

THE OBSERVER

Spring 2025

Law could adversely affect fishing vessel response program

In 2023, a Federal law was passed that could affect Alyeska's contracted fleet of fishing vessels trained to help respond in case of an oil spill in Prince William Sound.

Fishing fleet available for a quick response

When the Exxon Valdez oil spill happened, the response was delayed. Much of the damage could have been lessened if clean-up efforts had started immediately.

One of the most important lessons of that spill was that local fishing crews can help with a quick response.

The local fishing crews who joined the 1989 response realized that pulling oil spill boom was similar to pulling a net of fish. They also knew the region's waters well, and were aware of dangers like shallow areas or changing tides that could leave a vessel stranded, among other hazards.

In the years since the spill, Alyeska formalized this relationship, developing a program to make sure they have a contracted fleet of

vessels that are trained, on-call, and immediately available to support a response in case of another spill. Today, Alyeska holds contracts with more than 350 of these vessels. They invest in training for crew members every year to make sure they are always ready to respond.

Alyeska trains the crews to handle oil spill response equipment, tow oil spill boom in proper formation, and tow the small barges used to store the oil and water mix that is recovered during a spill response. They are skilled in deploying, operating, and maintaining this equipment.

Consequences for the contracted fishing vessel program

If a real event were to occur, Alaska's fishing crews would be ready to respond.

However, a section of the National Defense Authorization Act of 2023 that was intended to exempt

Continued on page 10

IN THIS EDITION:

Volunteer Spotlight: Preparing for the unexpected, p. 2

Approval for oil spill contingency plan for terminal comes with conditions, p. 3

Schantz: Council's archives hold valuable lessons, p. 4

Alyeska: New firefighting systems to reduce use of PFAS, p. 5

Traces of metals found in Prince William Sound's sediments, p. 6

Community Corner: Watch parties expand reach of annual science event, p. 7

Council recertified by Coast Guard, p. 8

New staff member joins Anchorage office, p. 8

Remembering Richard Fineberg, p. 9

Anchorage office relocating in May, p. 10



Volunteer Spotlight:

Matt Melton: Preparing for the unexpected

Matt Melton, like many others born and raised in Alaska, received an early education in oil spills. He was in fifth grade when he saw people on TV scooping up oil in buckets after the Exxon Valdez spill. His first instinct was to help. He asked his mom to take him to the cleanup but was told there were no hotel rooms in Valdez.

"Little did I know that this incident was going to have such an impact on my career," he said.

Melton went on to study environmental science and technology at New England College during his undergraduate years, and later a master's degree in organizational management at the same school. Then the 9/11 attacks happened.

"That was my first exposure to incident management," Melton said.

New England College was close enough to New York that many students and the surrounding community were affected as many were during that time. As part of his studies, Melton assisted the campus operations team with crisis management planning. That experience set him on a career path in emergency response.

Today, Melton works in emergency response planning and training for PCCI, Inc., a Virginia-based company who maintains response equipment and conducts hazards training and exercises with global response teams.

Incident management, according to Melton, is a simple concept: assess, adapt, adjust, document,

execute, and do it again. "It's about preparing people to quickly and effectively solve complex problems during high-pressure emergencies," he said.

Melton has responded to emergencies across different industries, ranging from oil spills to the COVID-19 pandemic. A key feature of a response is the Incident Command System, or ICS, a standardized emergency management structure first developed in the early 1970s to coordinate wildfire response. It has since been adopted for all types of emergency management.

Each response is different, and it's impossible to plan for every detail in advance. He emphasizes that having the right people with the knowledge and experience to adapt is important.

"As soon as we're done, we're going to know how to do it," Melton jokingly tells his trainees.

He pointed to the recent collapse of the Francis Scott Key Bridge in Baltimore as an example of large-scale emergency coordination. A ship lost power and collided with the bridge. The incident had the potential for major disruptions to regional and national transportation and economics.

"That was a massive collaboration of different entities. There were multiple entities represented in the Unified Command. You would think it would be crazy, but it went really smooth."

