THE OBSERVER
Spring 2026

Citizens, industry, and government collaborate to save prevention and response program in Sound

Hundreds of fishing vessels will remain a vital part of Alyeska's oil spill response program, thanks to passage of the new National Defense Authorization Act, or NDAA, signed into law on December 18, 2025.

The participation of local vessels was potentially jeopardized when language was inserted into the 2023 National Defense Authorization Act, directing the U.S. Coast Guard to address the use of certain vessels that tow boom and other equipment in support of oil spill response. This led to a policy requiring these vessels to be inspected.

The local vessels contracted to Alyeska through their Ship Escort Response Vessel System, or SERVS, are inspected when required for normal use, but these vessels were not designed specifically for oil spill response. Many would have been unable to meet these additional inspection requirements, excluding them from participating in SERVS' oil spill response program.

Collaboration results in exemption for Alaska response vessels

Language in the 2026 NDAA resulted in exemptions from these inspection requirements for qualified vessels engaged in training or responding to oil spills in Alaska.

This solution was promoted by a workgroup that included the Council, Alyeska Pipeline Service Company, Cook Inlet Regional Citizens Advisory Council, Washington State Maritime

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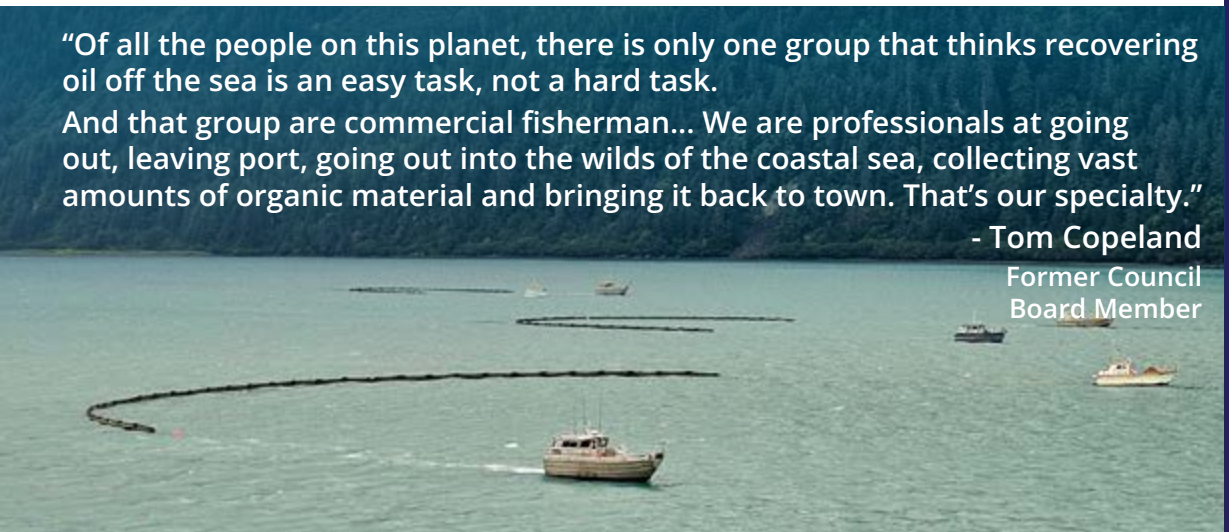


"Of all the people on this planet, there is only one group that thinks recovering oil off the sea is an easy task, not a hard task.

And that group are commercial fisherman... We are professionals at going out, leaving port, going out into the wilds of the coastal sea, collecting vast amounts of organic material and bringing it back to town. That's our specialty."

- Tom Copeland
Former Council Board Member

PRINCE WILLIAM SOUND
RCAC
REGIONAL CITIZENS' ADVISORY COUNCIL

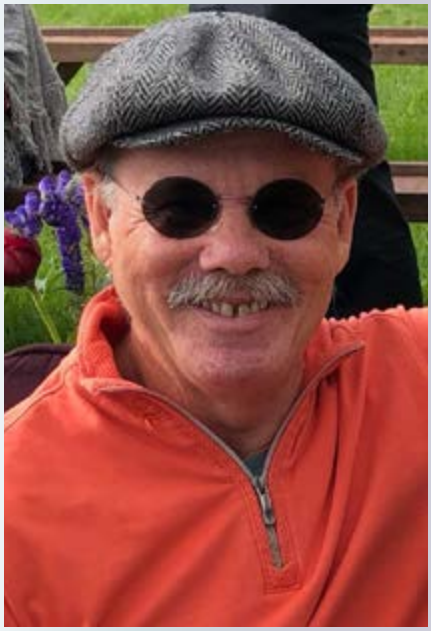
Adventurous spirit brought Southerner to Alaska

Max Mitchell, member of the Council's Port Operations and Vessel Traffic System Committee, has been living in Homer for nearly five decades. He was born and raised nearly 5,000 miles away in an area known as "SOWEGA," which is local-speak for the southwestern corner of the state of Georgia. Mitchell still has his Southern accent, but in everything else, his love of Alaska is readily apparent.

