

PRINCE WILLIAM SOUND  
REGIONAL CITIZENS' ADVISORY COUNCIL  
MINUTES  
ANNUAL BOARD MEETING  
May 6 and 7, 2021  
(Virtual)

Members Present

Robert Archibald	City of Homer
Amanda Bauer	City of Valdez
Robert Beedle	City of Cordova
Mike Bender	City of Whittier
Nick Crump	Prince William Sound Aquaculture Corporation
Ben Cutrell	Chugach Alaska Corporation
Patrick Domitrovich	City of Seward
Wayne Donaldson	City of Kodiak
Patience Andersen Faulkner	Cordova District Fishermen United
Mako Haggerty	Kenai Peninsula Borough
Luke Hasenbank	Alaska State Chamber of Commerce
Elijah Jackson	Kodiak Village Mayors Association
Melvin Malchoff	Port Graham Corporation
Dorothy Moore	City of Valdez
Bob Shavelson	Oil Spill Region Environmental Coalition
Rebecca Skinner	Kodiak Island Borough
Angela Totemoff	Tatitlek Corporation & Tatitlek Village IRA Council
Michael Vigil	Chenega Corporation & Chenega IRA Council
Kirk Zinck	City of Seldovia

Members Absent

(None)

Ex-Officio Members Present

Allison Natcher	Alaska Dept. of Environmental Conservation
LCDR Sara Ellis-Sanborn	U.S. Coast Guard MSU Valdez
Lee McKinley	Alaska Dept. of Fish & Game
Paul Degner	Bureau of Land Management
Heather Lescanec	Alaska Dept. of Natural Resources
Kevin Reeve	Alaska Div. of Homeland Security & Emergency Management

Committee Members Present

Steve Lewis	POVTS Committee
Jim Herbert	OSPR Committee
Davin Holen	SA Committee
George Skladal	TOEM Committee
Cathy Hart	IE Committee
Savannah Lewis	IE Committee

Staff Members Present

Donna Schantz	Executive Director
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Walt Wrede  
 Joe Lally  
 Brooke Taylor  
 Gregory Dixon  
 Jennifer Fleming  
 Betsi Oliver  
 Linda Swiss  
 Alan Sorum  
 Austin Love  
 Amanda Johnson  
 Jeremy Robida  
 Danielle Verna  
 Nelli Vanderburg  
 Hans Odegard  
 Natalie Novik  
 Leigh Lubin

Director of Administration  
 Director of Programs  
 Director of Communications  
 Financial Manager  
 Executive Assistant  
 Outreach Coordinator  
 Project Manager  
 Project Manager  
 Project Manager  
 Project Manager  
 Project Manager  
 Project Manager  
 Project Manager Assistant  
 Project Manager Assistant  
 Administrative Assistant  
 Administrative Assistant

Others Present

Andres Morales  
 Michelle Egan  
 Mike Day  
 Kate Dugan  
 Jennifer Bleicher  
 Diana Bouchard  
 Angelina Fuschetto  
 Paul Manzi  
 Monty Morgan  
 Chris Merten  
 John Merrigan  
 Rob Kinnear  
 Lori Nelson  
 Capt. Joseph Martin  
 Anna Carey  
 Commissioner Jason Brune  
 Graham Wood  
 Tiffany Larson  
 Melissa Woodgate  
 Emily Pokon  
 Becky Spiegel  
 Sarah Moore  
 Zuzana Culakorg  
 Seth Robinson  
 Diane Munson  
 Stephanie Lovell  
 Gabriel Hagen  
 Roy Totemoff  
 LT Hadley Owen  
 Joe Levesque  
 Sierra Fletcher

Alyeska Pipeline Service Company  
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 Alyeska Pipeline Service Company  
 Crowley Alaska Tankers  
 Crowley Alaska Tankers  
 Polar Tankers  
 Alaska Tanker Company  
 Alaska Tanker Company  
 Hilcorp Alaska, LLC/Harvest Midstream  
 Hilcorp  
 Southwest Alaska Pilots Association (SWAPA)  
 Alaska Dept. of Environmental Conservation  
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 Alaska Dept. of Environmental Conservation  
 U.S. Coast Guard MSU Valdez  
 Tatitlek Corporation  
 NOAA Coast Survey  
 Levesque Law Group, legal counsel  
 Nuka Research and Planning Group, LLC

Kate Troll	PWSRCAC legislative monitor, Alaska
Roy Jones	PWSRCAC legislative monitor, Washington, D.C.
Patrick Carney	Atlantic Technical Management, Inc.
Keith Boswell	National Pipeline Services
Breck Tostevin	Nielson Koch, PLLC
Gabrielle St. Pierre	Pipeline and Hazardous Materials Safety Administration
Robert Guisinger	Pipeline and Hazardous Materials Safety Administration
Bill Mott	Taku Engineering
Steve (Vinnie) Catalano	Cook Inlet Regional Citizens Advisory Council
Kayleigh Paulin	Alaska SeaLife Center
Peter Soles	Glosten
Nathan Crain	Glosten
Tom Rueter	Alaska Maritime Agency
Rep. Andy Josephson	Alaska State House
Elwood Brehmer	Alaska Journal of Commerce
Margaret Bauman	Cordova Times
Lizbeth Bowen	U.S. Geological Survey
William Driskell	Independent Consultant
James Payne	Payne Environmental Consultants, Inc.

*[Recorder's Note: Due to the COVID-19 pandemic, this meeting of the Prince William Sound Regional Citizens' Advisory Council was conducted in its entirety by videoconference, with participants primarily located in the EVOS region.]*

**Thursday, May 6, 2021**

### **CALL TO ORDER, WELCOME, INTRODUCTIONS/DIRECTOR REPORTS**

The annual meeting of the Board of Directors of the Prince William Sound Regional Citizens' Advisory Council was held May 6 and 7, 2021, via Zoom video conference. President Robert Archibald called the meeting to order at 8:30 a.m. on May 6, 2021, and welcomed everyone to the meeting.

A roll call was taken. The following 15 Directors were present at the time of the roll call, representing a quorum for the conduct of business: Archibald, Bauer, Beedle, Bender, Cutrell, Donaldson, Haggerty, Hasenbank, Malchoff, Moore, Shavelson, Skinner, R. Totemoff, Vigil, and Zinck. (Patrick Domitrovich joined the meeting later at 10:15 a.m. and Patience Andersen Faulkner at 1:03 p.m.)

Introductions and Directors' reports followed.

### **1-0 AGENDA**

President Archibald presented the agenda (green-colored sheet) for approval. He asked the Board to allow Capt. Joe Martin of the Southwest Alaska Pilots Association to go first under Item G – External Opening Comments of Shippers, Owner Companies, and Pilots.

**Amanda Bauer moved to approve the agenda (green-colored sheet) with the rearrangement of the Shippers, Owner Companies, and Pilots External Opening Comments to allow Capt. Joe Martin to report first. Mako Haggerty seconded. Hearing no objection, the agenda was approved (with the rearrangement of the External Opening Comments as stated).**

#### **4-1 PWSRCAC ANNUAL DIRECTOR APPOINTMENTS**

As outlined in the briefing sheet (Item 4-1) in the meeting notebook, the Board took up the annual seating of member representatives for those seats expiring at this meeting. President Archibald read the names of those Directors nominated for appointment to the Board.

Dorothy Moore **moved to confirm the appointment** of the selected representatives for each of the member entities listed for two-year terms expiring May 2023, as follows:

City of Homer	Robert Archibald
City of Kodiak	Wayne Donaldson
City of Seldovia	Kirk Zinck
City of Seward	Patrick Domitrovich
City of Valdez	Amanda Bauer
Kenai Peninsula Borough	Mako Haggerty
Kodiak Village Mayors Association	Elijah Jackson
Prince William Sound Aquaculture Corp.	Nick Crump
Tatitlek Corp. and Tatitlek IRA Council	Angela Totemoff

Michael Vigil **seconded** and the **motion passed** without objection.

#### **1-1 MINUTES**

Dorothy Moore **moved to approve the minutes** of the Regular Board Meeting of January 28 and 29, 2021. Amanda Bauer **seconded** and the **minutes were approved as presented.**

#### **1-2 MINUTES**

Amanda Bauer **moved to approve the minutes of the Special Board Meeting** of April 2, 2021. Michael Vigil **seconded** and the **minutes were approved as presented.**

#### **PUBLIC COMMENTS**

(None at this time.)

#### **INTERNAL OPENING COMMENTS – PWSRCAC TECHNICAL COMMITTEE UPDATES**

##### **OIL SPILL PREVENTION & RESPONSE COMMITTEE (OSPR)**

Chair Jim Herbert thanked staff for all their efforts on behalf of the OSPR Committee. He reported that since the last Board meeting in January the committee had done the following:

- The committee, along with the other technical committees, had been kept informed about ADEC's regulatory reform efforts. The Board would hear more on this at its September meeting.
- The committee accepted the Web-Based Regional Stakeholder Committee Resources as having met the contractual terms laid out in the contract. There would be a presentation on this project later in this meeting's agenda. The committee recommended that the Board similarly accept the project as having met the terms and conditions of the contract.
- Contractor Nuka Research and Planning Group, LLC, updated the committee on the progress of the History of Tanker Contingency Plan Project and had explained the approach and provided a draft report.

