Alaska Department of Fish and Game (ADFG)
- Alaska Department of Natural Resources
- Alaska Division of Homeland Security and Emergency Management
- Bureau of Land Management (BLM)
- National Oceanic and Atmospheric Administration (NOAA)
- Oil Spill Recovery Institute
- U.S. Coast Guard (USCG)
- U.S. Department of the Interior
- U.S. Environmental Protection Agency (EPA)
- U.S. Forest Service (USFS)

PWSRCAC's work is assisted by five volunteer technical committees that operate with financial and staff support from PWSRCAC. Membership on these advisory committees is open to any member of the public, including PWSRCAC board members, subject to appointment by the PWSRCAC board.

The committees are:

- Oil Spill Prevention and Response Committee
- Scientific Advisory Committee

- Terminal Operations and Environmental Monitoring Committee
- Port Operations and Vessel Traffic Systems Committee
- Information and Education Committee

Members of the PWSRCAC board and committees are listed in the PWSRCAC annual report (*Prince William Sound Regional Citizens' Advisory Council 2015-2016 Report to the Stakeholders*) enclosed with this application.

PWSRCAC works to ensure that representative communities and interest groups are well informed about our work. Towards this end, PWSRCAC has delivered community outreach presentations, public receptions, youth education, workshops, or meetings in the following communities in the Exxon Valdez oil spill region: Cordova, Tatitlek, Valdez, Whitter, Chenega Bay, Seward, Port Graham, Seldovia, Homer, Kodiak, Old Harbor, Ouzinkie, Port Lions, and Larsen Bay.

b. Opportunities provided for interested groups to participate. Membership should represent but not be limited to:

- (i) Local commercial fishing industry organizations whose members depend on the fisheries resource of the waters in the vicinity of the terminal facilities;  
XX Yes \_\_\_ No Describe: Cordova District Fishermen United
- (ii) Aquaculture associations in the vicinity of the terminal facilities;  
XX Yes \_\_\_ No Describe: Prince William Sound Aquaculture Corporation
- (iii) Alaska Native Corporations and other Alaska Native organizations whose members reside in the vicinity of the terminal facilities;  
XX Yes \_\_\_ No Describe: Chugach Alaska Corporation; Chenega Corporation and Chenega IRA Council; the predominantly Native communities of Chenega Bay and Tatitlek; six villages on Kodiak Island that are represented by the Kodiak Village Mayors' Association; and Port Graham Corporation.
- (iv) Environmental organizations whose members reside in or use the vicinity of the terminal facilities;  
XX Yes \_\_\_ No Describe: The Oil Spill Region Environmental Coalition, consisting of the following members: Alaska Center for the Environment; Alaska Marine Conservation Council; Cook Inletkeeper; Kachemak Bay Conservation Society; Kodiak Audubon Society; Alaska Forum for Environmental Responsibility; National Wildlife Federation; Prince William Soundkeeper.
- (v) Recreational organizations whose members reside in or use the vicinity of the terminal facilities;  
XX Yes \_\_\_ No Describe: Since the 2014 Recertification, our former recreation organization, Alaska Wilderness Recreation and Tourism Association, closed its doors. While we don't have an organization currently filling a recreation seat, we are meeting this objective with recreation interests represented through the Municipalities participating on our board, as well as individual board members that bring strong recreation focus through their professions.
- (vi) The Alaska State Chamber of Commerce or other organization, representing the locally based tourist industry;  
XX Yes \_\_\_ No Describe: Alaska State Chamber of Commerce

(vii) Other.

XX Yes \_\_\_ No Describe: Kenai Peninsula Borough; Kodiak Island Borough; cities of Cordova, Valdez, Whittier, Seward, Homer, Seldovia, and Kodiak

c. The extent to which meetings are publicized in the media and are accessible to members of the general public. Describe:

PWSRCAC board meetings are open to the public and include an agenda item for public comment. Board meetings are publicized via news releases, advertisements in newspapers within the Exxon Valdez oil spill region, emails to various lists maintained by PWSRCAC, and by the posting of agendas and supporting materials to our website, [www.pwsrcac.org](http://www.pwsrcac.org). Meetings of PWSRCAC technical advisory committees are also open to the public. They are publicized by email and by the posting of agendas and supporting materials to committee websites maintained by PWSRCAC.

**2. Establishing communications with industry and government.** The Coast Guard will consider the means by, and the extent to which, the advisory group maintains open communications with industry and government interests (oil terminal, oil tanker, and State and Federal government representatives). In assessing the group's ability to communicate with these interests, the Coast Guard's review will include but not be limited to the following:

a. A determination as to whether the group works with industry and government to establish and employ communications protocols for reviewing policies, projects, and release of information relating to the operation and maintenance of the oil terminal facilities and crude oil tankers which affect or may affect the environment in the vicinity of their respective terminals.

XX Yes \_\_\_ No Describe:

We strive for maximum interaction and cooperation with the industry companies and the regulatory agencies involved with marine transportation of North Slope crude oil. This is in keeping with our mandate under the Oil Pollution Act of 1990 (OPA90) to reduce complacency by promoting partnership in the common effort to minimize the risk of crude oil spills and improve the capability for responding to them, as well as minimize the environmental impacts of routine operations. We participate with industry and regulators in numerous work groups and task forces, as well as encouraging industry and government representatives to attend and participate in our board and committee meetings and routinely soliciting their comments and input.