However, if not for a well-timed postcard, he would never have moved to Alaska.

Growing up, Mitchell moved around with his military family to Maine and North Carolina, then later on his own to Pennsylvania, but never found the right place to put down roots.

Mitchell knew he needed something different. Then, in the late 1970s, he got a postcard from a friend who was living in Hope. His friend had an inkling that Mitchell might like Alaska. So he packed up his Volkswagen Bus and hit the road.



Max Mitchell is a member of the Council's Port Operations and Vessel Traffic System Committee. The committee monitors port and tanker operations in Prince William Sound.

"I had no idea what I was getting into," Mitchell says of his journey north. "But it was a good thing for sure. I felt I was in the right place as soon as I got here."

After some time in Hope, Mitchell landed in Homer, which has been his home base ever since. Mitchell got his first job unloading boats. Later on, he was hired to run a buy station, a water-front facility that purchases fish from vessels, for a cannery in Clam Gulch.

He enjoyed the work but noticed that everybody on the boats was having a lot more fun. "The next spring, I just pounded the docks 'til I found a job," he says. "Never looked back."

He started with Dungeness crab. He says that the work of commercial fishing out of Homer was easier at the time. "That was right here in Kachemak Bay. When I got here, there were shrimp, there were all the species of crab."

Mitchell worked all kinds of fisheries around the bay and into Cook Inlet, including king crab, salmon, and halibut.

"Gradually, all the fisheries just started moving out west." Mitchell followed the fish out into the Gulf of Alaska, fishing for salmon, halibut, and his favorite fishery, black cod, also known as sablefish.

"They're beautiful fish. We longlined, didn't use pots in those days." A longline is a line, up to a mile long, with baited hooks that lay on the seafloor to catch fish that live on or near the bottom of the water.

He had been fishing in Alaska for about 10 years when the Exxon Valdez ran aground. He was in Seattle on a layover, in the midst of traveling back to Georgia to help his mom make the move to Alaska. He wandered down to Pike Place Market and spotted the terrible headlines at a news stand.

"If I could, I would have just turned around and come back."

When he returned, he got to work on a crabbing boat delivering fresh water to the responders cleaning the beaches.

After his daughter was born in the late 1990s, Mitchell was looking for more reliable work. In 2000, Crowley Maritime, who had just signed a contract to provide oil spill response services for Alyeska, was bringing powerful new escort tugs to Prince William Sound. He got a position as an able seaman and later as chief mate. He participated in a lot of drills, from practicing methods for towing tankers to oil spill response tactics.

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Better communications could improve safety on the sea

On board most commercial shipping vessels, captains, crews, and local pilots hail from across the world. The use of multiple languages means communicating important information can be difficult. New research may be able to help.

Since the 1970s, the shipping industry has made efforts to develop a simplified common language that would allow crew members to communicate.

The earliest of these was a standard vocabulary that began as a set of words and phrases related to navigation, weather, and other common topics specific to vessel operations.