- The committee received a presentation on the Pyxis camera technology for use in tracking spilled oil on water using infrared technology. This is a new technology.
- Port Valdez weather buoys have been reporting and logging data since they were positioned in early fall 2019. A report was submitted and reviewed by the project team and the project team met to discuss selecting a peer reviewer.
- Due to COVID-19 pandemic precautions, staff was not able to observe many SERVS exercises in 2020. The committee did accept a few exercise reports.
- The committee was updated on area and regional planning efforts for the Alaska Regional Response Team, and the Prince William Sound, Arctic and Western Alaska, and Inland Alaska area committees.
- The committee has been kept updated on c-plan reviews and amendments, as follows:
  - Prince William Sound Tanker C-Plan  
The Prince William Sound Tanker C-Plan renewal process is expected to start soon.
  - Valdez Marine Terminal (VMT) C-Plan  
Comments were submitted on proposed changes to the aboveground oil storage tank standards. The Board was reminded that Taku Engineering's report on Tank 8 and National Pipeline Services' report on cathodic protection systems would be presented at this Board meeting.
- Outreach Coordinator Betsi Oliver, along with some OSPR members, provided support for a high school academic competition – the National Ocean Science Bowl – which was held virtually this year and is an outreach opportunity for young people interested in science.
- Some OSPR members participated in some of the fishing vessel training with their own vessels. This year participants had to do an online recertification of their HAZWOPER training followed by a two-day on-water training using equipment when possible, although in some cases when weather or other limitations did not permit they had to resort to a radio exercise.

Herbert invited anyone interested, particularly the new Board members, to join the committee.

### **SCIENTIFIC ADVISORY COMMITTEE (SAC)**

Chair Davin Holen updated the Board on the Scientific Advisory Committee's (SAC) activities as follows:

- General Updates: SAC met three times since the January Board meeting. Since that meeting, Jeffrey Brooks, one of the committee's two social scientists, resigned from the committee. The Council hired Dr. Danielle Verna as a new project manager, who took over Austin Love's assigned responsibilities for this committee.
- Virtual Conferences: Committee members Roger Green, Debu Misra, and Wei Cheng registered for the virtual Arctic and Marine Oil Spill Program (AMOP) conference to take

place June 8-10, 2021. In addition, Davin Holen was approved by SAC to attend the virtual International Oil Spill Conference (IOSC) from May 10-14, 2021.

- Long Term Environmental Monitoring Program (LTEMP): The committee accepted Dr. Elizabeth Bowen's report on Mussel Transcriptomics and the 2020 LTEMP report by William Driskell and James Payne. Both reports are on the agenda for Board acceptance at this meeting.
- Technological Disasters Guidebook & Appendices Update Project: This project was accepted by SAC and sent to the Board for acceptance at this meeting. SAC Chair Davin Holen will present the updated Guidebook at the IOSC conference in May and it will also be highlighted to the National Sea Grant office. Additionally, the revision of Appendix F was spun off into a separate project that is being managed by the Council's Outreach Coordinator Betsi Oliver.
- Dispersant Use Policy Project: A cross-committee project team led by Outreach Coordinator Betsi Oliver has been assembled to lead a project to review the current state of research on dispersant use and provide recommendations to the Board regarding the Council's current dispersant use policy, including any potential updates the groups feel are warranted. The goal of the project team is to define the intent and scope of the project, put together an RFP, review draft deliverables from Dr. Merv Fingas, and evaluate dispersant materials that will be provided to the contractor. This project team has met once and will meet again the week following this Board meeting.
- Recovery of a Subsistence Way of Life Project: Outreach on the Recovery of a Subsistence Way of Life Project continues, even though the technical portion of the project was finished in January 2021. On April 28, 2021, staff from the Alaska Department of Fish and Game (ADF&G) - Division of Subsistence presented the results of this project at the Alaska Forum on the Environment. Approximately 40 people attended the virtual presentation and this was at least the third time the results of the project were shared publicly by ADF&G. They were previously shared during a Chugach Regional Resources Commission Board meeting in October 2020 and during PWSRCAC's September 2020 Board meeting.

#### **PORT OPERATIONS AND VESSEL TRAFFIC SYSTEMS COMMITTEE (POVTS)**

Chair Steve Lewis introduced the committee members and updated the Board on the efforts of the Port Operations and Vessel Traffic Systems Committee (POVTS) since the last Board meeting, as follows:

- The committee had two regular meetings and multiple project team meetings since the January Board meeting.
- The committee continues to monitor the weather-based projects led by the OSPR Committee and on matters pertaining to the Port Valdez weather buoys.
- Project 8010: Rescue Tug Best Available Technology Review: The committee accepted the final report for this project and a presentation would be made to the Board at this meeting. The committee recommended the Board accept the report.
- Project 8012: Line-Throwing Device Trials: The committee awarded the contract for Line-Throwing Device Trials to Glosten. This project is a follow up to a previous project on

researching BAT for line throwing technology current available and will involve trials for different line-throwing devices to get tows from a tug to a stricken vessel. The plan is for trials to start in June in Puget Sound, WA. Lewis noted the good cooperation and support between the equipment suppliers. He said he had heard anecdotally that Alyeska may send an observer to the trials and he hoped that would happen.

- Project 8013: AIS/Radar Whitepaper: The committee awarded the contract for the AIS/Radar Whitepaper project to C-Core. A project team was formed that has met with C-Core representatives to discuss the project's scope and objectives. C-Core has already provided the committee with an extensive bibliography and literature review.

Lewis went on to outline the topics of investigation and potential future projects for the POVTS Committee, as follows:

- Maritime English: Potential risks created by faulty bridge-to-shore, bridge-to-bridge, and on-bridge communications on spot chartered, foreign-flagged tankers crewed by individuals for whom English is a second language. The committee is exploring a possible project that would benefit the language barrier situation other than simply documenting it.
- Tanker and Tug De-carbonization: The implications of recent actions taken by the International Maritime Organization (IMO), numerous maritime industry groups, and the U.S. government to mandate the extent and timing of elimination of maritime greenhouse gas (GHG) discharge to 50% by 2050. The U.S. recently announced its goal of going beyond the IMO target to reduce the GHG emissions to net zero by 2050. These goals are advisory but there is a lot of energy being put into rolling them into the International Convention for the Prevention of Pollution from Ships (MARPOL regulations) which would make them mandatory for international trade. This will impact the TAPS fleet and shipping propulsion in general and is something that PWSRCAC should be in front of or apprised of as it moves forward. Lewis pointed out that the Council had not been following this closely. Lewis said it was his intention to get a conversation started among the regulators, shippers, and SERVS to understand going forward what everybody thinks can be done to meet these goals, and how and when it will affect the fleet.
- Committee Composition: Lewis expressed gratitude and appreciation for the work of the committee members who were leaving and specifically to Jeremy Talbott and Cliff Chambers. Cliff Chambers, in particular, had attended more than 100 committee meetings and was a good anchor of institutional knowledge. Lewis encouraged anyone interested to join the committee.

### **TERMINAL OPERATIONS AND ENVIRONMENTAL MONITORING COMMITTEE (TOEM)**

Chair Amanda Bauer updated the Board on the Terminal Operations and Environmental Monitoring Committee (TOEM) activities since the last Board meeting in January.

- Work on the Cathodic Protection Systems Review Project was essentially completed. The completion of the project was delayed because requested information was not received from Alyeska in a timely manner. However, since the January Board meeting, PWSRCAC received enough information to finish the project. The committee reviewed and accepted the report by National Pipeline Services on the project and has recommended that the Board accept that final report at this meeting, authorize its sharing with Alyeska, and state

and federal regulators, and request appropriate action pertaining to the report's conclusions and recommendations.

- Work on the Tank 8 Internal Inspection Review Project was also essentially complete. Like the Cathodic Protections Systems Review project, completion of the Tank 8 Internal Inspection Review Project was delayed by slow information flow from Alyeska. However, since January PWSRCAC received sufficient information from Alyeska to finish the essential parts of this work. The committee reviewed and accepted the report on Tank 8 by Taku Engineering. A presentation of the report would be made to the Board at this meeting and the committee has recommended that the Board accept this final report by Taku Engineering, authorize its sharing with Alyeska, and state and federal regulators, and request appropriate action pertaining to the report's conclusions and recommendations.
- The committee has been monitoring Alyeska's progress to implement recommendations that resulted from the April 12, 2020 Admin Sump oil spill at the Valdez Marine Terminal (VMT). Those recommendations are meant to reduce the risk of a similar spill from the VMT in the future. The committee plans to continue tracking the implementation of all these recommendations until they are completed.
- In February, the committee discussed and worked with Taku Engineering to review ADEC's proposed storage tank regulation changes and developed comments for ADEC's consideration. The Council submitted those comments to ADEC on February 25. The comments were geared towards ensuring that the proposed changes do not increase the risk of an oil spill from a crude oil storage tank at the VMT.