Melton says training plays a critical role in effective response.

"People who don't understand ICS get hung up on little things or let ego get in the way," he said. "In Alaska, we train so much and focus on key operational aspects to achieve the objectives of the response."

Melton sees a similar commitment to preparedness in the Council, where he serves as vice chair of the Oil Spill Prevention and Response

Continued on page 10



Melton and his daughter show off their catch during a recent fishing trip. Photo courtesy of Matt Melton.

Melton is a member of the Council's Oil Spill Prevention and Response Committee, whose mission is to minimize the risk and impacts associated with oil transportation through research, advice, and recommendations for strong and effective spill prevention and response measures, contingency planning, and regulations.

Approval for oil spill contingency plan for terminal comes with conditions

This past November, the Alaska Department of Environmental Conservation, or ADEC, approved the renewal of the oil spill contingency plan for the Valdez Marine Terminal. The approval came with conditions.

The plan, created and managed by Alyeska Pipeline Service Company, describes how the company plans to prevent spills from the terminal in Valdez, and how they would contain and clean up oil in case prevention measures fail. The approval followed several rounds of public comment, which began in 2023, and is subject to several conditions. This means the plan is tentatively approved, but there are required steps that must be taken for the approval to be valid.

The Council has been concerned about these nearly 50-year-old liners for years. In 2023, the Council funded a project to evaluate methods that could be used to inspect the underground liners without excavating them. Read more about that work: www.tinyurl.com/Testing-Liners

Secondary containment liners must be evaluated

As one of the conditions, ADEC is requiring that Alyeska conduct further analysis of the secondary containment liners underneath the crude oil storage tanks at the terminal's East Tank Farm. These liners, made up of catalytically-blown asphalt, are part of a system that is intended to contain oil in the event of a spill, preventing contamination of surface and groundwater.

The liners are hard to inspect because they are covered with five feet of ground material.

Credit for a solid liner

Alyeska receives a 60% "prevention credit" from ADEC based on the integrity of these liners. This credit allows Alyeska to plan for a smaller spill, thus reducing the amount of equipment and responders that are listed in the plan to begin a quick response.

The credit is contingent upon the asphalt liner meeting ADEC's "sufficiently impermeable"

Continued on page 8

Renewal cycle: Ensuring the plan is the best it can be

Every five years, this oil spill contingency plan is renewed. The process starts with Alyeska, who updates the plan to include new technology or lessons learned during drills.

A renewed plan is effective for five years, when the cycle will be repeated. This process ensures that the preparations for preventing and responding to oil spills will continue to improve.



From the Executive Director:

Council's archives hold valuable lessons

Since its inception, the Council has placed a high value on keeping a historical record of documents related to the transportation of oil through Prince William Sound. This includes information that documents the background and rationale for implementing many of the safeguards put in place based on lessons learned from the Exxon Valdez oil spill. Our archive today is home to over 36,000 files containing a wealth of information.

Many of these documents are scientific studies and technical reports sponsored by the Council, dating back to the early days of our existence. A great example are two studies conducted by Dr. Richard Fineberg in the early 2000s, one on the profits from the oil industry and another on how the industry plans to clean up its facilities after oil no longer flows through the pipeline (see page 9).

Dr. Fineberg, who died in 2024, conducted studies for other organizations, and our internal document archives contain a record of many of them. A look through some of these is enlightening, such as his 1996 report titled "Pipeline in Peril - A Status Report on the Trans-Alaska Pipeline." This report was sponsored by the Alaska Forum for Environmental Responsibility, which is no longer in business, to look into reports from "concerned employees" that Alyeska had been cutting corners, putting employees and the environment at risk.

These sentiments echo statements made by concerned employees starting in 2022, as documented in our 2023 report by Billie Pirner Garde titled "Assessment of Risks and Safety Culture at Alyeska's Valdez Marine Terminal."

Who is paying attention to these details?