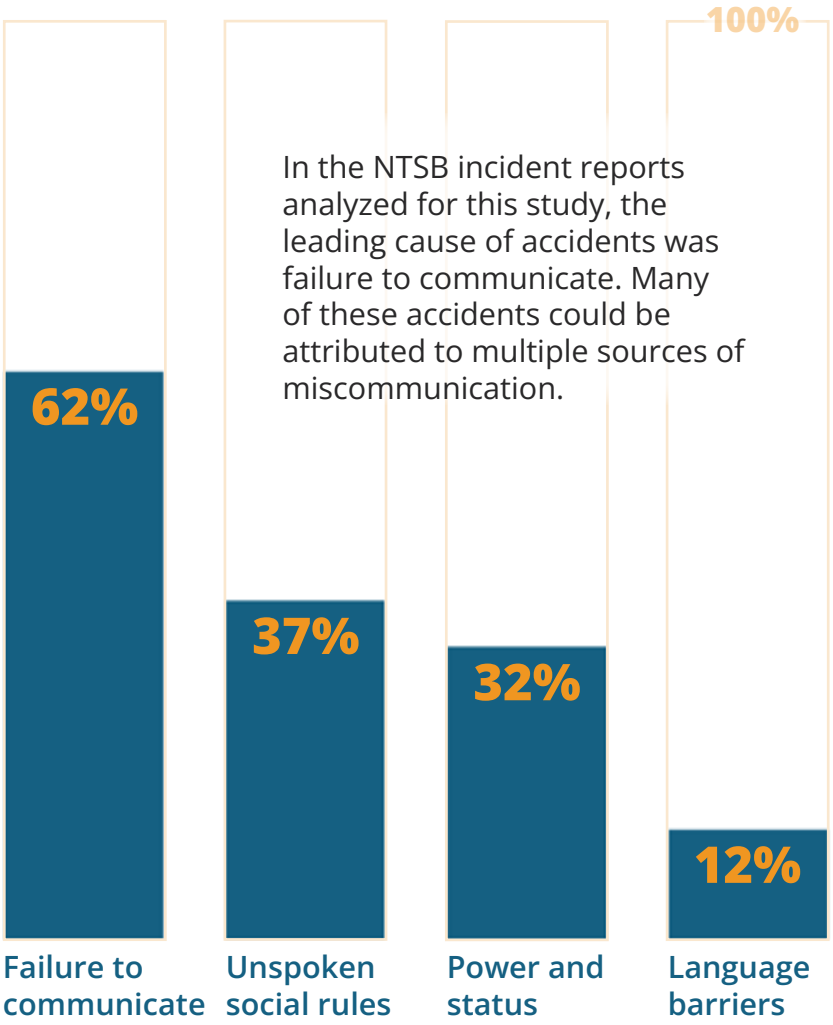
Over the years, this simplified language, referred to as "maritime English," was revised and expanded to include "message markers." These markers, such as "instruction," "question," or "warning," gave the listener clues about the speaker's intentions, and what the listener was expected to do with the information.

Problems linger

Despite these efforts to improve, investigations into marine accidents have shown that miscommunication still contributes to many incidents. A multi-year series of Council-sponsored reports dives into this lingering problem.

Researcher Dr. Nicole Ziegler reviewed existing studies, analyzed incident reports from the National Transportation Safety Board where miscommunication was listed as a potential factor and interviewed maritime experts. She collected data to determine the most common problems among the incidents she reviewed.

Primary sources of miscommunication leading to a maritime accident



Roots of miscommunication

Failure to communicate: In 62% of the accident reports analyzed by Dr. Ziegler, mariners did not communicate about their own plans, or they made an assumption about someone else's plans without confirming. In the report, Ziegler used the example of two vessels, the St. Louis Express and the Hammersmith Bridge, that collided on a river in Belgium in 2015. The local Belgian pilot did not tell the American crew of the St. Louis Express about plans to safely pass the Hammersmith Bridge, and the American crew assumed the pilot was aware of the vessel heading towards the St. Louis Express.

Unspoken social rules and norms: Politeness and "saving face" are two social rules that contributed to 37% of the incidents examined in the study. Ziegler noted in the report that some

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Working together builds trust

Donna Schantz
Executive Director

The Council's partnerships with regulators and industry help progress our shared goal for the safe transportation of oil in the Exxon Valdez oil spill region. Our research, advice, and resources help support regulators and industry towards that goal. It is important to share and celebrate joint accomplishments and positive progress, especially during this current time of heightened divisiveness in our culture. Highlighting collaborative achievements helps encourage the desire to continue working together to find solutions to complex, long-term problems. Fostering these successful partnerships by cultivating trust, transparency, and open communication also helps navigate to common ground at times when the parties may not be in complete alignment.

This edition of the Observer includes coverage of a working group involving both Regional Citizens Advisory Councils in Alaska, industry, and others, who collaborated to promote a federal legislative solution to ensure that local fishing vessels primarily engaged in non-oil spill response activities could be used temporarily to assist during an oil spill emergency in the state of Alaska. The language passed in the FY2026 National Defense Authorization Act ensures that the Alyeska/Ship Escort Response Vessel System's contracted fishing vessel fleet remains a vital part of the oil spill response program in our region (see page 1). The pre-contracted and trained fleet, made up of over 350 vessels and local mariners who understand our waters, is considered the backbone of the response system and is essential to help mitigate impacts from a potential spill.