Bauer thanked staff for all their work and said more detailed information on the TOEM projects would be shared during the presentations at this Board meeting.

### **INFORMATION AND EDUCATION COMMITTEE (IEC)**

Vice Chair Savannah Lewis reported for the Information and Education Committee (IEC) in the absence of Chair Trent Dodson. She introduced the committee members for the benefit of the new Board members. She reported that the committee had had one regular meeting and two project team meetings since the Board's last meeting in January. Trent Dodson was elected Chair. Former Chair Linda Robinson has taken a leave of absence from the committee.

The committee's focus since January was as follows:

- Project 3500: Community Outreach: Council Outreach Coordinator Betsi Oliver moderated the "Economics of Oil Spills" session at the Alaska Forum on the Environment. She was also planning the 2021 Prince William Sound Natural History Symposium, which will take place virtually on May 24. IEC's Savannah Lewis volunteered at the virtual Science and Engineering Fair in March, as did Steve Lewis who judges the oil spill science special award category sponsored by the Council. Oliver and volunteer Jim Herbert did virtual judging for this year's National Ocean Science Quiz Bowl Competition. IEC is considering ways to improve recognition of Council sponsorship at virtual events.
- Project 3530: Youth Involvement: IEC accepted three Youth Involvement projects proposed in response to the last RFP. Unfortunately, two existing projects had to cancel due to COVID-19 travel restrictions. Currently, the Prince William Sound Science Center is finishing up an



educational guide for leading remote operated vessel (ROV) programs. Other projects are in process or scheduled for this summer.

- Project 3610: Website and Web Presence: Several technical updates were made to the Council's website along with the logo changeover. Staff participated in a shipper spill drill on March 23-25, which offered an opportunity to train additional staff on how to update the Council's website in the case of a real event.
- Project 3620: Connecting With Our Communities: The logo guidance document was finalized, with IEC's input, and the official transition to the updated logo, approved at the September 2020 Board meeting, has taken place. Staff is currently working with Helvey Communications to update other graphic elements and contract deliverables.
- Project 3903: Internship: Intern Rosie Brennan made a lot of progress with all the updated lesson plans. Brennan and staff members Betsi Oliver and Amanda Johnson are collaborating, along with support from PWSRCAC's website contractor, to build a search tool for these lesson plans. A group of teachers has agreed to participate in a focus group to test the tool and provide feedback. IEC's goal is to have everything ready to launch this summer.
- Project 6560: Peer Listener: An RFP was recently issued for the data gathering phase of this project, which was budgeted at the January 2021 Board meeting, but no proposals were received. IEC plans to reopen the RFP and get more proactively engaged with Council partners who may be interested.

## **INITIAL OPENING COMMENTS – PWSRCAC BOARD SUBCOMMITTEE UPDATES**

### **LEGISLATIVE AFFAIRS COMMITTEE (LAC)**

Chair Dorothy Moore outlined the make-up of the Legislative Affairs Committee (LAC) for the past year for the new Board members: Chair Dorothy Moore, Vice Chair Rebecca Skinner, Robert Beedle, Mako Haggerty, Thane Miller, Robert Archibald, and Kirk Zinck.

Moore reported on the following committee activities:

- An update by the Council's federal legislative monitor Roy Jones and state legislative monitor Kate Troll was scheduled for the following day of this Board meeting.
- The committee met seven times since the January Board meeting.
- The committee worked on a number of legislative priorities which would be addressed by Troll and Jones the following day. Those priorities included:

#### State Priorities

- House Bill 104: This bill contains the increase in the surcharge on refined fuels to help sustain ADEC's Division of Spill Prevention and Response (SPAR).
- House Bill 33: This bill increases penalties for polluters, including those that spill crude oil.
- House Bill 54: This is a bill addressing invasive species prevention and response, including marine invasive species.

- The Governor's Budget: The committee is working to restore the five positions at the SPAR Division that were proposed for elimination.
- The committee was tracking the ADEC C-Plan regulation reform effort.
- Committee members participated in a meeting with Commissioner Brune and the new SPAR Division Director, Tiffany Larson.
- Committee members participated in a project team kick-off meeting with the contractor on the AIS/Radar project.

#### Federal Priorities

- The committee had several interactions and correspondence with the Alaska congressional delegation regarding funding for repair and replacement of the radar systems in Prince William Sound.
- The committee, along with Roy Jones and staff, has been working with Sen. Dan Sullivan's staff on potential amendments to the Oil Spill Liability Trust Fund (OSLTF) bill.

Moore thanked all members of the committee for their dedication and hard work over the past year. She urged all Board members to consider joining the LAC for the upcoming year.

Moore reported that Kate Troll would be moving on to other things in her life and had chosen not to renew her contract with the Council for the next year. Moore thanked Troll for her advice and insights over the past year which had benefited the Council greatly and she wished her well in her future endeavors. A request for proposals to find a replacement for Troll had been issued and the LAC would participate in reviewing the responsive proposals to select Troll's replacement.

#### **FINANCE COMMITTEE**

Treasurer Wayne Donaldson reported for the Finance Committee. He introduced the current committee members for the new Board members. Donaldson recognized that Roy Totemoff was retiring after nine years on the Board and thanked him for his service on the committee.

Donaldson reported that the Finance Committee had met twice since the last Board meeting, on February 15, and April 13, 2021.

At the February 15 meeting, the committee reviewed the 12/31/2021 interim financial statements and the budget modifications.

At the April 13 meeting, the committee took up the following items:

- Reviewed the 3/31/2021 interim financial statements.
- Reviewed the Executive Director and Financial Manager's FY2020 report to the Board on Alyeska contract compliance. This item was Item 3-7 on the Board's consent agenda. The Finance Committee recommended the Board approve this report.
- The committee also reviewed the FY2020 Form 990. This item was on this Board meeting agenda (Item 4-9). Board members would have an opportunity to ask questions before it is approved. The Finance Committee recommended full Board approval so that the Executive Director may sign and submit it to the Internal Revenue Service before the May 15 due date.
- Previewed a preliminary version of the FY2022 budget. There will be a budget workshop on May 19 and a Special Board Meeting on May 21 to approve a FY2022 budget.

### **BOARD GOVERNANCE COMMITTEE (BGC)**

Chair Robert Beedle introduced the past year's Board Governance Committee members for the benefit of the new Board members. The committee met three times since the January Board meeting.

#### **Committee Activities**

- The committee continued to work on its annual review of the Council's bylaws and had two sections remaining. The committee invited all Board members to review the bylaws and send their comments and suggestions to the committee.
- The committee reviewed a draft letter to the Mayor of the Kodiak Island Borough regarding the Kodiak Village Mayors Association seat on the Board.
- The committee reviewed a draft Request for Proposals (RFP) for a Long Range Planning Assessment.
- The committee reviewed Senate Bill 24 which addresses videoconferencing for nonprofit boards within the State of Alaska.
- The committee reviewed and approved amendments to Board Policy 604 having to do with taking action in executive sessions. That amendment was Item 3-4 on the Consent Agenda for the Board's approval at this meeting.
- The committee reviewed and approved a short set of guidelines and best practices for executive sessions. That document is an informational item for the Board and serves as backup to the proposed amendment to Policy 604. It is intended to be a quick reference which will be housed either in document management or the committee website.
- The committee reviewed and approved an amendment to Board Policy 106 having to do with employee pay dates. That amendment was Item 3-3 on the Consent Agenda for Board approval at this meeting.

Beedle announced that the next meeting of the BGC would be in May. He thanked all BGC members for their dedication and hard work over the past year and hoped they would consider serving again for another year. He encouraged other Board members who were interested to sign up as well.

### **For the Good of the Order**

For the good of the order and efficiencies of time, the External Opening Comments of the SWAPA Pilots was moved up in the agenda.

### **EXTERNAL OPENING COMMENTS - PILOTS**

#### **SOUTHWEST ALASKA PILOTS ASSOCIATION (SWAPA)**

Capt. Joe Martin of the Southwest Alaska Pilots Association (SWAPA) introduced himself to the Board, explaining for the new Board members that SWAPA pilots are tasked with the onboard navigational control of tankers in and out of Port Valdez and docking and undocking those vessels at the Valdez Marine Terminal (VMT).

Martin reported that a few weeks prior he had received a call from a fellow pilot indicating that the tanker *Stena Suede* was anchored approximately 15 miles south of Hinchinbrook Entrance.

In SWAPA's opinion, anchoring in the open waters in the Gulf of Alaska is, at best, imprudent and, at worst, negligent.

It was determined that the vessel had been unable to retrieve its anchor and had to use its engines to help prevent dragging. Furthermore, they had sustained damage to their windlass and bow mooring equipment during this event.

Martin stated it was his understanding that the following morning, after the offshore weather had subsided, the vessel was able to retrieve its anchor and reconfigure its mooring arrangement to the satisfaction of the VMT. He added that, to his knowledge, the remainder of the vessel's visit was uneventful.