After the Exxon Valdez oil spill, the U.S. Congress found that complacency on the part of industry and government was a contributing factor to the incident. The writers of the Oil Pollution Act of 1990 included a call for the creation of citizen councils to give citizens a voice in the decisions that can put their livelihoods, resources, and communities at risk. Our organization is one of those councils.

Our 2023 Garde report is a reminder that our mission and purpose are not only still relevant, but needed just as much if not more today. Fortunately, upon receiving the Garde report, Alyeska initiated a hard look at their safety culture, technical capacity, process and policy, as well as the safety concerns brought forward, and has taken actions to address many of the concerns.



Donna Schantz
Executive Director

Why is oversight important?

Walt Parker, former member of our Board, had a long history of involvement with the oil industry in Alaska. Among the many roles he served during his career, Parker was appointed chairman of the Alaska Oil Spill Commission that was created to investigate the causes of the Exxon Valdez spill. The Commission issued 52 recommendations to improve national, state, and oil industry policies, including one recommendation that called for the creation of our Council. In the forward to their final report, "Spill: The Wreck of the Exxon Valdez - Implications for Safe Transportation of Oil," Parker described their efforts in the 1970s to design a system that would prevent spills from the soon-to-be oil transportation facility.

Parker wrote that the 1989 spill "could have been prevented if the vigilance that accompanied construction of the pipeline in the 1970s had been continued in the 1980s." Instead, as the commission discovered, by 1989, complacency and cost-cutting had returned, leading to disaster.

Fighting complacency

The Council was created, in part, in anticipation of a time when memories of the Exxon Valdez

Continued on page 10

From Alyeska:

New firefighting systems to reduce use of PFAS

Last fall, Alyeska and contractor crews completed upgrades to the fixed firefighting foam proportioning system on Berth 5 at the Valdez Marine Terminal after lengthy research, testing, and approval process. The new fluorine-free foam system was approved by the state fire marshal, who witnessed its functional check out along with third party technicians and representatives.

This marks the first of many firefighting foam systems that are being upgraded to accommodate a shift towards fire protection on the Trans Alaska Pipeline System, or TAPS, that is free from perfluoroalkyl and polyfluoroalkyl substances, also known as PFAS. While a recently passed state law banning the use of PFAS-containing firefighting foams carries a temporary exemption for use in the oil and gas industry, Alyeska personnel have been working toward the utilization of fluorine-free firefighting foams for several years, long before the state law passed. Plans are in place to continue the eventual transfer of the remaining fixed firefighting systems to safer and more environmentally friendly foams over the next several years. Berth 4 will undergo an identical upgrade starting in spring of 2025.

For the past three years, a multi-disciplined working group worked diligently to find a new system that would meet both fire safety and environmental standards. The group consisted of firefighting professionals, engineers, environmental coordinators, regulatory compliance specialists, procurement team members, and implementation leads from around TAPS. The new system has been designed with operations and maintenance in mind, leveraging state of the art technology that is both simpler to operate, and simpler to validate, with built-in testing features that do not rely on the discharge of foam.

“This new system demonstrates Alyeska’s dedication to environmental protection and personnel safety, especially in regards to the stewardship of Prince William Sound,” said

Sean Wisner, Alyeska Fire Chief. “It puts us in a much better place from a firefighting perspective, and I am proud of the work that this team did over the past several years to get us to this point. The workgroup embodied the ‘speak and work as one team’ mindset throughout the research and implementation phases of this historic initiative.”



Alyeska Fire Chief Sean Wisner, firefighters David Arnold and Oberon Gallion, and VMT Operations technician Mike Keith stand in front of the new fire foam system on Berth 4. Photo courtesy of Alyeska Corporate Communications.

Traces of metals found in Prince William Sound's sediments

Further study needed to determine source and potential effects

A new Council study has confirmed that sediments in Port Valdez contain traces of metals at concentrations that could negatively affect the organisms that live at the sea floor. This pilot study was conducted in 2024, during the routine environmental monitoring conducted by the Council since 1993. The work was prompted by a previous analysis that showed the presence of metals in the water discharged from the Valdez Marine Terminal's ballast water treatment facility.