We also have been working on a new illustrated book with author and artist Tom Crestodina. This book, highlighting the equipment, technology, local expertise, and skilled personnel that make up the oil spill prevention and response system designed to protect Prince William Sound and its downstream communities, would not have been possible without the support and input by industry in the development and verification of the content. We anticipate launching the book "Protectors of Prince William Sound" in May, so stay tuned!

When Congress created the Regional Citizens Advisory Councils following the Exxon Valdez spill, they found that, "only when local citizens are involved in the process will the trust develop that is necessary to change the present system from confrontation to consensus." During these tumultuous times of state and federal deregulation, and budget and staffing reductions within industry and regulatory agencies, the Council's work is more important than ever. This can be seen in our ability to enlist technical and scientific experts, the expertise and contributions of our volunteers,

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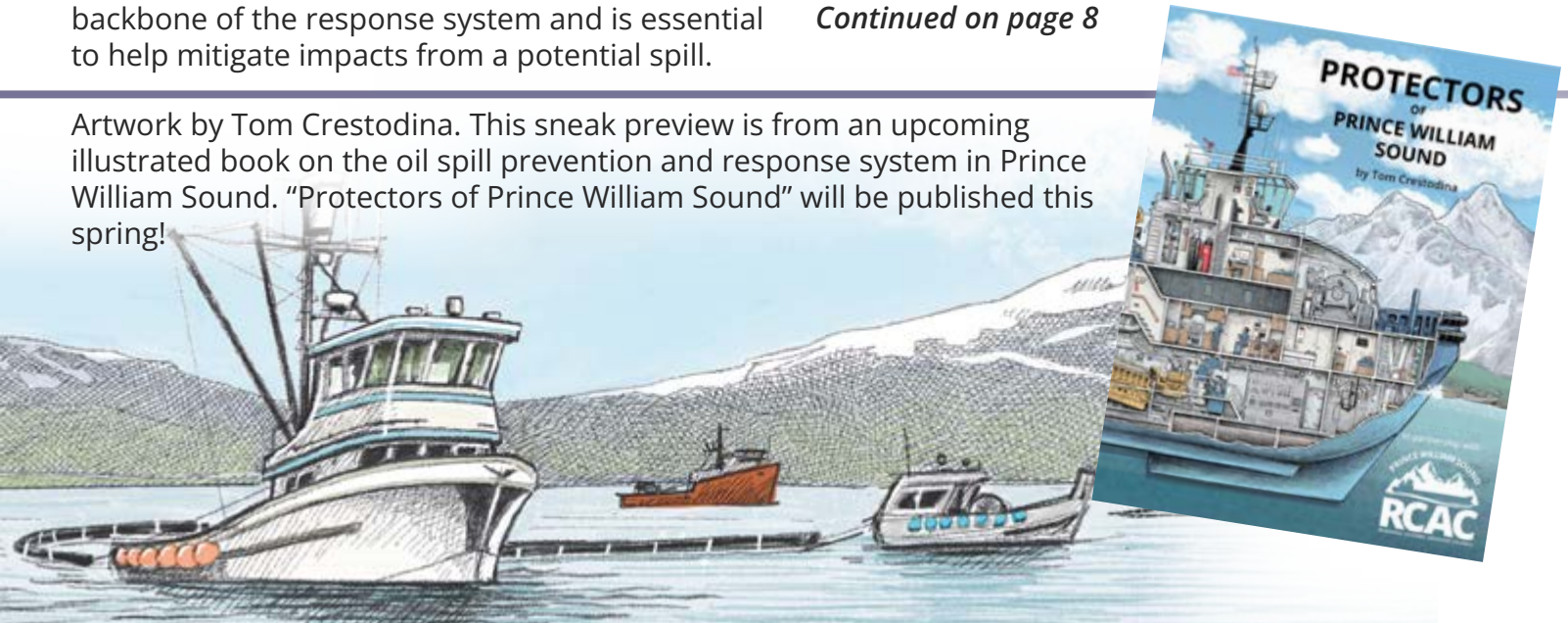


Artwork by Tom Crestodina. This sneak preview is from an upcoming illustrated book on the oil spill prevention and response system in Prince William Sound. "Protectors of Prince William Sound" will be published this spring!

Alyeska safely upgrades equipment staging area despite challenges

Main Bay is 10 hours by boat from Valdez, disconnected from Alaska roads, and home to one of the five salmon hatcheries in Prince William Sound. For more than 30 years, Alyeska has also used it as a strategic staging station for critical oil spill response equipment to protect the region's ecosystem and economy in an emergency.