He stated that this incident prompted him to draft a letter to provide guidance to the maritime community regarding anchoring large seagoing commercial vessels in Southwest Alaska Region II.

SWAPA then placed that guidance on the SWAPA website, [swpilots.com](http://swpilots.com), and it is also SWAPA's intention to publish its web address in the U.S. Coast Pilot to allow this guidance to reach a broader audience.

In summary, Martin emphasized that the only location for anchoring large seagoing vessels calling in Prince William Sound that SWAPA endorses is the anchorage at Knowles Head.

Following his remarks, Martin took questions from the Board. There was a brief discussion of the dangers and the risky decision by the crew of the *Stena Suede* to anchor in the open waters of the Gulf of Alaska, the resulting drifting and dragging of its anchor, and a situation that could have been a lot worse.

Amanda Bauer commented it was likely that economics played a big role in the decision of the ship's captain to anchor in the Gulf of Alaska because it is free to anchor outside Hinchinbrook Entrance.

Robert Archibald said he considered it was an important conversation to keep up because the Gulf of Alaska is not a place to be with an anchor down, starting and stopping a main engine on a very large vessel, and there is evidence of those dangers when the weather turns against you in the wrecks all the way from Shemya to Cape Yakataga. He had heard this incident was being considered "a near miss" incident.

*Break: 9:37 a.m. – 9:57 a.m.*

## **EXTERNAL OPENING COMMENTS – PWSRCAC EX OFFICIO MEMBERS**

### **ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION (ADEC)**

Commissioner Jason Brune, new SPAR Director Tiffany Larson, Emma Pokon, and Graham Wood updated the Board on ADEC's activities since the Council's January meeting.

SPAR Director Tiffany Larson briefly introduced herself to the Board. President Archibald welcomed her and stated that PWSRCAC would try to assist SPAR Division in any way that it could.

Commissioner Brune stated that he made a commitment to Larson when she took over the SPAR Division that if she believes there is need for additional positions in SPAR to meet EPA regulations he

would try to get funding for those positions. He reiterated commitments he made at the Board's January meeting to bring sustainability to SPAR funding. He reported that he and his staff were working behind the scenes to see passage of the legislation to increase the refined fuels tax from \$.0095 to \$.015 per gallon. If that legislation passed, the increase in funding, along with the existing \$.05/barrel production tax going to funding SPAR and the existing FY2022 staffing levels, would be sufficient to secure SPAR funding for a decade or more. He emphasized, however, that if that legislation did not pass, then he would have to continue on the path of cuts to existing positions and he did not want to do that. He said he appreciated PWSRCAC's efforts to get that additional funding and he committed to keeping the Council updated as progress is made.

As to the ADEC Article 4 regulatory updates, Commissioner Brune stated he felt it would be unfair to Larson, just coming into the role, to go over those issues at this meeting but he would brief the Board at its September meeting. He committed to meet with PWSRCAC before that time, as well as the Cook Inlet Regional Citizens Advisory Council (CIRCAC). He pointed out that there would be a long public comment period which would end either December 15, 2021, or January 31, 2022.

In follow-up to some questions about responsibility of spillers that were raised at the Council's January Board meeting, Brune stated that there are penalties for crude oil spills over 18,000 gallons, under AS 46.03.759, but ADEC does not have the statutory authority to fine for spills under that volume. All responsible parties have to clean up their spills, including small spillers, and they have to pay for ADEC oversight. A court may assess additional amounts against a responsible party but it is statutorily limited to certain costs.

He reported that there had been a hydrochloric acid spill at the VMT that morning, but it was not to water. There was no risk to individuals and the spill had been contained. It originated from a plastic container that is now empty.

Commissioner Brune took questions from the Board:

Wayne Donaldson asked about whether ADEC would propose statutory changes, regulatory changes, or both as part of its Article 4 regulatory reform. Commissioner Brune stated that, to date, the review team had not proposed any statutory changes. If any were to come forward, they would have to be supported by him and the Governor's Office and go through the legislative process. There is not any intention *yet* to propose any statutory changes but he was leaving that up to Tiffany Larson as she and her team go through the review process.

Mako Haggerty asked how well the recovery of costs was working. Commissioner Brune stated that from the "responsible" responsible parties, ADEC does get cost recovery into the response fund. But every year there are spills, either from boats sinking or other incidents, where those entities are not able to reimburse ADEC. He said there is a reporting every year of what is spent and what is recovered. In some instances, the Legislature has appropriated monies for clean-up from the response fund and those are unlikely to be recovered, such as the funds appropriated for PFAS and other recent incidents. He said cost recovery is never 100% but the department takes what it can get. He said he would follow up with information to PWSRCAC staff on the breakdown of cost recoveries.

Archibald pointed out that ADEC is experiencing a drastic loss of institutional knowledge in the personnel who have left the department recently, and that is of concern to PWSRCAC, and it is the PWSRCAC's hope that ADEC can find some knowledgeable people to fill those positions. Brune

agreed that losing one in four people every year is unacceptable and he was committed to turning that around.

Graham Wood introduced Allison Natcher who will be the new designated *ex officio* representative for ADEC to the Council, effective May 10. Crystal Smith left the department April 20. The recruitment for her position has been completed and he hoped there would be an announcement on her replacement by the end of the week.

*[Patrick Domitrovich joined the meeting at approximately 10:15 a.m. 18 Directors present.]*

#### **ALASKA DEPT. OF FISH AND GAME (ADF&G)**

For the benefit of the new Board members, Lee McKinley outlined his role as the *ex officio* representative to the Council for the Alaska Dept. of Fish and Game. He had no specific opening comments but was available to answer questions during the meeting.

#### **U.S. FISH & WILDLIFE SERVICE (USF&W)**

(No report.)

#### **OIL SPILL RECOVERY INSTITUTE (OSRI)**

(No report.)

#### **ALASKA DEPT. OF NATURAL RESOURCES**

Heather Lescanec of the State Pipeline Coordinator's Office explained the office, her role and the work related to TAPS.

She reported that the office was currently working on doing reviews for all the pipelines, including TAPS, c-plans, etc. Field visits were planned for this summer, including visits to the VMT. The State Pipeline Coordinator's Office also works on integrity issues on TAPS.

#### **U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)**

(No report.)

#### **U.S. DEPT. OF THE INTERIOR (DOI) AND BUREAU OF LAND MANAGEMENT (BLM)**

Paul Degner spoke for both the Department of the Interior (DOI) and the Bureau of Land Management (BLM) at this meeting. He reported that BLM had received updated guidance from the DOI that would allow limited field opportunities. It will require extensive risk analysis and management approval to get clearance for those opportunities and they will have to work through the process to get that approval.

#### **U.S. COAST GUARD (USCG)**

LCDR Sara Ellis-Sanborn represented USCG (MSU-Valdez) at this meeting in the absence of CDR Patrick Drayer.

She reported the following:

- *Stena Suede incident*. USCG received an email from the *Stena Suede* asking if there were any USCG objections to the vessel drifting 15 nautical miles off Hinchinbrook Entrance, which the USCG did not have. That was the limit of USCG's involvement in the incident until the following morning when the USCG was informed of the vessel's windlass failure.

- Non-functioning radar. There is troubleshooting taking place. Technicians were out at Potato Point the previous day and they were back out there that day.
- Security zone entry permits for the VMT. There is an internal administrative review of USCG processes and they are not using the form anymore but are requiring the same information. USCG is asking that those seeking security zone entry permits simply call the Vessel Traffic Center.
- USCG received a request from SERVS/Edison Chouest Offshore (ECO) about placing the Mineral Creek barge. USCG has completed its response and it should be going out to SERVS/ECO that day. She deferred to SERVS/ECO to share the USCG response.
- A Marine Safety and Security Team (MSST) will not happen in 2021, but USCG will continue to enforce the security zone with the assets it has in Valdez.

Robert Beedle asked about the USCG's efforts to fix the malfunctioning radar in Prince William Sound. LCDR Sanborn stated that the USCG was troubleshooting the problem with the old equipment and was trying to fix it. Whether there would be a new system/equipment installed, that decision was in the hands of USCG higher-ups.

PWSRCAC Project Manager Austin Love thanked the USCG for working with PWSRCAC on security zone permits.

Amanda Bauer asked if the *Stena Suede's* request was to drift or to anchor. LCDR Sanborn stated that it was not a request at all; rather it was a question whether USCG had objection to the vessel drifting. Anchoring was not mentioned at all and there was no more communication with the vessel until the next morning when they reported a windlass failure.

Archibald stated that there was a report of damage to line-handling equipment. LCDR Sanborn said she was not aware of that. The information she was aware of was the windlass failure which caused the anchor to lock in place, but she would find out from the investigating officer and report back.

In response to an inquiry from Robert Beedle, LCDR Sanborn stated that there was no reason given by the *Stena Suede* for the drift.