As noted, PWSRCAC's board provides ex-officio seats for various government agencies, including the USCG, EPA, and ADEC. PWSRCAC also communicates with government agencies through a number of formal and semi-formal meetings. Many state and local government staff, as well as Alyeska Pipeline Service Company (Alyeska) employees attend PWSRCAC's tri-annual board meetings. Staff from the USCG, BLM, and ADEC, as well as Alyeska, regularly attend meetings of PWSRCAC's Technical Committees to discuss terminal and tanker related policies, projects, operational and maintenance information. PWSRCAC staff strives to attend breakfasts hosted by USCG MSU Valdez, where representatives from both state and federal agencies, as well as Alyeska, are in attendance.

Staff attends periodic meetings with the ADEC and continues to meet monthly with Alyeska's Ship Escort Response Vessel System (SERVS) personnel to discuss operations, contingency planning issues, and projects of mutual interest.

Top executives of PWSRCAC and Alyeska meet bi-weekly to discuss relations between the two organizations, and the staffs interact regularly. Working with the designated Alyeska liaison, PWSRCAC requests, receives, and discusses Valdez Marine Terminal (VMT) operations and maintenance information. Through this line of communication with Alyeska, PWSRCAC remains appraised of both normal and abnormal operational and maintenance issues, as well as terminal project related information.

PWSRCAC staff interacts regularly with officials of the shipping companies operating oil tankers out of Valdez, and executives of these companies frequently visit PWSRCAC's Valdez and Anchorages offices on an informal basis. Also, shipper executives regularly accept invitations to address PWSRCAC at board meetings.

PWSRCAC continues to attend and participate in quarterly VMT Coordination workgroup meetings attended by the BLM, EPA, ADEC, USCG, Alyeska, and SERVS. The purpose of this group is to provide an open forum for communication on contingency planning. The goal is to achieve a continuous improvement process to maximize contingency plan effectiveness.

PWSRCAC has also continued to support the creation of an Alaska non-indigenous species coordinator group from existing state personnel. While state legislation has not been forthcoming, PWSRCAC wrote a letter urging Governor Bill Walker to designate a non-indigenous species coordinator in each state agency.

PWSRCAC sponsors, as well as participates in a host of industry and/or government-sponsored, group efforts, as described elsewhere in this application. The more formal groups include:

- Alaska Forum on the Environment Oil Spill Sessions Planning Committee, including EPA, Department of the Interior, and ADEC
- Alaska Regional Response Team (ARRT) and related working groups, an advisory board to Federal On-Scene Coordinator led by the USCG, ADEC, and EPA; and the Area and Subarea Committees and related working groups led by the USCG, ADEC, and EPA
- Geographic Response Strategies (GRS) working group including USCG, ADEC, ADFG, Alaska Department of Natural Resources, NOAA, EPA, Cook Inlet Regional Citizens' Advisory Council (CIRCAC) and many other organizations
- Marine Firefighting Symposium including Southwest Alaska Pilots Association, USCG, Alaska Division of Emergency Services, Crowley Maritime, and many other organizations
- Oil Surrogates Workgroup, including ADEC, USCG MSU Valdez, the Oil Spill Recovery Institute, U.S. Department of Interior, U.S. Fish and Wildlife Service, NOAA, EPA, CIRCAC, Prince William Sound shippers, Nuka Research and Planning Group, Alaska Chadux Corporation, and SERVS

- Oil Spill Recovery Institute board of directors
- Tanker Contingency Plan Coordination Working Group including USCG, ADEC, SERVS, TAPS Shipper representatives, and others
- Valdez Marine Safety Committee, chaired by the USCG
- VMT C-Plan Coordination Working group, chaired by Alyeska

These frequent, multi-level contacts between PWSRCAC and industry and regulators mean that each side is made aware of each other's perspectives on a variety of issues. We expect these contacts to continue and it appears the industry also finds them of value.

PWSRCAC employs contractors in Juneau, Alaska, and Washington, D.C., to monitor legislative and administrative developments at the state and federal levels in areas of council concern. These contractors advise PWSRCAC on how to respond and on occasion provide oral or written testimony on behalf of PWSRCAC.

In summary, PWSRCAC continues to pursue and, we believe, maintain the type of relationship with industry and government envisioned in OPA 90.

b. A determination as to whether the group participates in discussions with industry and government, concerning permits, plans and site-specific regulations governing the activities and actions of the terminal facilities which affect or may affect the environment in the vicinity of the terminal facilities and of crude oil tankers calling at those facilities.

XX Yes \_\_\_ No Describe:

PWSRCAC tracks and reviews state and federal site-specific regulations. This is done by monitoring updates proposed, under review, and made in the Federal Register and Alaskan regulations. As a part of this process PWSRCAC will periodically discuss the applicability, interpretation, and enforcement of these regulations with industry and regulatory agencies through individual meetings, committee meetings, and through regulatory processes such as informal reviews.