More than 5,000 feet of containment and protection boom is housed in nine conexes there, though the structures showed their age after spending decades in remote coastal Alaska weather. In 2025, after years of planning, Alyeska's Ship Escort Response Vessel System, or SERVS, staff and key Trans Alaska Pipeline System, or TAPS, contractors removed and replaced the old conexes.

In August, a team departed Valdez along with heavy equipment transported by a contractor on a 70-foot landing craft. Once onsite, they carefully unloaded existing spill response equipment and protected it from the elements. They removed old conexes, ferrying them one-by-one to the largest tug in the SERVS fleet, the Ross Chouest. Once all nine were aboard, the Ross Chouest headed back to Valdez.

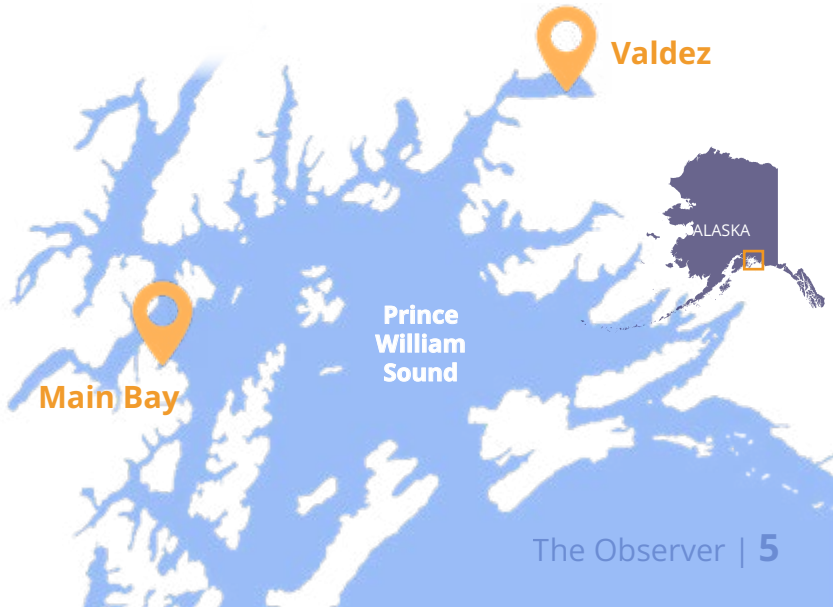
Teams swapped the retired containers with nine newly built and outfitted units. The tug returned to Main Bay, and the replacement process resumed. Crews delivered each new conex to the beach via the landing craft and then placed each precisely where the previous units stood.

Equipment is staged at various locations around Prince William Sound to support a faster response in case of an incident. Conexes like this new one at Main Bay protect the equipment from the elements.

Despite several logistical challenges, teams completed the project on time with zero injuries, zero equipment damage, and zero mechanical breakdowns, a testament to the professionalism and coordination of all involved.

Main Bay at sunrise.

Photos courtesy of Alyeska Corporate Communications.



Audiobook of the Council's award-winning Peer Listener Training Manual now available

One of the Council's most popular and longest-running projects just got an upgrade to audiobook format.

Why listening is important after a disaster

Human-caused disasters, such as oil spills, affect communities differently than natural disasters, such as earthquakes. After the Exxon Valdez oil spill, many Alaskans suffered devastating mental health effects that lingered for years.

In the 1990s, social scientists studied the social effects of the spill on the community of Cordova. The scientists worked with the Council to use the study's results to develop a guide called "Coping with Technological Disasters." The guide can help communities navigate recovery from similar disasters.

One of the resources in the guide is the Peer Listener Training Manual, which teaches active listening skills that help create a social support system that can help communities be more resilient.

Over the years, this program has been revised and adapted for recovery following disasters such as Hurricane Katrina, the BP Deepwater Horizon oil spill in the Gulf of Mexico, and the COVID-19 pandemic.