#### **NATIONAL OCEAN & ATMOSPHERIC ASSOCIATION (NOAA)**

LT Hadley Owen from NOAA's Office of Coast Survey reported that the NOAA ship *Fairweather* was in Prince William Sound earlier in the year to do surveys for chart updates in the following areas: Whittier and Passage Canal and Cochrane Bay, Surprise Inlet, the bases of Harvard and Yale glaciers, and the Columbia Glacier, Orca Inlet and north of Cordova. They will be back later in the year to do more surveys, likely in the College Fjord area.

She reported that in general NOAA is looking to update its Coast Pilot and that if there are certain functions that PWSRCAC would like to see preserved, etc., to let her know at [alaska.navmanager@noaa.gov](mailto:alaska.navmanager@noaa.gov). There will be approximately an 18-month time lag to update the charts.

#### **ALASKA DIV. OF HOMELAND SECURITY & EMERGENCY MANAGEMENT (ADHSEM)**

Kevin Reeve introduced himself to the Council. He is the State Lead Planner for the Alaska Division of Homeland Security & Emergency Management (ADHSEM) and the State Emergency Response

Commission (SERC) coordinator. He also works in the State Emergency Operations Center as the Logistics Chief. He stated that in those roles he might be a resource for PWSRCAC in those areas. He reported that ADEC Commissioner Brune and ADHSEM Commissioner Saxe are co-chairs of the SERC but they had limited ability to conduct SERC or Local Emergency Planning Committee (LEPC) activities during the pandemic.

He reported that FEMA Region 10 in 2020 and recently in 2021 developed an Alaska Catastrophic Annex which looks at a 1964-style earthquake and the impacts occurring in Prince William Sound. If such a catastrophic earthquake should occur, Southcentral Alaska will be fragmented into what FEMA/ADHSEM call "five islands of response." Prince William Sound is one of those five islands of response, meaning that FEMA/ADHSEM may not be able to reach the area with supplies, etc. from their usual supply lines from Anchorage and they would have to look to ferry emergency supplies in from another area. He also pointed out that there is a significant earthquake fault (Cascadia subduction zone) along the coast of Oregon and Washington that would have significant impacts to Alaska if that ruptured because supply lines would be broken. FEMA Region 10 is currently working to update their Cascadia subduction zone plans and he, as Alaska's State Lead Planner for emergency management at ADHSEM, is working with FEMA to make sure that their planning includes provision for emergency supplies and routes to supply Alaska at such a time.

He emphasized that the reason he brought up these issues at this time is because there is a significant potential for impact to Prince William Sound from either a 1964 magnitude quake or a Cascadia subduction zone rupture, or a Barry Arm slide in Prince William Sound which is currently being assessed. He suggested that PWSRCAC look at the information on the Alaska Earthquake Center's tsunami mapping website where it shows significant potential impacts to Valdez, Whittier, Tatitlek, and Chenega, and each one of those individual communities has a specific inundation map. He offered to discuss these potential risks further and provided his email if anyone wanted to get more information, [kevin.reeve@alaska.gov](mailto:kevin.reeve@alaska.gov). He added that one of his staff was currently working on the Barry Arm slide risk assessment.

#### **U.S. FOREST SERVICE**

(No report.)

#### **OIL SPILL RECOVERY INSTITUTE (OSRI)**

(No report.)

#### **EXTERNAL OPENING COMMENTS – TAPS SHIPPERS, OWNER COMPANIES, AND PILOTS**

##### **CROWLEY ALASKA TANKERS**

Angelina Fuschetto reported Crowley Alaska Tankers had transported 15,128,230 barrels of oil from the Valdez year-to-date. There had been no injuries beyond first aid. She reported that COVID-19 had put a lot of extra protocols on board the vessels and crews and she offered kudos to the crews.

Paul Manzi spoke of alternative fuels and designs for a fully electric autonomous tug in the future that Crowley was exploring. Management wants Crowley to be the most sustainable maritime company in the country by 2050.

##### **CONOCOPHILLIPS/POLAR TANKERS**

Monty Morgan reported Polar Tankers had transported 25,500,000 barrels year-to-date throughout the West Coast without incident.



As to the fleet, Morgan reported that the *Polar Discovery* came back from shipyard. The *Polar Enterprise* will go to shipyard. The *Polar Endeavour* was currently in a Portland shipyard undergoing repairs to fix the damage caused by the allision with the ECO Tug *Courageous* reported at the January Board meeting.

Morgan reported on a spill exercise which was conducted in March as a hybrid exercise. A virtual command center was created through the Microsoft® Teams platform and there were approximately 400 participants. Morgan commented that it went better than he had anticipated. The training they received to use the Microsoft® Teams platform helped.

Amanda Bauer inquired about when a report would be issued on the *Courageous/Endeavour* allision incident. Morgan stated that Polar Tankers has its own internal report but he had not seen anything yet from Alyeska. In response to a question from Jim Herbert about whether there was additional damage found to the *Polar Endeavour* than initially observed, Morgan stated there was not. He added that the damage was well documented at the time of the damage inspection immediately after the incident and it was inspected again after the temporary repairs were made.

#### **ALASKA TANKER COMPANY (ATC)**

Chris Merten reported that Alaska Tanker Company made 18 voyages year-to-date, carrying 19.3 million barrels, with no incidents. There was one medical treatment injury involving a cut which needed stitches; the injured crewperson returned to work that day.

He reported that it was an interesting year with shipyard problems caused by the pandemic, nothing critical but some things could not be done that shippers like to get done while a vessel is out of service. However, they were able to install approximately 90% of the ballast water treatment system (BWTS) on the *Alaska Navigator* when she was in the shipyard this time last year. Some of the work on the *Navigator* was reduced because of COVID restrictions at the shipyard that impacted labor availability. ATC will continue installing and commissioning the remainder of the BWTS work this year and planned to have the system up and running by December.

Merten reported the *Alaska Legend* finished up a voyage to Japan on April 28 and was currently cleaning tanks and would enter the shipyard on May 10 in Korea. The problems in the shipyards because of COVID-19 were likely to remain, but because Korea had managed its situation a little better than others, he was hopeful that shipyard workforce issues would be better and that the work that was planned could be done. This included regular maintenance as well as installation of the BWTS.

Briefly addressing earlier comments by Steve Lewis about GHGs, carbon emissions, and the IMO commitments, Merten said there was only a limited number of improvements that could be made with existing vessels, but ATC was looking at the technologies that are available. It will be a challenge to implement, but something ATC feels needs to be done.

Merten reported that ATC continued to have a good relationship with Harvest with good communications, voyage planning, and safe operations.

#### **HARVEST ALASKA MIDSTREAM**

Rob Kinnear reported that Harvest Alaska Midstream had moved 21 cargos year-to-date (18 on ATC tankers and three spot-chartered vessels). He commented that there was a steady trickle of spot

charters since last July because of less demand caused by COVID-19 on the West Coast and a couple of shipyards backed up in the ATC fleet. Harvest had relied on spot charters to keep oil moving and offset those two factors. Looking forward, two more spot charters were scheduled, one for the *Stena Spirit* the following week and an additional load in June.

*Break: 11:07 a.m. – 11:17 a.m.*

### **ALYESKA/SERVS ACTIVITY REPORT**

Alyeska's Emergency Preparedness and Response Director Andres Morales presented the Alyeska/SERVS activity report for year-to-date.

#### **VMT Operations:**

- **Operations:** *(As of 3/31/2021)*

	<u>YTD 2021</u>
○ Tankers Loaded	55
○ Tankers Escorted	56
○ Barrels Loaded	42,935,074
	<u>Since start up</u>
○ Tankers Loaded	22,908
○ Tankers Escorted	14,229
○ Barrels Loaded	17,497,631,428
  
- **Safety:** *(As of 3/31/2021)*

○ Days away from work cases	1
○ TAPS Combined Recordable Rate %	0.43
  
- **Environment:** *(As of 3/31/2021)*

○ Spill Volume (Gallons)	2.5
○ Number of Spills	2

#### **COVID-19 Response & Prevention:**

- **Processes and procedures for personnel and facilities:**
  - Screening process
  - Travel guidance
  - Site-specific isolation and evacuation plans
  - Communication plan
  
- **Urban workforce back to 100% capacity:**
  - All offices are open
  - Vaccinations continue to be provided to the TAPS workforce
    - 51% of TAPS workforce
    - Company goal of 65% of TAPS workforce.
  
- As of 4/12/21 there were 102 cumulative COVID-19 cases on TAPS.

**Fishing Vessel Availability by Port** (end of 1<sup>st</sup> quarter 2021):

<u>Port</u>	<u>Tier 1</u>	<u>Tier 2</u>
Valdez	23	14
Cordova	30 (7 Rapid Resp.)	110
Whittier	6	21
Seward		27
Homer		37
Kodiak		31
<b>Totals</b>	<b>59</b>	<b>240</b>

**2021 Contingency Plan Activities:**VMT ODPCP

- Amendment 2021-2:
  - Updated contacts to meet DOT/PHSMA Notice of Correction Letter
  - Published: 4/14/21.
- Amendment 2021-1:
  - Updated contacts and APSC PRAC Certificate
  - Published: 2/3/21.
- Amendment 2020-5:
  - Updated owner information
  - Published 1/14/21.