PWSRCAC has also been providing public outreach in multiple Exxon Valdez oil spill region communities on several issues, such as changes to U.S. ballast water regulations affecting Alaska's coastal tanker trade, including current issues regarding certification of ballast water treatment systems; the new Alaska Dispersant Use Plan; and suggested changes to the Regional Stakeholder Committee process.

More information on this topic is available on pages 8-19 of the enclosed annual report.

c. A determination regarding the extent to which the advisory group is working to build cooperation rather than confrontation with industry and government by:

- (i) Working with industry and government to develop spill prevention and contingency plans;

XX Yes \_\_\_ No Describe:

PWSRCAC currently continues its long participation in the development of both the terminal and tanker contingency plans. This work is performed with regulatory and

industry stakeholders through regular meetings of the VMT Coordination Group and internally through PWSRCAC's Contingency Plan Project Team. PWSRCAC provided extensive comments on changes proposed by the EPA on Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan that governs the use of dispersants. Comments developed with multiple expert contractors, volunteers, board members, and staff were submitted in April 2015 and shared with member organizations and others.

In 2015, PWSRCAC worked with State Legislators and the Spill Prevention and Response (SPAR) Division of the ADEC to help with a solution on SPAR budget concerns. We supported an increase in the refined fuels tax that was designed to supplement the per-barrel surcharge to fund SPAR, which surcharge was adopted by Governor Walker in 2015.

A GRS workshop was held in 2015 that was jointly sponsored by PWSRCAC, CIRCAC, ADEC, USCG, and EPA. Federal and state agencies, industry, the spill response community and other stakeholders attended this workshop to discuss the current status of GRS in Alaska.

In 2016, PWSRCAC piloted a project, in conjunction with Alyeska/SERVS staff, to share the fishing vessel program's annual oil spill training with local citizens. PWSRCAC chartered a passenger vessel out of Seward which took over 90 local youth and residents to learn about SERVS' oil spill training for local fishermen and mariners. This project is being supported in future years in other communities within PWSRCAC's region due to its great success.

PWSRCAC has also conducted four Community Spill Response Workshops in the region. These day-long workshops address how a large spill would be managed, Incident Command System basics, how information passes in and out of the command center, and how a community would interact with decision makers. These workshops were supported by USCG, ADEC and SERVS, and enhance the public's understanding of the processes involved during an oil spill and their ability to constructively engage during a spill.

- (ii) Coordinating study projects, policies and legislative or regulatory recommendations; and

XX Yes \_\_\_ No Describe:

PWSRCAC's practices in this regard with respect to scientific study projects are discussed in detail in "3. Scientific work," below. More generally, PWSRCAC fosters coordination and awareness of our projects, policies, and legislative or policy recommendations through the public nature of our board and committee meetings; through the numerous workgroups and panels in which we participate; through the publication of our annual report and Observer newsletter; through the vast amounts of material available on our website; through the production of news releases, news advisories, and op-ed articles; and through the public availability of our formal

comments and advice on legislative and regulatory issues.

A few examples of PWSRCAC's work to highlight in this area would include the Terminal Operations and Environmental Monitoring Committee review of the VMT's air and water quality permits. During this permit review process, PWSRCAC has and will continue to have discussions and provide written comments to both Alyeska and ADEC. PWSRCAC also, along with the State of Alaska, USCG, the Oil Spill Recovery Institute, and others participated on the Organizing Committee for the State of the Science for Dispersants in Arctic Waters Initiative, an initiative funded by NOAA and EPA and held as a January 5-8, 2015, workshop in Seattle. Following the workshop, PWSRCAC has continued to provide expertise to participate in the Coastal Response Research Center (CRRC) efforts along with NOAA, as well as other governmental, academic, and private sector representatives.

Beginning in 2013, staff attended meetings throughout the spill-impacted region to help community leaders understand proposed changes to the ARRT's guidelines on dispersant use in Alaska. In early 2014, public comments were submitted by PWSRCAC to the proposed changes. Staff also responded to requests from cities including Valdez, Cordova, Homer, and the native Village of Eyak Tribal Council to give presentations about the guidelines in order for community leaders to properly understand the issues and respond to the request for public input by the ARRT. The ARRT in early 2016 approved the updated Dispersant Use Plan for Alaska as part of the Unified Plan. Over 500 comments from the general public were received on this issue, and 39 federally-recognized tribes participated in the outreach process for this update. Staff continues to monitor and provide input on identifying areas where the use of dispersants is not recommended.

PWSRCAC has been the sponsor and driver of a local level spill surrogates workgroup, of which USCG MSU Valdez has been a participant. The group felt there was merit in trying to use surrogates in conjunction with drills, exercises, and trainings. Participants each checked in with their given organization as conversation evolved, and ultimately after some feedback from the ARRT, we received conceptual approval to proceed. Unfortunately, the exercise was cancelled due to responder immunity concerns, but the group envisions these conversations continuing.

- (iii) Keeping industry and government interests informed of its plans, findings, and recommendations.

XX Yes \_\_\_ No Describe:

The processes described in 2.c.(ii) above also serve the purpose of keeping industry and government interests informed of our plans, findings, and recommendations. We regard the workgroups in which we participate and the meetings of our technical advisory committees as particularly effective tools for this purpose.