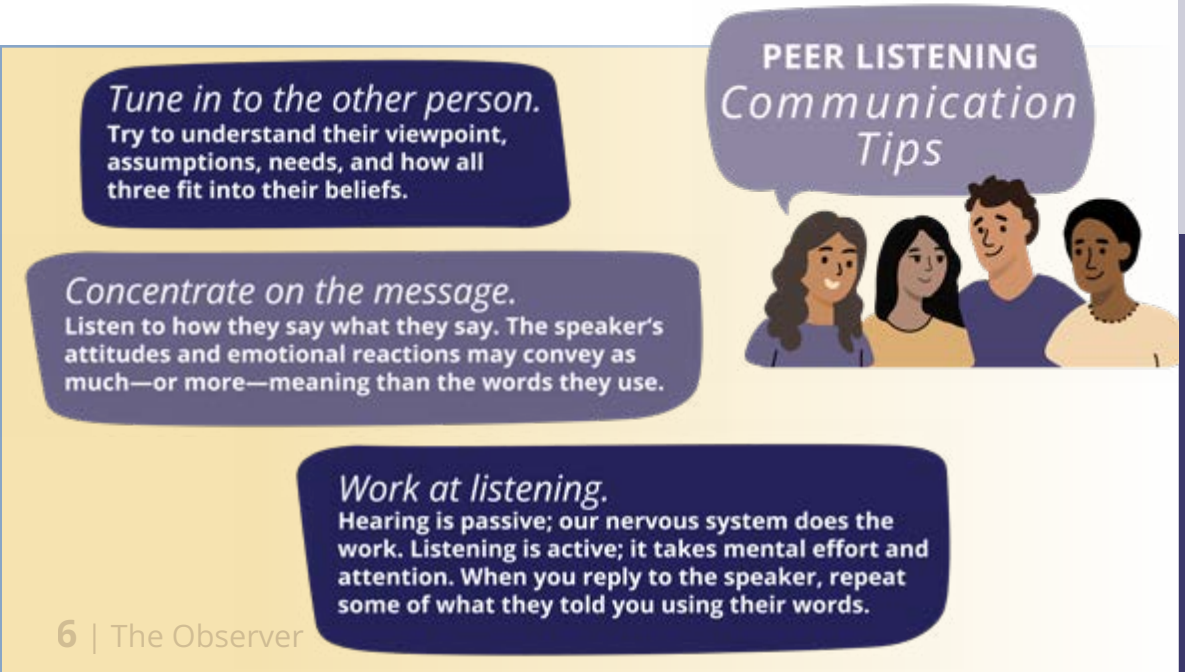
The most recent version reflects recent advances in the fields of peer-to-peer support and community resilience.

The manual teaches peer listening skills, as well as:

- The difference between natural disasters and human-caused disasters, and how the effects differ.
- Where to find additional help when needed.

Resilient communities start with good listeners

The skills in the manual work best when they are in place before a disaster occurs. With this in mind, the Council created a set of resources that can help promote the skills, so that communities can be prepared for any disaster, not just an oil spill. Resources include an article about peer listening, printable flyers, social media graphics (examples below), and more.



Be prepared to help your community after a disaster.

Learn to be a better listener with the Peer Listener Training Manual to support your friends, family, and neighbors.

What is Peer Listening?

Communicating our feelings to others is an important part of coping with, and healing from, any crisis situation. Peer listening is an active form of listening: listeners use empathy and caring to reflect the thoughts and feelings of the speaker back to them.

What are Peer Listeners?

Peer listeners are members of the community who have been through the same disaster and have learned how to actively listen. They can informally support others who want to share their thoughts, feelings, and experiences without judgment.

Peer listeners are not therapists or social workers.

Find more tips in the Peer Listener Manual - now available in audiobook - e-reader friendly version coming soon too!

www.tinyurl.com/PL-manual

Mussel memory: Dissection activity teaches about environmental science

A persistent challenge in environmental education and science communication is how to present a complex topic in an appropriate and efficient way for a specific audience. For example, how do we explain the Council's Long-Term Environmental Monitoring Program, or LTEMP, to an audience that is a mix of Cordova students of many ages and adults?

LTEMP is a complicated project that measures hydrocarbons in the ocean environment of Prince William Sound. The work is rooted in the story of the Exxon Valdez oil spill and the need for baseline environmental data.

How do we communicate about this effectively in 10 minutes in an age-appropriate way? A best practice is to facilitate hands-on learning through an activity that addresses the topic. At the recent Ocean Sciences Festival in Cordova, the Council piloted a new activity to communicate one of the core elements of LTEMP: sampling mussels as an indicator species over many years.

The Festival, organized by the Prince William Sound Science Center, includes a variety of partner groups who host activity tables covering ocean topics such as marine science, industries, and careers. The latest event took place in November 2025.

Maia Draper-Reich
Outreach Coordinator

In preparation, I worked with Dr. Danielle Verna, the Council's Environmental Monitoring Project Manager, to develop an activity titled "Long-Term Mussel Monitoring." In its short form, participants have the opportunity to examine and dissect blue mussels, make observations about and learn their anatomy, and think about why mussels are important to the ocean ecosystem. For example, blue mussels live abundantly in the intertidal zone consuming phytoplankton, or minuscule plant-like organisms. Mussels provide food for a variety of marine and land animals, and pass the nutrients from the phytoplankton up the food chain. The activity also invites participants to consider if they were going to observe mussels every year for 10 years, what research question or questions would they study?