**2021 VMT/PWS Training & Exercises:**

- 1<sup>st</sup> Quarter Activities:
  - Tethered Escort Tug Exercise (10 knots)
  - OSRB Crucial Skimmer Task Force training exercises (4)
  - Unannounced Rapid Response Vessel Call-Out Drill
  - Tethered Escort Tug Exercise (6 knots)
  - IMT Notification Test
  - 2021 Polar Tankers PWS Exercise
  - Unannounced Quarterly QI/IC Notification Drill
  - Emergency Tow Exercise
  - Spring Fishing Vessel Training:
 

<u>Port</u>	<u>On-Water Days</u>
Kodiak	4/02 - 4/06
Homer	4/09 - 4/12
Seward	4/15 - 4/16
Whittier	4/20 - 4/21
Cordova	4/24 - 4/29
Valdez	5/03 - 5/06
- Upcoming Exercises:
  - SERVS OSCP Training:
  - May 12-16 and 19-23

- June 2-6 & 24-27
- Current Buster 8 & Crucial Skimmer TF Exercise in Sheep Bay 4/15
- Operational Readiness Exercise in Whittier, 4/19 (tentative)
- Current Buster 8 & Crucial Skimmer TF Exercise in Port Valdez, 4/23
- Operational Readiness Exercise in Cordova, 4/30
- 2021 VMT IMT Exercise with equipment deployments, 5/26
- Valdez Duck Flats Training Deployment, 6/18 and 6/30
- Fall Fishing Vessel Training in Cordova, late September
- 2021 Andeavor/Marathon PWS Exercise, 10/13 – 14
- VMT Equipment Deployment #2, by Fall 10/31/21 (tentative)

## 2021 Valdez Projects

- Ballast Header Inspection and Repair (Berth 5, A Header)
- Berth 5 and Berth 4 Gangways
- Tank Program:
  - Internal inspection of Crude Tank 7 and Tank 94
  - External coating of Crude Tank 10
  - Tank 94 annular plate.

Morales reported on a hydrochloric acid (HCl) spill that had occurred that morning. He reported that the HCl is housed in special storage totes and the spill came from one of the totes. He had no information at that time of the volume of the HCl release but would update PWSRCAC as more information became available. The maximum release in a worse-case scenario would not exceed 300 gallons, which is the maximum capacity of the special storage tote. Alyeska initiated a berth-loading shutdown on Berth 4 until other risk factors could be determined and it was restarted approximately 50 minutes later.

Morales reported that the investigation report on the January 11, 2021, allision of the *Courageous* tug with the *Polar Endeavour* tanker was in legal review and it would be there for some time.

In response to inquiries by Jim Herbert about Alyeska's COVID-19 statistics and response, Morales clarified that the 102 cases on TAPS he reported earlier was the total of all who work on TAPS. Alyeska was encouraging its employees to get vaccinated and had considered taking the vaccine out to those in the field to make it easier for employees to get the shots.

## **NOMINATIONS & ELECTION OF OFFICERS & EXECUTIVE COMMITTEE MEMBERS-AT-LARGE**

President Archibald opened the floor to nominations for the 2021-2022 Officers and three Members-at-Large to the Executive Committee:

For the office of President:	Amanda Bauer nominated Robert Archibald.
For the office of Vice President:	Robert Beedle nominated Amanda Bauer.
For the office of Secretary:	Amanda Bauer nominated Bob Shavelson.
For the office of Treasurer:	Rebecca Skinner nominated Wayne Donaldson.
For the Members-at-Large:	Amanda Bauer nominated Rebecca Skinner, Ben Cutrell, and Robert Beedle.

Hearing no further nominations, Archibald declared **nominations closed**.

Rebecca Skinner moved to seat the nominees (since no seat was contested). Dorothy Moore seconded and a roll call vote was taken as follows:

Robert Archibald	Yes.
Amanda Bauer	Yes.
Robert Beedle	Yes.
Mike Bender	Yes.
Nick Crump	Yes.
Ben Cutrell	Yes.
Patrick Domitrovich	(No audible response).
Wayne Donaldson	Yes.
Patience Andersen Faulkner	(No audible response).
Mako Haggerty	(No audible response).
Luke Hasenbank	Yes.
Elijah Jackson	Yes.
Melvin Malchoff	(No audible response).
Dorothy Moore	Yes.
Bob Shavelson	(No audible response).
Rebecca Skinner	Yes.
Angela Totemoff	Yes.
Michael Vigil	Yes.
Kirk Zinck	Yes.

The motion to seat the nominated 2021-2022 Officers and Members-at-Large to the Executive Committee passed (14 in favor, 5 non-responsive).

*Lunch Break: 11:45 a.m. – 12:45 p.m.*

### **CONSENT AGENDA**

#### **3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-7**

The consent agenda consisted of seven items: 3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-7.

Amanda Bauer moved to approve the consent agenda as presented. Rebecca Skinner seconded.

The consent agenda was approved as follows:

- **3-1 APPROVAL OF RESOLUTION DESIGNATING PWSRCAC CHECK SIGNERS**  
Adoption of the resolutions provided by First National Bank Alaska to update the list of authorized individuals to sign checks and conduct financial transactions on PWSRCAC's account.
- **3-2 APPROVAL OF FY2021 BUDGET MODIFICATIONS**  
Approval of budget modifications reducing expenses by \$121,160.
- **3-3 APPROVAL OF AMENDMENTS TO POLICY 106 PERTAINING TO EXECUTIVE SESSIONS**  
Approval of the proposed amendment to Board Policy 106 as recommended by the Board Governance Committee.

- **3-4 APPROVAL OF AMENDMENTS TO POLICY 604 PERTAINING TO EMPLOYEE PAY DATES**  
Approval of the proposed amendments to Board Policy 604 changing the semi-monthly pay dates from the 8<sup>th</sup> and the 22<sup>nd</sup> of each month to the 10<sup>th</sup> and the 24<sup>th</sup>, to take effect the first payroll of June 2021.
- **3-5 APPROVAL OF TECHNICAL COMMITTEE APPOINTMENTS**  
Appointment of committee members to two-year terms to the following respective committees:

Scientific Advisory Committee (SAC)

Wayne Donaldson	Renewal
John Kennish	Renewal
Wei Cheng	Renewal
Dorothy Moore	Renewal
Roger Green	Renewal

Note: The committee consists of eight members including renewals.  
Directors on SAC: Dorothy Moore, Wayne Donaldson.

Terminal Operations and Environmental Monitoring Committee (TOEM)

Harold Blehm	Renewal
Mikkel Foltmar	Renewal
Steve Goudreau	Renewal
Tom Kuckertz	Renewal
Patrick Tomco	Renewal

Note: The committee consists of eight members including renewals.  
Directors on TOEM: Amanda Bauer.

Oil Spill Prevention and Response Committee (OSPR)

Jim Herbert	Renewal
John LeClair	Renewal
Gordon Scott	Renewal
Skye Steritz	Renewal

Note: The committee consists of eight members including renewals.  
Directors on OSPR: Robert Beedle, Mike Bender.

Port Operations and Vessel Traffic Systems (POVTS)

Cliff Chambers	Renewal
Steve Lewis	Renewal

Note: The committee consists of six members including renewals.  
Directors on POVTS: Amanda Bauer, Robert Archibald.

Information and Education Committee (IEC)

Trent Dodson	Renewal
Jane Eisemann	Renewal
Cathy Hart	Renewal
Andrea Korbe	Renewal
Savannah Lewis	Renewal
Patience Andersen Faulkner	Renewal

Note: The committee consists of nine members including renewals.  
Directors on IEC: Patience Andersen Faulkner.

- **3-6 CONTRACT APPROVAL FOR SMITHSONIAN ENVIRONMENTAL RESEARCH CENTER**  
Authorization for a contract with Smithsonian Environmental Research Center for work to be performed under the 9520 Marine Invasive Species Project FY2021 budget, at an amount not to exceed \$46,450.
- **3-7 APPROVAL OF CONTRACT COMPLIANCE VERIFICATION REPORT**  
Acceptance of the PWSRCAC/Alyeska Annual Contract Compliance Verification Report.

*[Patience Andersen Faulkner joined the meeting at approximately 1:03 p.m. – 19 Directors present.]*

#### **4-2 REPORT ACCEPTANCE: REVIEW OF CATHODIC PROTECTION SYSTEMS AT THE VALDEZ MARINE TERMINAL**

PWSRCAC Project Manager Austin Love introduced Keith Boswell of National Pipeline Services. Boswell summarized the conclusions and recommendations in his report which reviewed the maintenance and operation of cathodic protection systems at the Valdez Marine Terminal (VMT) and whether those protection systems are in line with industry best practices. A copy of the report was included in the meeting notebook under Item 4-2.