For example, in June 2016, after completing a review of an internal inspection conducted on Tank 12 at the VMT, PWSRCAC sent Alyeska a letter outlining the

findings of that review and recommendations that could be used to improve such inspections in the future. In April 2016, PWSRCAC sent ADEC a letter pertaining to the amendment Scenarios 1, 2, and 3 in the VMT's Contingency Plan. This letter provided ADEC with PWSRCAC's comments and recommendations regarding the amendment of those three spill response scenarios.

PWSRCAC also maintains a comprehensive database of dispersants research reports that is updated annually. The database is complemented by a valuable literature survey and synthesis that summarizes the state of science of dispersants.

**3. Scientific work.** The Coast Guard will review the extent to which the advisory group coordinates its independent scientific work with the scientific work performed by or on behalf of the terminal operators and operators of the crude oil tankers in an effort to avoid unnecessary duplication, and to ensure that research and studies are relevant to issues that impact the environment in the vicinity of the terminal facilities and of crude oil tankers calling at those facilities. Describe/Examples:

PWSRCAC has established policies and practices to ensure its independent scientific work addresses environmental issues related to the VMT and associated tankers. Further, PWSRCAC's work is coordinated with scientific work done by others for terminal and tanker operators in order to avoid unnecessary duplication.

PWSRCAC's Scientific Advisory Committee is a primary resource in this effort. Its members are selected on the basis of scientific expertise. They review proposed research projects and provide assistance and advice to other PWSRCAC committees, the PWSRCAC staff, and the board of directors on scientific methodology, data interpretation, and other subjects. PWSRCAC staff, committee, and board members attend major conferences to maintain contact with experts in environmental science and oil spill prevention and response, and to keep informed about current research.

The Cordova-based Oil Spill Recovery Institute has been an ex-officio member of PWSRCAC since 1997. The Institute is associated with the Prince William Sound Science Center, providing another avenue for coordination and expert oversight of PWSRCAC's scientific work.

PWSRCAC routinely sends copies of board and committee agendas and background packets to Alyeska, regulators, and oil shippers to keep them informed about proposed and ongoing scientific work. The packets include status updates and draft reports for review and comment. PWSRCAC board and committee meetings, as mentioned above, are open to the public, providing regular opportunities for interested parties to monitor and comment on research projects.

All of these efforts at inclusion and coordination are reflected in the descriptions of our activities in specific topic areas in our annual report and elsewhere in this application. In addition, we are enclosing, as Attachment 1 to this questionnaire, a list of reports produced by PWSRCAC and its contractors in this recertification period, as well a list of the scientific and technical experts we've consulted.



A specific example of PWSRCAC work would include commissioning of a study in 2015 to quantify the reduction in air pollution attributable to the use of low sulfur fuel in the TAPS tanker fleet. This study found that sulfur dioxide and particulate matter emissions were reduced by more than ninety-five and eighty percent respectively as a result of using low sulfur fuel in the tanker ships.

PWSRCAC continues to support citizen-based monitoring efforts in its region, particularly for the European green crab and invasive tunicates. This summer, PWSRCAC placed settling plates in Port Valdez to collect bottom dwelling organisms that were checked later in the summer for invasive species. Placing these plates is part of a larger effort called a bioblitz, an intensive two-day effort in September 2016 to survey for marine invasive species in Port Valdez using both volunteers and professionals.

**4. Monitoring program.** The Coast Guard will review the extent to which the advisory group develops and carries out an effective monitoring program, including:

a. Reviewing the operation and maintenance of terminals and tankers;  
Describe/Examples:

Through the Terminal Operations and Environmental Monitoring Committee, PWSRCAC reviews the operation and maintenance of the terminal, as well as monitoring actual and potential environmental impacts stemming from the operation of the VMT, and to review operational and maintenance practices at the facility in the interest of mitigating those impacts. Through this committee, PWSRCAC monitors a variety of operations related metrics and reviews Alyeska reports concerning terminal maintenance and environmental impacts. Additionally, terminal projects pertaining to work maintaining, repairing, or replacing terminal assets used to prevent or mitigate the effects of an oil spill, are tracked by the committee. This program is discussed further in our enclosed annual report, pages 14-16.

As mandated by OPA 90, PWSRCAC has continued its Long Term Environmental Monitoring Program (LTEMP), initiated in 1993. The LTEMP study design requires continual sampling, as long as oil flows through the pipeline. Sampling sessions are conducted at up to 10 sites in Prince William Sound and the Gulf of Alaska via mussel tissue analysis. Sediments are also sampled at Port Valdez sites. Results are summarized in a year-end report.

b. Monitoring cleanup drills and actual spill cleanups;  
Describe/Examples:

PWSRCAC devotes considerable effort to monitoring drills, exercises, and training events, as well as to the responses to actual incidents, which fortunately are relatively rare in Prince William Sound. These efforts are described in some detail on pages 9-11 of the enclosed annual report. Staff often participates as a member of drill planning teams along with ADEC, USCG and industry. Drill monitoring reports are prepared by staff and

contractors and submitted to the PWSRCAC board for approval before general release (see Attachment 1, Scientific Work).

