



VALDEZ OPERATIONS OVERVIEW

September 2025

PWSRCAC BOARD MEETING



2Q VMT Operations

UNITS	2025	SINCE STARTUP
TANKERS LOADED	105	23,817
TANKERS ESCORTED	107	15,157
BARRELS LOADED	82,386,318	18,193,128,835

As of June 30, 2025

Safety (TAPS)	2025 (2Q)
Days Away From Work Cases	0
Total Recordable Incident Rate %	0.70

Environment (Valdez)	2025 (2Q)
Spill Volume (Gallons)	33
Number of Spills	4



FISHING VESSEL AVAILABILITY

2 nd Quarter 2025		
Port	Tier I	Tier II
Valdez	28	16
Cordova	34+8 RR	121
Whittier	7	19
Seward	0	29
Homer	0	48
Kodiak	0	38
TOTAL	69	271





CONTINGENCY PLAN ACTIVITIES

- No additional CP-35-2 Amendments this year.
- Governor Dunleavy's Administrative Order 360, the Alaska Department of Environmental Conservation (DEC) Spill Prevention and Response Division (SPAR) is opening all of 18 AAC Chapter 75, Oil and Other Hazardous Substances Pollution Control for public input.
- VMT Functional Exercise and IMT October 8, 2025

SECOND QUARTER TRAINING & EXERCISES

- Fishing Vessel Training – Homer, Seward, Cordova, Valdez
- Escort Tug U/J Boom Exercise
- Current Buster 8/ Crucial Skimmer TF Training Exercise
- Nearshore Operational Readiness Exercise
- PWS Shippers Exercise
- Spill Spray Dispersant and Tug Deployment Exercise
- Initial Response Team (IRT) Initials and Refreshers
- Emergency Tow and Tether Exercise
- Unannounced QI Notification Exercise
- Unannounced Rapid Response Vessel Call-out Exercise
- Valdez Duck Flats Training Deployment
- Solomon Gulch Hatchery Training Exercise
- Unannounced IMT Notification Test
- Cannery Creek/ Chenega/ Lake Bay Remote Site Maintenance
- Wally Noerenberg Hatchery Deployment Exercise



2025 MAJOR MAINTENANCE

- Tank 5 Internal API 653 inspection
- 48-inch ILI of Crude Oil Branch Lines to Tank 5
- BWT Inspect West Manifold to B-header Termination Vault
- Reef Island Power Improvements
- Berth 4 Foam System Transition



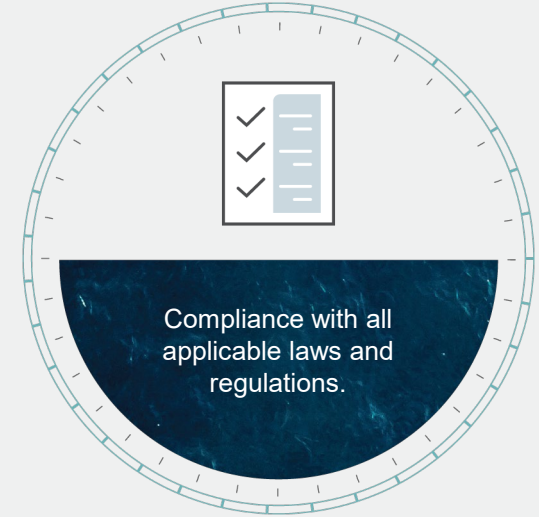
TANKER ONE PLAN

WHAT ▶

Transition administration of the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (PWS Tanker ODPCP) to Alyeska Pipeline Service Company (APSC) Ship Escort Response Vessel System (SERVS).

WHY ▶

Provide and manage a unified, comprehensive, and coordinated prevention and response system to simplify plan management, streamline third-party use of the system and maintain compliance with all applicable regulations.





FREQUENTLY ASKED QUESTIONS

▶ WHAT CHANGES ARE PROPOSED AND WHY?

Alyeska will assume administration and exercising of the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan. This change will maintain full compliance with the regulations, simplify plan management, and streamline third-party use of the system.

This effort is NOT an attempt to reduce:

- Spill response accountability
- Availability and use of risk mitigation equipment and resources

Future production forecasts make it increasingly important to provide a streamlined path for contingency planning and Alyeska service agreement access for non-affiliated (common carrier spot charter) tanker operators.

▶ HOW WILL THE NUMBER OF OIL SPILL RESPONSE EXERCISES CHANGE?

The number of oil spill response exercises will not be reduced. Exercises will continue to be conducted as required by regulation.

▶ IS THERE ANY CHANGE TO THE PRINCE WILLIAM SOUND TANKER OIL DISCHARGE PREVENTION AND CONTINGENCY PLAN?

Only the administration responsibilities and the organization of the contents will change. Vessel operators will still have to submit an individual state and federal Vessel Response Plan while operating under the Prince William Sound Tanker ODPCP.

▶ WHAT WOULD CHANGE REGARDING OIL SPILL REMOVAL ORGANIZATION (OSRO) COVERAGE IN THE PRINCE WILLIAM SOUND TANKER OIL DISCHARGE PREVENTION AND CONTINGENCY PLAN?

Alyeska will provide the same OSRO coverage with support from the Responsible Party.

▶ HOW WILL THE PWS TANKER OIL DISCHARGE PREVENTION AND CONTINGENCY PLAN PROCESS WORK?

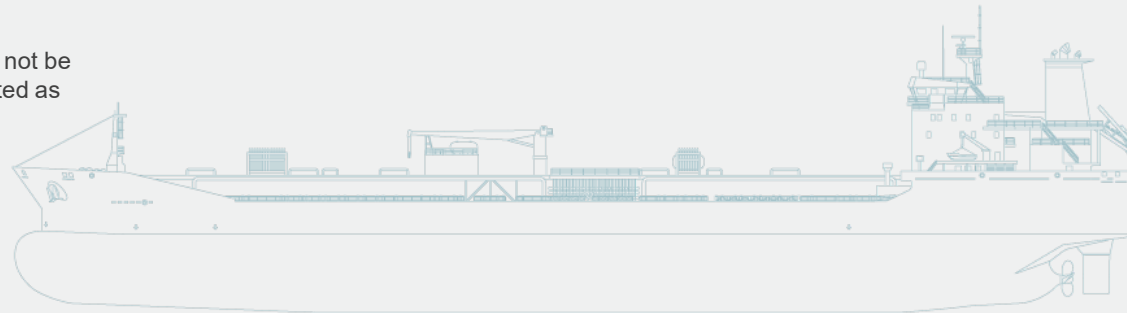
The contractual agreement enrollment process will allow vessel operators to transport oil from the Valdez Marine Terminal.

Vessel operators will still have individual state and federal approved Vessel Response Plans while operating under the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan.

The vessel operator will be required to provide all necessary documentation to be compliant with Alaska State and Federal regulations.

▶ WHEN WILL THE REVISED CONTINGENCY PLAN GO INTO EFFECT?

There are many variables involved in implementing this change. The current vessel operators and Alyeska will work toward effecting the changes in a responsible and timely manner.



TOPIC OF INTEREST

Alyeska Workforce Review

QUESTIONS?