The report's key recommendations were that Alyeska should:

- Institute alternative testing to eliminate measurement errors.
- Modify its policy to define polarization measurements.
- Investigate alternative methods to measure polarized and depolarized potentials.

The action requested of the Board was to accept the report and allows its distribution to Alyeska and federal and state regulators.

Amanda Bauer **moved to accept** the report titled "Review of Cathodic Protection Systems at the Valdez Marine Terminal" by Keith Boswell of National Pipeline Services as meeting the terms and conditions of Contract 5998.19.01, with direction to staff to forward the report to Alyeska and state and federal regulators accompanied by a cover letter summarizing the findings and recommendations with requests for appropriate action. Robert Beedle **seconded** and the **motion passed** without objection.

#### **4-3 REPORT ACCEPTANCE: CRUDE OIL STORAGE TANK 8 & MAINTENANCE REVIEW**

This agenda item was a follow-up to an interim report and presentation made to the Board at its January 2021 Board meeting on the maintenance of Tank 8 at the Valdez Marine Terminal Tank Farm. Project Manager Austin Love introduced Bill Mott of Taku Engineering who presented his final report which summarized the results of Taku Engineering's review of records and procedures related to the maintenance of Tank 8 at the VMT and included recommendations to improve the maintenance of Tank 8 and other storage tanks at the VMT.

Mott's initial findings presented to the Board at its January meeting were that there was an error in Alyeska's data and there were inherent systematic errors in all of the other data collected pertaining to the effectiveness of the cathodic protection system underneath Tank 8's floor. Alyeska was still collecting the data in the same way. Mott stated that it gave a false sense of security that a tank is protected when in reality, as in the case of Tank 8, there is an elevated corrosion rate on what should be a well-protected tank. Mott also concluded that there may be some perforations in

Alyeska's secondary containment liner underneath tanks at the VMT which warranted a more comprehensive look.

The final report was included in the meeting notebook under Item 4-3

A general discussion with the Board followed the presentation.

Rebecca Skinner asked for the issue to be put on the September Board meeting agenda at which time she would like Alyeska to explain what it is doing about the problems outlined in the report, unless the response PWSRCAC gets back from Alyeska in the interim is clear and in a written format, such that the information may be disseminated to the Board.

Project Manager Linda Swiss reminded the Board that PWSRCAC had an outstanding request for informal review of the approval of the VMT c-plan from the decision of November 2019 and Alyeska had an outstanding request for informal review of the decisions made in the approval of that plan. She had no more information to impart at that time but wanted the Board to be aware of these outstanding review requests in relation to this secondary containment issue.

The Board was asked to accept the report as meeting the terms of the contract of the project and for its forwarding to Alyeska and regulators.

Amanda Bauer **moved to accept** the report titled "Crude Oil Storage Tank 8 Maintenance Review" by William Mott of Taku Engineering, dated March 2021, as meeting the terms and conditions of Contract number 5056.20.01, with direction to staff to forward the report to Alyeska and state and federal regulators accompanied by a cover letter summarizing findings and recommendations with requests for appropriate action. Rebecca Skinner **seconded** and the **motion passed** without objection.

*Break: 2:25 p.m. – 2:35 p.m.*

#### **4-4 REPORT ACCEPTANCE: RESCUE TUGBOAT BEST AVAILABLE TECHNOLOGY ASSESSMENT**

This agenda item sought Board acceptance of a final report titled "Best Available Technology Assessment for the Hinchinbrook Entrance ETV" by Glosten. PWSRCAC Project Manager Alan Sorum introduced Peter Soles and Nathan Crain from Glosten who presented the report's findings.

Soles and Crain outlined the project which looked at design practices and new technologies in existing vessels that would be considered best available technology (BAT) and best practices in the design and operation of highly capable rescue tugboats and comparing the results to Edison Chouest Offshore's (ECO) *Ross Chouest* (currently operating in Prince William Sound).

Glosten's assessment was that the SASEMAR Next-Gen Coastal ETV tug, *Luz de Mar*, was the vessel most representative of rescue tug BAT for service at Hinchinbrook Entrance. In direct comparison with *Luz de Mar*, the current SERVS utility/sentinel tug, *Ross Chouest*, has deficiencies on five important aspects of rescue tug/ETV design. Those deficiencies are:

- Lower free running speed
- Less maneuverability/agility
- Less capacity and redundancy in rescue and recovery equipment
- No capability as a firefighting vessel



- Less overall redundancy and versatility of operation.

The report noted that some of the *Ross Chouest* deficiencies could be addressed with retrofitting – namely those related to rescue and recovery equipment and firefighting fitness – but others are more intrinsic to the design (such as the brick-shaped hull, the principal dimensions, and powering propulsion, etc.) and could have compounding disadvantageous effects in certain circumstances.

Glosten's assessment of the SASEMAR Next-Gen Coastal ETV design was that the vessel provided the following:

- Improved speed equals a better response time.
- Improved maneuverability equals a higher probability of connecting successfully.
- Introduces new operating modes for emergency towing/response.
- Enables bow first approach for disabled ships with forward inertia.
- Improved rescue and spill response capacity.

A briefing sheet and the report were included in the meeting notebook under Item 4-4. The Board was asked to accept the report and allow its public distribution.

Amanda Bauer **moved to accept** the report titled “Best Available Technology Assessment for the Hinchinbrook Entrance ETV” by Glosten, as meeting the terms and conditions of Contract 8010.21.01 and allowing distribution of the report to the public. Rebecca Skinner **seconded** and the **motion passed** without objection.

### **PRESENTATION ON VETTING OF FOREIGN FLAGGED TANKERS**

This agenda item was the result of the Board's previously expressed interest in hearing more about the vetting of foreign flagged tankers prior to their coming into Prince William Sound. The Board's interest was heightened because of changes in crude oil market forces in recent years that had resulted in more foreign flagged vessels entering Prince William Sound.

Project Manager Alan Sorum introduced Rob Kinnear of Harvest Alaska Midstream and Patrick Carney of Atlantic Technical Management, along with Lori Nelson of Hilcorp, who participated in the presentation.

At the conclusion of the presentation, several Board members made comments.

Robert Archibald emphasized to Rob Kinnear the importance of conveying to foreign crews the importance of not anchoring outside Hinchinbrook Entrance and taking note of the lessons learned from the *Stena Suede* incident. Kinnear expounded more on Harvest's understanding of the *Stena Suede* incident but stated that Harvest was still getting information on what happened.

Jim Herbert suggested it would be prudent to involve foreign flagged vessels in some of the towing and other exercises that are conducted in Prince William Sound. Kinnear agreed in theory but in practice he did not know how it would happen.

POVTS Chair Steve Lewis said he looked forward to a more thorough review of the *Stena Suede* incident. He added that what is common practice elsewhere and what makes sense in the north Gulf of Alaska are two totally different considerations. Anybody who has local knowledge, which the local fleet has, knows that to anchor outside Hinchinbrook Entrance is imprudent and unsafe

because of the extreme weather conditions that can whip up very quickly, particularly in the spring. Locals know that and will not anchor out there. He added that the only rationale he could come up with why the captain of the *Stena Suede* decided to anchor outside the Entrance was purely economics (i.e., to save the money it would have cost to come through the Entrance, pick up a pilot, and go to Knowles Head). Lewis emphasized to Kinnear that that kind of decision was not prudent operatorship in the north Gulf of Alaska. He added that the message Harvest needed to take to heart and to get across to its charter companies is that every shipper/ship's operator has a responsibility of proper utilization of the resource and that anchoring offshore, while a common practice elsewhere, does not work in north Gulf of Alaska and it does not fit with Alaska's expectations or Alaska's mode of operating here.

*(This was an information-only item. No action was requested of the Board.)*

#### **DISCUSSION WITH REP. ANDY JOSEPHSON, ALASKA STATE LEGISLATURE, DIST. 17**

The Board had an open discussion with Rep. Andy Josephson of the Alaska State Legislature, District 17, on various legislation pending before the Legislature at that time, and specifically HB 104 (formerly SB 115) and possible outcomes.

*(This was an information-only item. No action was requested of the Board.)*

**Recess:** The meeting recessed for the day at 4:15 pm. to be reconvened at 8:30 a.m. the following day.

#### **Friday, May 7, 2021**

#### **CALL BACK TO ORDER**

President Archibald called the meeting back to order at 8:31 a.m. on May 7, 2021. A roll call was taken and there were 13 Directors present at the time of the call back to order: Archibald, Bauer, Beedle, Bender, Crump, Cutrell, Donaldson, Hasenbank, Jackson, Moore, Skinner, Totemoff, and Vigil. Kirk Zinck joined immediately thereafter at 8:38 a.m., Patrick Domitrovich at 9:25 a.m., and Melvin Malchoff at approximately 9:30 a.m.

#### **For the Good of the Order**

President Archibald announced that Joe Martin of SWAPA would be available for additional questions/discussion on the *Stena Suede* incident after the morning break.