In addition, PWSRCAC holds regular meetings with personnel from Alyeska's SERVS and reviews SERVS operations. PWSRCAC and SERVS representatives meet on a monthly basis in an effort to increase communications by providing a venue to share information, pose questions and provide or request status reports. Regular topics of discussion are the SERVS operations, maintenance and exercise schedules, and PWSRCAC's schedule of events and meetings. Other agenda topics include on-going or upcoming PWSRCAC projects involving SERVS' operations.

PWSRCAC also conducts regular communications meetings between our staff and ADEC representatives. The goal is to hold these meetings on a monthly basis. Regular topics of discussion are to review schedules for projects, meetings, contingency plan deliverables, and various events such as drills and exercises. Other agenda topics include discussion on current issues and projects. These meetings have been effective in improving communications between the two organizations.

PWSRCAC representatives also strive to attend the monthly stakeholders' breakfast meetings sponsored by MSU Valdez. These informal gatherings are intended to provide a forum for those interested and involved in the safety and security of marine transportation in Prince William Sound to stay connected. These meetings help to establish positive relationships with each other prior to major events happening.

c. Reviewing the results of oil spills in its region;  
Describe/Examples:

When a TAPS-related spill occurs, PWSRCAC is active in observing operations of the Incident Command System as well as cleanup activities for the spill. In order to review the results of hazardous liquid spills in Prince William Sound, PWSRCAC receives and reviews spill reports/notifications generated by Alyeska pertaining to the operation of the terminal and tankers. These spills are reported annually during PWSRCAC's January board meeting.

d. Reviewing government and company reports;  
Describe/Examples:

PWSRCAC routinely reviews and analyzes industry and government reports relevant to operations in Prince William Sound, often utilizing the services of contractors with technical expertise in the subjects covered by these reports. In the past three years, PWSRCAC has provided input on public reviews of State of Alaska regulatory updates, including proposed changes to Chapter 18, Title 75 of the Alaska Administrative Code. On a Federal level, comments have been submitted on updates and revisions to the National Preparedness for Response Exercise Program Guidelines, and GENWEST EDRC Study and the National Academy of Sciences Letter Report.

e. Conducting or reviewing necessary scientific studies with or by recognized experts in the field under study.

Describe/Examples:

This aspect of PWSRCAC activities is discussed in detail under "3. Scientific Work," above. Examples would include PWSRCAC's review, through the Terminal Operations and Environmental Monitoring Committee, of a variety of government and Alyeska reports related to the environmentally safe operation of the terminal throughout the year. In 2015, the Committee reviewed Alyeska's Terminal Facilities Corrosion Monitoring Reports from 2010-2014. In 2016, the Committee reviewed ADEC's 2012 report summarizing that agency's response to comments received regarding the terminal's air quality permit.

**5. Efforts to prevent oil spills and to plan for responding to, containing, cleaning up, and mitigating impacts of oil spills.** The Coast Guard will review the extent to which the advisory group:

a. Periodically reviews the respective oil spill prevention and contingency plans for terminal facilities and for crude oil tankers while in Prince William Sound, in light of new technological developments and changed circumstances;

Describe/Examples:

PWSRCAC continues to participate in reviewing federal, state, and industry contingency plans. These plans include the Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan); the Prince William Sound, Kodiak, and Cook Inlet Subarea Contingency Plans; and the plans covering the Prince William Sound Tankers and the VMT.

PWSRCAC has submitted comments on sections of the Unified Plan that have come under review during the past three years, as well as provided comments on updating the Prince William Sound Subarea Plan. Comments were submitted during the public review of the VMT plan, and staff continues to monitor and provide input on conditions of approval from the 2014 approval of that plan. Regarding the Prince William Sound Tanker plan, PWSRCAC has participated in the public review and provided comments on the renewal. Staff members were recognized by the U.S. Coast Guard in January 2015 for their efforts in support of the Prince William Sound Subarea Committee and the 2014 Prince William Sound Subarea Plan update.

PWSRCAC has also worked to comprehensively address the use of best practices in the operation of escort and rescue tug operations. PWSRCAC's work in the area of oil spill prevention and response planning is described on pages 8-11 of the enclosed annual report.

b. Monitors periodic drills and testing of the oil spill contingency plans for the terminal facilities and for crude oil tankers while in Prince William Sound;

Describe/Examples:

PWSRCAC was directly tasked under OPA90 and our Alyeska contract to monitor and report on spill response trainings and exercises. This is a large focus of staff who attend many of the field deployments and any large table-top exercises with Alyeska, Prince William Sound shippers, ADEC, and USCG. The staff and contractors are also frequently involved as members in the industry exercise evaluation teams for these drills and exercises. The after-action reports generated from our participation are shared with our Oil Spill Prevention and Response Committee, and ultimately summarized and shared with the PWSRCAC board, industry and governmental partners, and the public via the Annual Drill Monitoring reports.