Council staff and Dr. Morgan Bender from Fjord & Fish Sciences collected samples of sediments from two locations in Port Valdez: one near the terminal, and a reference site near Gold Creek. The site near the terminal was chosen to confirm whether the metals found in the previous study were accumulating in nearby sediments. Gold Creek was sampled for comparison.

Dr. Bender compared the results to sediment quality guidelines developed by the National Oceanic and Atmospheric Administration, or NOAA. These guidelines are used to determine whether toxins in sediment are concentrated enough to harm organisms.

Both sites show increased concentrations of metals

The study found a total of 22 metals between the two sites, in varying concentrations. Both sites exceeded NOAA's sediment quality guidelines for eight of the metals: iron, vanadium, aluminum, arsenic, nickel, cobalt,

copper, and selenium.

"Terminal sediments had significantly higher metal concentrations overall," when compared to Gold Creek, states the report, including four metals that were previously found in water discharges from the treatment facility: iron, aluminum, copper, and vanadium. However, all these metals also exceeded the threshold for effect at Gold Creek.

The report noted that "there is a potential ecological risk" from the discharge of these metals.

Continued on page 9



Dr. Bender and staff members Danielle Verna and Jeremy Robida (above) collected the samples (left) last summer. Dr. Bender later tested the samples in a lab for the presence of a variety of metals.

Why are metals of concern?

Metals such as those found in this study are generally stable and do not degrade. Accumulated metals at toxic levels can have a variety of adverse effects, including organ damage, cancer, and damage to DNA. They can enter the food chain when ingested by the tiny organisms that live in the sediment.

 The new report can be found on the Council's website: www.tinyurl.com/Metals-PWS

The study was prompted by a previous analysis investigating traces of hydrocarbons and metals in the effluent from the Valdez Marine Terminal's ballast water treatment facility. Metals were present in that analysis: www.tinyurl.com/BWT-Processes

Community Corner:

Watch parties expand reach of annual science event

Each year in early December, the Council hosts our annual Science Night. We invite experts to share about their scientific work and programs that are relevant to the Exxon Valdez oil spill region.

In 2024, the Council partnered with several local organizations to host community watch parties for the first time. We are grateful to our host partners: the Prince William Sound Science Center in Cordova, Kenai Peninsula College in Homer, and Prince William Sound College in Valdez. Each organization invited community members to gather in their facilities to watch the broadcast from Anchorage.

Science Night 2024: Staying alert and proactive in the Exxon Valdez oil spill region

This event highlighted four programs.

- John Moran, a Research Fisheries Biologist from the Alaska Fisheries Science Center shared about how he and his team of trained responders freed an entangled humpback whale in Valdez in 2024.
- Kristina Arsenault, a Marine Transportation System Specialist (Cyber) from the U.S. Coast Guard's Marine Safety Unit in Valdez spoke on marine cybersecurity.
- Andy Schroeder and Scott Farling, Co-Founders of Ocean Plastics Recovery Project, shared about their marine debris cleanup and recycling efforts focused on the Southcentral Alaska coast.
- Finally, Barbara Callahan, Senior Director of Response and Preparedness Services at the International Bird Rescue presented about innovations in oiled wildlife response since the Exxon Valdez spill.

Dr. Sarah Allan, chair of the Council's Scientific Advisory Committee, attended the watch party in Homer. She had attended broadcasts in previous years as an individual attendee, and shared that it was "more engaging to watch with a group and we had some good side conversations about the presentations."

Join us for Science Night 2025

For Science Night 2025, we hope to build on these successful watch parties by enhancing the opportunities for communities to gather and experience the event together based on feedback we received. We also hope to expand to other communities within the Council's region. If you have interest in hosting a watch party for your community, please contact me at maia.draper-reich@pwsrccac.org.



Maia
Draper-Reich
Outreach
Coordinator



A responder works to rescue a tangled humpback whale in Port Valdez in 2024. During Science Night, John Moran from the Alaska Fisheries Science Center told the story of the rescue and explained how their team is trained to do this work safely. This rescue was permitted under NOAA #24359. Photo courtesy of Alaska Fisheries Science Center.