Danielle and our Cordova-based Board members David Janka and Robert Beedle tested out this activity with Festival attendees.

Younger students examined the mussel samples and made observations. In addition to dissecting the samples, older students and adults dove deeper by interpreting a graph that shows the 32 years of data, and a map of monitoring sites in the region. This allowed older participants to understand how blue mussels are useful as indicators of pollution in the environment.

Next steps for this new hand-on learning activity include creating a revised write up that will be available to educators on the Alaska Oil Spill Lesson Bank (www.pwsrcac.org/lessons), the Council's free lesson plan library. A longer version of this activity could dive further into

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Students dissect blue mussels which are the indicator species for the Council's Long Term Environmental Monitoring Program. Photo by David Janka.

New terminal operations project manager joins Valdez office

In December, the Council welcomed Robbin Capers as the new manager for projects related to operations at the Valdez Marine Terminal.

Capers holds a Bachelor's of Science in Wildlife and Fisheries Sciences from Texas A&M University, and a Master's of Science in Integrative Biology from the University of South Florida, studying impacts of urbanization on small mammal habitat use.

Capers previously worked as a laboratory technician with Alyeska Pipeline Service Company and as a fish culturist with Valdez Fisheries Development Association. Robbin is also dedicated to recreational development in Valdez, serving on the board of directors for the Valdez Adventure Alliance.

"Robbin brings valuable insight, organization, and experience to the projects she is responsible for," said Donna Schantz, executive director for the Council. "I am pleased to welcome her to the Council's team, and look forward to working with her into the future."

Robbin Capers

Capers replaces Mercedes Blancaflor, who left the position last fall.

Working together builds trust

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our outreach work to educate the public and help create stewards in the youth of our region, and so much more. We are a small staff, but with the involvement of our volunteers and support from communities, we have the ability to make a positive impact.

While we don't always have the same views or risk tolerance as industry and regulators, we recognize and appreciate their dedicated staff who care about protecting their backyards and who work to keep our communities, local economies, and environment safe from another major spill. It is the Council's job to support their efforts and do what we can to ensure they have the budget, staffing, and resources needed to keep the system operating safely. The Council's founders had tremendous passion and overcame so much in the months and years immediately following the spill. The Regional Citizens Advisory Council model as envisioned and established by Congress has made a positive difference since then, and it is important for citizens to continue this legacy by working alongside industry and regulators on our common goals. Your voices and actions have made a difference. Let's keep it up.

Mussel memory: Dissection activity teaches about environmental science

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the concept of an indicator species, which are an organism that reflects the state of an environment, such as the blue mussels are for the presence of hydrocarbon molecules in Prince William Sound in the LTEMP data set.

We were grateful to participate in this outreach event and try out this new activity engaging Cordova youth and community members in learning about the value of long-term environmental monitoring studies.

THE OBSERVER

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www.tinyurl.com/TheObserverEmail

We love feedback! Please send us your comments or questions about any of the articles in this newsletter: newsletter@pwsrcac.org

Citizens, industry, and government collaborate to save prevention and response program in Sound

Continued from page 1

Cooperative, Alaska Chadux Network, the American Waterways Operators, Cook Inlet Spill Prevention & Response, Inc. (CISPRI) and Southeast Alaska Petroleum Response Organization (SEAPRO).

Alaska Senators Lisa Murkowski and Dan Sullivan, and Representative Nick Begich supported and introduced the change to Congress.

"This is the culmination of years of work and coordination with the Alaska Congressional Delegation, U.S. Coast Guard, industry, and other partners on the workgroup," said Donna Schantz, executive director for the Council. "It is a huge success for our organization, and the Prince William Sound spill prevention and response system as a whole."

Fishing vessels: The backbone of oil spill response in Prince William Sound

The oil spill response system in Prince William Sound is commonly held up as a model around the world for its response capabilities. One highlight of the system is the inclusion of local vessels as part of the response.

When the Exxon Valdez oil spill happened in 1989, 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 from the spill was that local fishing crews were able to 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 better than responders from out of state and were aware of dangers like shallow areas or changing tides that could leave a vessel stranded.

The Oil Pollution Act of 1990, enacted largely in response to the Exxon Valdez oil spill, includes a provision that requires the oil industry in Prince William Sound to train local residents and individuals engaged in the cultivation of production of fish and fish products in oil removal techniques.