With approximately 400 local vessels on contract to perform spill response, PWSRCAC spends a good deal of effort monitoring this program. Some of this interaction comes from monitoring drills and exercises where these vessels are involved, or in attending annual training in the various communities. Others are very direct, with PWSRCAC hosting annual meetings in 2015 and 2016 directly with fleet representatives to discuss the program and pass information back to the fleet, such as explaining the contingency planning process or the change with the current tug and barge contractor. PWSRCAC also pass along any recommendations or concerns from the fleet to ADEC and industry.

c. Studies wind and water currents and other environmental factors in the vicinity of the terminal facilities which may affect the ability to prevent, respond to, contain, and clean up an oil spill; Describe/Examples:

PWSRCAC cooperatively supports operation of weather stations and cameras in the Sound. Work was started in 2015 to establish a buoy near Naked Island to demonstrate use of new data collection technology. Another project PWSRCAC initialed updated the information developed in the original Iceberg Monitoring Project to better determine the future risk of Columbia Glacier icebergs on oil tanker traffic operating in the Sound, due to changing conditions on the glacier.

PWSRCAC is currently working with the University of Alaska Anchorage's Alaska Experimental Forecast Facility and Alaska State Climate Center to supplement already funded and ongoing projects to produce customized products with a focus on weather and how it could affect tanker travel and response efforts. The overarching goal of this project is to create a better real-time understanding of the weather in Prince William Sound, and make this information available to industry, regulators and PWSRCAC constituents.

PWSRCAC is also working to better understand water circulation in Port Valdez and how this changes seasonally. PWSRCAC contracted the Prince William Sound Science Center to facilitate the oceanographic work of managing drift buoys at different depths and other oceanographic instrumentation. These buoys and instruments will be deployed during three different times of the year to give a better seasonal picture, with the work completed in 2017.

Some of PWSRCAC's work in this area is described on page 6-7 of the enclosed annual report.

d. Identifies highly sensitive areas which may require special protection in the event of a spill in Prince William Sound;

Describe/Examples:

PWSRCAC is involved with the GRS deployments that Alyeska has been conducting over the last three years. These GRS deployments are conducted with representatives from the ADEC and USCG, and reports are generated so the GRS tactics can be updated and improved. PWSRCAC provided a representative to the ADEC Alaska Spill Responder Training Aid workgroup that developed videos to instruct rural residents how to use spill response equipment staged in their communities by ADEC and USCG.

Throughout 2014, PWSRCAC actively encouraged communities throughout the Exxon Valdez oil spill region to provide public comment about the new Alaska Dispersant Use Plan during its open comment period through both formal presentations and written communications. PWSRCAC stands ready to assist with outreach in the Exxon Valdez oil spill region regarding identifying dispersant avoidance areas within Alaska's new pre-authorization area.

e. Periodically reviews port organization, operations, incidents and the adequacy and maintenance of vessel traffic service systems designed to assure safe transit of crude oil tankers pertinent to terminal operations;

Describe/Examples:

As described on pages 6-7 and 14-15 of our annual report, PWSRCAC personnel monitor maritime operations and, in conjunction with the PWSRCAC Port Operations and Vessel Traffic Systems Committee, analyze issues and make recommendations for improving the navigational safety of TAPS tankers and escort vessels. These activities are carried out by routine tracking of vessel traffic with the assistance of an Automatic Information System in PWSRCAC's Valdez office; recording delays, incidents, near misses, and atypical situations; reviewing proposed rules, regulations, and USCG guidelines; and maintaining a working relationship with shippers, SERVS, ADEC, and USCG. In addition, as described previously, PWSRCAC reviews and comments on state and federal oil spill prevention and response plans, often including recommendations regarding port operations and safety systems.

f. Periodically reviews the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.

Describe/Examples:

We provide comments when individual oil-shipper contingency plans are renewed every five years and on plan amendments proposed by the shippers between formal renewals. In addition, we review more specific issues from time to time, such as emission standards for tankers and corrosion inspections. Additionally, PWSRCAC has long been active on

the issue of reducing the risk of tanker-related invasions of Prince William Sound by non-indigenous species, including reviewing and commenting on relevant regulation and legislation at the state and federal levels.

In early 2016, when a foreign flagged tanker called at VMT, PWSRCAC worked with ADEC, USCG, Alyeska, and BP to convey concerns and verify vessel capabilities and crew understanding of the safety systems in Prince William Sound.

g. Reports findings to local industry, and to responsible State and Federal officials.  
Describe/Examples:

The Maritime Operations Program monitors and reviews port organizations, operations, incidents, and the vessel traffic system, interacting with industry and regulators to share PWSRCAC findings, concerns, and issues. PWSRCAC also participates on the Valdez Marine Safety Committee, which is discussed elsewhere in this application.

**6. Funding.** The Coast Guard will determine whether the advisory group has entered into a contract for funding in accordance with the requirements of 33 U.S.C. 2732(o) and will review the advisory group's expenditure of those funds.

XX Yes \_\_\_ No Describe:

PWSRCAC's primary funding source is a long-term contract with Alyeska. It provides approximately \$3.6 million per year at present. While not currently the case, PWSRCAC also at times receives money from other sources for various projects, such as past grant funding from U.S. Fish and Wildlife. Enclosed on CD-ROM are copies of our Alyeska contract, including the most recent three-year funding addendum.