Watch Science Night 2024 online

All four presentations are available to view on the Council's website:

www.tinyurl.com/Science-Night-24

New staff member joins Anchorage office

In December, the Council welcomed a new staff member, Suparat Prasannet. Prasannet has a background in office management, previously overseeing operations at Alaska Immigration Law Center, where she streamlined systems and kept everything running smoothly. Alongside her administrative expertise, Prasannet is pursuing a degree in marketing.

Her duties as the IT/Admin Assistant for the Council include maintaining and managing hardware, software, online services, network infrastructure, and oversight of the Council's historical digital archive, among other duties. She replaces Hans Odegard, who was promoted to Director of Administration last year.



Council recertified by Coast Guard

The Coast Guard has recertified the Council as meeting its responsibilities under the Oil Pollution Act of 1990.

In a February 11 letter to the Council, Rear Admiral M.M. Dean, commander of the Coast Guard's District 17 in Juneau, notified the Council of the recertification.

The 1990 Act requires the Council to reapply yearly for the Coast Guard's approval as the official citizens advisory group to the oil industry in Prince William Sound.

Guidelines established in 2002 streamlined the recertification process for two out of three years, with every third year requiring stricter procedures. The Council underwent the streamlined version this year. The comprehensive process, which includes a public comment period, will be required in our next cycle to commence at the end of this year.

The new recertification expires in February 2026.

Approval for oil spill contingency plan for terminal comes with conditions

Continued from page 3

standard. This standard is based on a formula that determines whether the liner is solid enough that it can contain spilled oil until it is detected and cleaned up. Cracks and damage have previously been discovered in some areas when the liner has been exposed.

Request for public review of test results

In a November letter to the department, the Council requested that ADEC allow a public review of any changes that result from Alyeska's analysis of the liner. The Council also requested the addition of a deadline for the analysis and corrective actions if the analysis finds that the liner is not sufficiently impermeable to meet ADEC's standard. ADEC issued a decision that

imposed deadlines for completion of the liner evaluation by 2028. The department did not include a public review or corrective actions.

Future updates

These plans are required to be updated every five years by industry and submitted for public review. This update to the terminal plan expires in 2029.



How and why do contingency plans change over time?

Read a 2021 Council-sponsored report on how the plan for a spill from tankers developed over the years: www.tinyurl.com/C-Plan-History

Remembering Richard Fineberg

Dr. Richard Fineberg, expert on the economics and profits of the oil industry in Alaska, passed away in September 2024. Fineberg was a researcher and investigative journalist who focused on environmental issues related to petroleum development and oil economics in Alaska.

Fineberg conducted studies and wrote reports for many organizations, including the Council. In the 1990s and early 2000s, his research for the Council ranged from ballast water treatment to industry profits to how the oil industry is required to restore the land once the terminal and pipeline are no longer in use.

"Richard was meticulous in verifying the accuracy of his work," said Donna Schantz, executive director for the Council. "His thoroughness and attention to detail made his contributions invaluable to the important discussions around these topics."

In 2005, Fineberg analyzed how much money the trans-Alaska pipeline and oil terminal facilities in Valdez were making for the oil companies. At the time, the oil industry was claiming that, due to financial reasons, they needed to reduce environmental protections and were unable to afford new protections. In 2004, Fineberg published a study on how the oil companies would pay for cleaning up after

the pipeline stops shipping oil.

According to the lease agreement between the Trans Alaska Pipeline System owners and the state and federal governments, industry is obligated to dismantle and remove all equipment and facilities and restore the land to a satisfactory condition. This includes all facilities at the Valdez Marine Terminal.

To pay for this cleanup, a tariff was imposed on oil flowing through the pipeline. Fineberg analyzed how much was collected by this complicated tariff, and whether enough would be available for its intended purpose when the pipeline eventually shuts down.