Today, Alyeska holds contracts with a fleet of over 350 vessels across Prince William Sound, Kodiak Island, and Cook Inlet. The vessels are on-call and immediately available to support a response in case of another major oil spill. Alyeska invests in training for crew members every year to make sure they are always ready to respond.

More details on our website:
www.tinyurl.com/FV-NDAA

Every year, Alyeska's SERVS 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 an oil spill response. The crews practice these techniques during oil spill drills and exercises so they are skilled in deploying, operating, and maintaining this equipment. If another real event were to occur, Alaska's fishing crews are ready.

37 years since the Exxon Valdez oil spill

Alyeska's fishing vessel response program is the result of one of the important lessons learned from the Exxon Valdez oil spill. March 24, 2026, marks 37 years since the tanker ran aground, spilling at least 11 million gallons into Prince William Sound. We must never allow the complacency that contributed to the spill to return or to forget the valuable lessons that were learned in the wake of the disaster. The Council wishes to recognize and show appreciation for those, past and present, who have worked to prevent another major oil spill from happening.

Better communications could improve safety on the sea

Continued from page 3

cultures struggle with requesting clarification or requesting orders be repeated. Politeness strategies such as being indirect can cause confusion. An example Ziegler gave was the vessel American Liberty, which ran into several moored vessels on the Mississippi River in 2019. The pilot's request to the vessel's captain to "give me whatever you can give me cap" did not clearly convey the urgency of the situation, and led to a mismatch of intentions.

Power and status: Communications between different ranks was a factor in 32% of the incidents reviewed by Dr. Ziegler. Higher ranked crew sometimes disregard information from a lower-ranking mariner. Lower-ranked crew sometimes avoid contradicting someone in a higher rank.

Language barriers: Even when non-English speakers are trained in maritime English, communication failures occurred in 12% of the accident reports examined. Ziegler found several issues in this category:

- **English speakers need training too.** Mariners whose first language is English are not always trained to use the standard phrases and methods of maritime English.
- **Spoken words unclear.** Studies found that some native English speakers spoke too fast or did not enunciate clearly enough to be easily understood by non-native speakers.
- **Teaching methods inconsistent.** Ziegler found that classes for non-native speakers did not always provide enough practice in speaking and listening to fully develop skills.

Improving training

Dr. Ziegler currently has plans to develop a curriculum based on these findings, which she hopes will begin to address some of the problems. Two top issues she identified for improvement are:

- Exchanges between the captain and the pilot.
- Allowing time for crew members to practice questioning and disagreeing with someone of a higher rank.

Dr. Ziegler's reports are available on our website:
www.tinyurl.com/ME-reports

Adventurous spirit brought Southerner to Alaska

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When Edison Chouest Offshore took over Alyeska's spill response contract in 2018, Mitchell retired from escort tug life. For a while, he worked on charters, taking scientists, film crews, bear watchers, and others out on the water. This past summer, though, the 80-year-old Mitchell decided to keep his feet on dry land.

"This is the first summer I haven't a job on a boat," he says. Mitchell recalls a recent conversation with his buddy Robert Archibald, fellow retired Crowley mariner and Council volunteer. "We realized we've spent half our lives floating."

Mitchell's decades of maritime experience in various roles means he has a lot to offer the Council's Port Operations and Vessel Traffic System's committee.

The committee has been working with a researcher who is developing a program to improve communication between mariners from different cultures who speak different languages.

"That's pretty important when there are foreign personnel on the bridge and they're not really conversant in English," Mitchell said.

Read more about the research and upcoming training program under development on page 3.

Upcoming Council meetings

The next meeting of the Council's Board of Directors will be held May 7 & 8, 2026, in Valdez.

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

Meetings are streamed online. Details on our website: www.pwsrcac.org

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.pwsrcac.org/about

Photo credits:

Cover: The Champion, one of Edison Chouest's powerful tugs that provide oil spill prevention and response services to Alyeska, shows off its fire-fighting capabilities during a 2025 demonstration. Photo by Jennifer Fleming.

Page 1: Cordova fishing vessels practice pulling oil spill boom in formation during annual training. Photo by Jeremy Robida.

Page 2: Max Mitchell. Photo by Kim Fine.

Page 8: Robbin Capers, courtesy of Robbin Capers.

Page 9: A Cordova fishing vessel practices working with oil spill equipment during annual training.

Page 11: The Council's Board of Directors at a meeting in Cordova in September 2026. Photo by Amanda Johnson.

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.