Expenditures of funds may be made only on those projects or activities that foster the goals and purposes of the Act. Projects or activities may include those that develop information based on sound scientific and engineering principles that the community can use to improve its ability to prevent or respond to oil spills, or to expand the knowledge base of environmental information related to terminal or tanker operation. The Coast Guard will review the purpose and impact of each project or activity to determine whether:

a. Expenditures and controls are carried out in a manner consistent with sound business practices;

XX Yes \_\_\_ No Describe: A copy of our most recent third-party financial audit is enclosed.

b. Expenditures are reasonably related to the prevention or response to oil spills from tanker or terminal operations, including environmental information, in the advisory group's area of responsibility.

XX Yes \_\_\_ No Describe:

PWSRCAC continuously monitors expenditures to ensure compliance with the Alyeska funding contract and with the requirement of the Oil Pollution Act of 1990. Alyeska also periodically audits PWSRCAC for contract compliance. While not currently the case, PWSRCAC is allowed to conduct activities outside the scope of its Alyeska contract and

of the OPA90 as long as Alyeska funds are not used and the organization continues to meet its obligations under the Act. We do occasionally conduct such activities with grant funds from outside sources. Such activities are normally closely related to activities already being conducted with Alyeska funds and pursuant to the Act.

**7. Accessibility of Application.** The Coast Guard's review will include an examination of the extent to which the advisory group provided notification to the public via local press releases that it has applied for certification and, the extent to which the advisory group has ensured that the application is accessible for public review.

Describe:

PWSRCAC will inform the public of its recertification application through news releases (see Attachment 2) and via notifications to recipients on various PWSRCAC email lists. Copies of the application will be available on PWSRCAC website and free in printed form by request to the PWSRCAC offices in Anchorage and Valdez.

## **Attachment 1**

Supplement to Item 3, "Scientific Work"  
PWSRCAC Recertification Questionnaire

Nov. 18, 2016

### **Summary of Reports Produced and Experts Consulted**

#### **Reports produced**

**Alaska's Best Available Technology (BAT) Requirements for Prince William Sound Crude Oil Tankers and Valdez Marine Terminal Oil Spill Prevention and Response.**

PWSRCAC, August 21, 2014.

**Analysis of Crude Oil Tanker Ballast Water Data for Valdez & Prince William Sound, Alaska.** Danielle Verna, April 2014 and February 2016.

**Drill Monitoring Annual Report 2013, 2014, and 2015.** PWSRCAC, January 2014, 2015, and 2016.

**Effects of Hydrocarbons on Mussel Genomics.** US Geological Survey, December 2015.

**Embryonic Crude Oil Exposure Causes Cardiac Hypertrophy and Reduced Aerobic Performance in Juvenile Pink Salmon and Pacific Herring.** National Oceanic and Atmospheric Administration's National Marine Fishery Service Laboratories, 2014.

**Hydrographic Survey of Columbia Bay, October 8-11, 2014.** Prince William Sound Science Center, December 2014.

**Iceberg Detection Performance Simulations to Support the Installation of new S6 Processor with the Reef Island Radar.** C-CORE, July 1, 2014.

**Incident Management (ICS) for Regional Stakeholders Final Report.** Nuka Research and Planning Group, 2015 & 2016.

**Long-Term Environmental Monitoring Program: Results and Interpretations From Sampling 2008-2013.** Payne Environmental Consultants, Inc., January 2015.

**Marine Firefighting Symposium Final Report 2015.** Resolve Maritime Academy, May 2015.

**Physical Properties, Behavior and Composition of Alaska North Slope [2015] Crude Oil.** Environment Canada, June 2016.

**Polar Compounds in Alaska North Slope Oil & Other Oils: A Literature Survey and Synthesis.** Merv Fingas, Spill Science, February 2016.

**Polynuclear Aromatic Hydrocarbons in Port Valdez Shrimp and Sediment.** Alaska Fisheries Science Center, January 2015.

**Prince William Sound Dispersants Monitoring Protocol: Implementation and Enhancement of Smart (Special Monitoring of Applied Response Technologies).** PWSRCAC, Spill Science, and Nuka Research and Planning Group, July 2016.

**Remote Control of VMT.** Hisey and Associates, LLC., February 2014.

**Review of Alyeska Pipeline Service Company's 210 American Petroleum Institute Standard No. 653 Out-of-Service Internal and External Inspection on Crude Oil Tank No. 12.** Harvey Consulting, LLC., January 2016.



**Review of Alyeska Pipeline Service Company's 2012 American Petroleum Institute Standard No. 653 out-of-service internal and external inspection on Crude Oil Tank No. 13, and available Cathodic Protection data for Tank No. 13.** Harvey Consulting, LLC., March 2015.

**Review of B.A.T. for Sentinel Tug Stationed at Hinchinbrook Entrance.** Robert Allan Ltd., January 2014 and May 2016.

**Review of Piping Inspection Programs at the Valdez Marine Terminal.** Dynamic Risk Assessment Systems, Inc., November 2014.

**Satellite-Based Pollution Monitoring in Prince William Sound.** C-CORE, January 2016.

**Sentinel Tug Requirements for Gulf of Alaska: Ship Drift Study.** Robert Allan, Ltd., May 2016.

**Tanker Pollutant Loading to the Prince William Sound Airshed.** Starcrest Consulting Group, LLC., October 2015.

**Toxicology of Chemical Dispersants in Alaskan Whales.** John Pierce Wise, Sr. Ph.D., University of Southern Maine, November 2014.