"Anyone who was fortunate enough to have worked with Richard knows that he was an exceptionally smart public servant who put in a tremendous amount of his time and energy into researching complex issues," said Schantz. "His work helped improve safety of Alaska's oil transportation industry."



Fineberg's work for the Council:

Dr Fineberg had an extensive career that touched on many topics. Visit our website for links to the important work that he did for the Council, and several stories that document the rest of his career:

www.tinyurl.com/Remembering-Fineberg

Traces of metals found in Prince William Sound's sediments

Continued from page 6

Local conditions may contribute to high metal concentrations

"Port Valdez is a metal-rich system with a history of copper and gold mining and several large, glacially-fed rivers entering within miles of the sampling locations," Dr. Bender noted in the report. "These local sources may explain regional patterns such as high iron concentration."

Dr. Bender noted that while some metals could be tied to the discharge from the terminal, further study is needed to determine the actual source of the metals.

Upcoming Council meetings

The next meetings of the Council's Board of Directors will be held on May 1 & 2, 2025, in Valdez; and September 18 & 18, 2025, in Cordova.

Board meetings are open to the public and an opportunity for public comments is provided at the beginning of each meeting.

Meetings of the Council's Board of Directors are streamed online and available to the public:

www.pwsrcac.org



Anchorage office relocating in May 2025

This May, the Council will be relocating its Anchorage office. Visit our website in early May for additional details and our new mailing address:

www.pwsrcac.org

All other contact information for the Anchorage and Valdez offices will remain the same.

Law could adversely affect fishing vessel response program

Continued from page 1

fishing vessels from the inspection requirements when working an oil spill was interpreted by Coast Guard to require the vessels to undergo inspections.

These vessels are uninspected and were designed and built specifically for fishing, not oil spill response. These vessels have not been subject to Coast Guard inspection before and many would not be able to meet inspection requirements, meaning they would be excluded from participating in a response.

"Trying to replace uninspected fishing vessels with vessels that meet Coast Guard inspection requirements would completely dismantle the program that has been part of the response system in Prince William Sound for decades," said Donna Schantz, executive director for the Council. "This would greatly diminish oil spill response capabilities in our region, as well as the entire nation. The trained fleet, made up of contracted local fisherman who understand the waters, are the backbone of the response system and are essential to help mitigate impacts to people, communities, economies, and the environment."

Workgroup partnership looking for a solution

The Council has been participating in a workgroup to help develop a solution that would allow the current fleet to remain in operation. Members include the Council, Cook Inlet Regional Citizens Advisory Council, Alyeska/SERVS, and other industry and oil spill removal organizations across the country.

Shantz: Council's archives hold valuable lessons

Continued from page 4

oil spill begin to fade. When there is no one left who can recall the smell of the oil, the sight of suffering wildlife, the feel of anger and despair because livelihoods may have been destroyed, it is more likely that protections may begin to appear stale, burdensome, and unnecessary.

The fact that there has not been another major oil spill in our region since 1989 is a testament to the safeguards put in place following that disaster. These safeguards are built on many lessons learned over time; historical knowledge that is key to maintaining our present system of prevention and preparedness. It is critical that industry, government, and citizen leaders remain cognizant of that history. The Council will always advocate for maintaining and improving our current systems, as well as staying vigilant against measures that could allow complacency to weaken existing protections.

Matt Melton: Preparing for the unexpected

Continued from page 2

Committee.

"We have a range of maritime and response experts who work who work hard to support the committee's mission," he said.

Melton volunteers for the Council because of what's at stake.

"That pipeline and the ships that come in and out of Port Valdez represent a piece of the financial lifeblood of Alaska," he said. "After any response, especially the Exxon Valdez, we learn a lot of hard lessons," he said. "The RCACs, whether it's Cook Inlet or Prince William Sound, don't let folks forget where we ended and how we don't want to go back there again."

Melton adds that the industry and regulatory representatives who participate in the committee's meetings are an important part of the process.

"They're some of the biggest advocates for the environment and the people because they understand how critical it is to keep oil safely in the pipeline and on the ships," he adds. "They don't want spills any more than we do."



PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL

Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers

Who we are

The Council is a federally mandated, independent nonprofit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the Trans Alaska Pipeline System's terminal and tanker fleet.

A voice for citizens: The Council is a voice for the people, communities, and interest groups in the region oiled by the Exxon Valdez spill.

Those with the most to lose from oil pollution must have a voice in the decisions that can put their livelihoods and communities at risk.

What we do

Combatting complacency: Investigations into the Exxon Valdez oil spill found that complacency on the part of industry and the government contributed to the accident. The Oil Pollution Act of 1990 mandated independent, nonprofit, citizen oversight councils for Prince William Sound and Cook Inlet.

We combat the complacency that led to the 1989 spill by fostering partnerships among the oil industry, government, and local communities in addressing environmental concerns.

More about the Council and its history at:
www.pwsrca.org/about

Photo credits:

Cover: A Crowley tanker, the California, participates in a towing exercise under March's blood moon. Photo by Roy Robertson.

Page 1, top: Alyeska responders practice maneuvers in front of the Valdez Marine Terminal. Photo by Nelli Vanderburg.

Page 1, bottom: Local Whittier fishing vessels participate in annual training to respond to an oil spill. Photo by Cathy Hart.

Page 6: Bender, Verna, and Robida on board a vessel to collect samples. Photo by Jeremy Robida. Sediment collected during sampling. Photo by Danielle Verna.

Page 9: Cordova scenery. Photo by Danielle Verna.

Page 11: Responders practice deploying oil spill boom and a skimmer during an exercise. Photo by Jeremy Robida.

Board of Directors

The Council's member entities are communities and interest groups affected by the Exxon Valdez oil spill:

Alaska State Chamber of Commerce
Community of Chenega • Chugach Alaska Corporation
City of Cordova • City of Homer • City of Kodiak
City of Seldovia • City of Seward • City of Valdez
City of Whittier • Community of Tatitlek
Cordova District Fishermen United
Kenai Peninsula Borough • Kodiak Island Borough
Kodiak Village Mayors Association
Oil Spill Region Environmental Coalition
Oil Spill Region Recreational Coalition
Port Graham Corp. • Prince William Sound Aquaculture Corp.

Advisory Committees

Much of the Council's work is done through permanent volunteer committees made up of Board members, technical experts, and local citizens with an interest in making oil transportation safer in Alaska.

Our committees provide an avenue for public participation in the Council's work.

Terminal Operations and Environmental Monitoring (TOEM): TOEM identifies actual and potential sources of episodic and chronic pollution at the Valdez Marine Terminal.

Port Operations and Vessel Traffic Systems (POVTS): POVTS monitors port and tanker operations in Prince William Sound. The committee identifies and recommends improvements in the vessel traffic navigation systems and monitors the vessel escort system.

Scientific Advisory Committee (SAC): SAC sponsors independent scientific research and provides scientific assistance and advice to the other council committees on technical reports, scientific methodology, data interpretation, and position papers.

Oil Spill Prevention and Response (OSPR): OSPR works to minimize the risk and impacts associated with oil transportation through research, advice, and recommendations for strong and effective spill prevention and response measures, contingency planning, and regulations.

Information and Education Committee (IEC): IEC supports the Council's mission by fostering public awareness, responsibility, and participation in the Council's activities through information and education.

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THE OBSERVER

Inside:

- Law could adversely affect fishing vessel response program, p. 1
- Approval for oil spill contingency plan for terminal comes with conditions, p. 3
- Remembering Richard Fineberg, p. 9
- And more...

Alaska State Chamber of Commerce - Chenega - Chugach Alaska Corp - Cordova
Cordova District Fishermen United - Homer - Kenai Peninsula Borough - Kodiak
Kodiak Island Borough - Kodiak Village Mayors Association - Oil Spill Region Environmental Coalition
Oil Spill Region Recreational Coalition - Port Graham Corp - Prince William Sound Aquaculture Corp
Seldovia - Seward - Tatitlek - Valdez - Whittier