**Winter Species in Prince William Sound 1989-2016.** Prince William Sound Science Center, July 2016.

**Scientific experts, universities and scientific institutions consulted**

**Alaska Experimental Forecast Facility**

Peter Olsson Ph.D.  
Anchorage, Alaska

**Robert Allan Ltd.**

Robert G. Allan, P.Eng.  
Vancouver, Canada

**Mark Carls, Ph.D.**

Research Chemist, Retired  
NOAA Fisheries  
Auke Bay, Juneau, Alaska

**Center for Cold Ocean Resource Engineer (C-CORE)**

Des Power  
St. Johns, Newfoundland, Canada

**William B. Driskell**

Seattle, Washington

**Dynamic Risk Assessment Systems, Inc.**

Keith Leewis, PhD, PEng  
Monica K. Porter, P.E.  
Calgary, Alberta, Canada  
Woodlands, Texas

**Environment Canada**

Bruce Hollebhone  
Ben Fieldhouse  
Ottawa, Ontario, Canada

**Merv Fingas**

Spill Science  
Edmonton, Alberta, Canada

**Harvey Consulting, LLC**

Susan Harvey  
Eagle River, Alaska

**Hisey & Associates, LLC**

Dan Hisey  
Bellingham, Washington

**Little River Marine Consultants**

Captain Nathaniel Leonard  
East Boothbay, Maine

**NOAA Fisheries, Northwest Fisheries Science Center**

John Incardona Ph.D.  
Seattle, Washington

**Micro Specialties, Inc.**

Richard M. Brown  
Wasilla, Alaska

**Moran Coastal and Ocean Resources, Incorporated**

Carl Schoch, Ph.D.  
Victoria, BC, Canada

**Nuka Research & Planning Group, LLC.**

Tim Robertson  
Elise DeCola  
Sierra Fletcher  
Seldovia, Alaska

**Payne Environmental Consultants, Inc.**

James R. Payne, Ph.D.  
Encinitas, California

**Prince William Sound Science Center**

Rob Campbell, Ph.D.

Scott Pegau, Ph.D.  
Shelton Gay  
Cordova, Alaska

**Resolve Maritime Academy**

Jeff Johnson  
Vancouver, Washington

**Smithsonian Environmental Research Center, Graduate Student Fellow**

Danielle Verna  
Cordova, Alaska

**Starcrest Consulting Group, LLC**

Bruce Anderson  
Archana Agrawal  
Poulsbo, Washington

**University of Colorado at Boulder**

W.T. Pfeffer Ph.D.  
Boulder, Colorado

**University of Louisville**

John Pierce Wise, Sr. Ph.D  
Louisville, Kentucky

**University of Washington**

School of Aquatic and Fishery Science  
Jeffery Cordell  
Elizabeth Sosik  
Seattle, Washington

**U.S. Geological Survey**

Brenda Ballachy, USGS retired  
Anchorage, Alaska

**USGS Alaska Science Center**

Shad O'Neel Ph.D.  
Anchorage, Alaska

**W.T. Pfeffer Geophysical Consultants, Ltd.**

W. Tad Pfeffer  
Nederland, CO

**Attachment 2**  
News Release  
PWSRCAC Recertification Questionnaire  
Nov. 18, 2016

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**Prince William Sound Regional Citizens' Advisory Council**

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3709 Spenard Road, Suite 100  
Anchorage Alaska 99503  
907-277-7222/Fax: 907-277-4523

130 S. Meals, Suite 202 /P.O. Box 3089  
Valdez, Alaska 99686  
907-834-5000/Fax: 907-835-5926

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**News Release**

*DATE*

Contact: Brooke Taylor  
[brooke.taylor@pwsrcac](mailto:brooke.taylor@pwsrcac)  
907-273-6228

**Recertification application available for public review**

The Prince William Sound Regional Citizens' Advisory Council is seeking recertification as the alternative voluntary advisory group for Prince William Sound, as authorized under the Oil Pollution Act of 1990 (OPA 90). The application has been submitted to the U.S. Coast Guard, which is charged with assessing whether the council fosters the general goals and purposes of OPA 90 and is broadly representative of communities and interests as envisioned under OPA 90.

The recertification application is available for public review on the council's website at [www.pwsrcac.org](http://www.pwsrcac.org). To obtain a printed copy, contact the Prince William Sound Regional Citizens' Advisory Council, 3709 Spenard Road, Suite 100, Anchorage, Alaska 99503. Call (907) 277-7222 or toll-free (800) 478-7221.

Comments on the application should be sent to:  
Commander, 17th Coast Guard District (M)  
PO Box 25517  
Juneau AK 99802

Attn: Lt. Patrick Grizzle  
Inspections & Licensing

Comments may also be emailed to Lt. Patrick Grizzle at [Patrick.J.Grizzle@uscg.mil](mailto:Patrick.J.Grizzle@uscg.mil).

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The Prince William Sound Regional Citizens' Advisory Council, with offices in Anchorage and Valdez, is an independent non-profit corporation whose mission is to promote environmentally safe operation of the Valdez Marine Terminal and the oil tankers that use it. The council's work is guided by the Oil Pollution Act of 1990, and its contract with Alyeska Pipeline Service Company. 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.

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