*[Kirk Zinck joined the meeting at 8:38 a.m. 14 Directors present.]*

#### **4-6 FEDERAL AND STATE GOVERNMENT AFFAIRS UPDATE**

PWSRCAC Director of Administration Walt Wrede introduced an update on federal and state government affairs on issues important to the Council and explained briefly the purpose of this agenda item for the benefit of the new Board members. He introduced the Council's two legislative monitors, Roy Jones and Kate Troll, who reported on political developments and prospects in Washington, D.C., and Juneau related to PWSRCAC's legislative priorities.

#### **State Update:**

Kate Troll reported on three pieces of legislation currently in the Alaska Legislature:

- HB 33 (sponsored by Rep. Andy Josephson) to increase oil spill penalties. The bill did not go anywhere this session and was sitting in the House Resources Committee at that time.
- HB 54 (the invasive species bill which sets up an invasive species council) had recently started to move forward and had been referred to the House Finance Committee and was scheduled for a hearing on Tuesday, May 11. Even if passed by the committee, the bill may not make it all the way through to the Senate before the Legislature's deadline for adjournment.
- HB 104 (legislation that contained the fix for the SPAR Division funding to ensure a sustainable budget not dependent on unrestricted general funds). One provision in this bill would increase the motor fuel tax and another would increase the refined fuels surcharge by \$0.005. The bill was scheduled for a hearing on May 11 at 9:00 a.m. and to the House Floor on May 12. Troll urged the Board to designate at least two Council representatives to testify on May 11 and May 12. She opined that the bill's prospects were positive. Rep. Bishop had the support from all the Fairbanks representatives. However, she noted that it may not make it all the way through the Senate because of the time deadline for adjournment.

As to the SPAR Division, the Governor's budget had proposed to cut five more positions. The Legislature had weighed in and concluded that it would put an undue burden on remaining staff. PWSRCAC also weighed in and those five positions were reinstated. It was hoped that after passage by the House and Senate, the Governor would sign it. Troll noted that Senate President Peter Micciche was a strong advocate of SPAR. She encouraged PWSRCAC representatives from other areas of Prince William Sound to testify, to give a broader testimony on the importance of this funding to SPAR.

Troll had previously informed PWSRCAC that she would not be renewing her contract with the organization, opting for retirement and other life's adventures. Robert Archibald thanked Troll for all her work during this session, particularly in the middle of the pandemic.

#### Federal Update

Roy Jones reported on progress to rectify the non-functioning radar issues. He reported that there would be an assessment performed this summer. Once that is complete, the USCG could make some investment to repair or replace. He noted that this movement forward came after PWSRCAC's letter to Alaska's congressional delegation, a letter to the Commandant of the USCG, and the help of Bill Grawe of the USCG National Pollution Funds Center. He commented that Alaska's congressional delegation was well aware that constant vigilance had kept oil out of the water for the most part for over thirty years, but if something was not done about the non-functioning radar that could change at any moment.

On the Oil Spill Liability Trust Fund (OSLTF), Jones reported that there was \$7.6 billion in the fund as of that time. Congress is looking for pots of money to draw on. The idea is not to let it get so big that it becomes a target to raid. The \$0.09/barrel tax at the refinery continues until the fund hits \$7 billion and then stops until the fund drops below \$5 billion. This is a good result as it keeps the funding secure with a pot of between \$5-\$7 billion which should be sufficient to handle more than one oil spill. Congress recently passed legislation to keep the financing rate going until 2025. There is also language proposed by PWSRCAC to allow the National Pollution Funds Center to allocate monies that all states could apply for and obtain for a prevention program to keep oil out of their waters.

Jones reported that he had worked on issues related to the BP-Hilcorp transition and PWSRCAC's *amicus curiae* brief. He provided some input but did not write the brief.

He noted the departure from Alyeska of Kim Harb who had done an excellent job of representing Alyeska in Washington, D.C.

Jones commented that the PWSRCAC was always looking for bipartisan support for the work that the organization does, noting that the Council membership represents such a broad region and it has done a great deal of work for the region. He said the Alaska delegation is always eager to see the Council representatives and welcomes visits to their offices.

President Archibald thanked Troll and Jones for all their work on behalf of the Council and wished Troll well in her future endeavors.

*[Patrick Domitrovich joined the meeting at approximately 9:25 a.m. 15 Directors present.]*

*(This was an information-only item. No action was requested of the Board.)*

#### **4-7 WEB-BASED REGIONAL STAKEHOLDER COMMITTEE PROJECT**

Project Manager Jeremy Robida, along with Sierra Fletcher of Nuka Research and Planning Group gave the Board an overview of a project that created a web-based Regional Stakeholder Committee (RSC) resources section on the PWSRCAC's website. PWSRCAC has long been involved with the RSC exercise practice and the working relationship between spill-affected stakeholders and response decision-makers so that local concerns, locally available resources, and local clean-up needs can be discussed and addressed. The deliverables of this project brought those activities into a web-based format that can be easily accessed by the RSC participants.

A briefing sheet was included in the meeting notebook under Item 4-7.

The Board was asked to accept the project deliverables as having met the contractual terms of the project led by Nuka Research and Planning.

Amanda Bauer **moved to accept** the Web-Based Regional Stakeholder Committee Resources project, led by contractor Nuka Planning and Research, as having met all of the contractual terms set forth in the contract. Angela Totemoff **seconded** and the **motion carried** without objection.

*Break: 9:50 a.m. – 10:00 a.m.*

#### **For the Good of the Order**

##### **SWAPA COMMENTS (Continued)**

SWAPA President Joe Martin returned to continue discussions with the Board about the incident that occurred with the foreign-flagged tanker, *Stena Suede*, when it anchored outside Hinchinbrook Entrance in April and then drifted for some distance while struggling to retrieve its anchor.

Jim Herbert asked how a pilot gets to a vessel that is going to anchor up at Knowles Head. Martin explained that there are two pilotage regulations: federal and state. U.S.-flagged ships fall under the federal regulations and are authorized to proceed through Hinchinbrook Entrance and to

go directly to Knowles Head anchorage. A foreign flagged vessel or a US flagged vessel that is coming in from a foreign port fall under state regulations and are required to proceed from Hinchinbrook Entrance directly to the pilot station. The pilot boards at the pilot station, then the pilot delivers them back out to the Knowles Head anchorage. The pilot goes back out to Knowles Head and pilots them in when it is time for the vessel to come into the VMT. Martin pointed out that another part of the state regulation prohibits a foreign vessel from "loitering" in state waters. They must go directly to the pilot station.

Martin did not have information on the costs to be piloted in, but there would be a charge. He will get that information after the meeting and pass it along.

A general discussion followed of general piloting procedures at Hinchinbrook Entrance. Martin stated he was not the pilot that piloted in the *Stena Suede*. He was informed by another pilot who also was not the pilot of the vessel. SWAPA was alerted that there was a vessel in the Gulf of Alaska that was dragging its anchor.

President Archibald thanked Martin for returning to the meeting and explaining more of the details of the *Stena Suede* incident.

#### **4-8 PRESENTATION ON THE RESPONSIBLE PARTY AND LIABILITIES OF AN OIL SPILL**

Project Manager Linda Swiss introduced this agenda item which arose from the Board's expressed interest in learning more about the designation of "responsible party" and the liabilities of an oil spiller. The Board's particular interest arose in connection with the transition from BP to Hilcorp and which entity is the responsible party. PWSRCAC wanted to better understand the relationships.

Swiss introduced attorney Breck Tostevin with the Seattle law firm of Neilsen Koch PLLC and formerly an assistant attorney general for the State of Alaska with expertise in this area. Tostevin briefed the Board on who pays for response and damages from an oil spill, the liabilities associated with a spill, and the legal implications of the "responsible party," and he outlined the legal and financial requirements and differences between federal and state laws and regulations in this regard.

A general discussion with the Board followed.

Tostevin stated that there were still things that needed to be resolved on the BP-Hilcorp transfer. He hoped that when PWSRCAC received the additional documents it had requested, Hilcorp's financial responsibility disclosures would be apparent, such as insurance and endorsements, etc. He stated that if PWSRCAC could see Hilcorp's federal vessel response plans that may resolve some of the outstanding issues that concern PWSRCAC. He added that the Statement of Contractual Terms submitted by Hilcorp as part of its c-plan submittal was the wrong form and that needed to be changed.

Project Manager Linda Swiss pointed out that PWSRCAC was still awaiting documents from a public records request PWSRCAC made to ADEC.

In response to a question about Hilcorp's status, Alyeska's Andres Morales confirmed that Hilcorp had been made a party to the Gulf of Alaska Agreement. Linda Swiss will provide information to the Board on the terms of the Gulf of Alaska Agreement as it pertains to TAPS shippers.

Tostevin's full power point presentation was to be loaded on PWSRCAC's website.

*(This was an information-only item. No action was requested of the Board.)*

#### **4-9 APPROVAL OF IRS FORM 990**

Financial Manager Gregory Dixon gave an overview of the organization's IRS Form 990 for FY2020 which was emailed to all Board members for their review earlier in the week. The deadline for filing was May 17, 2021. Dixon pointed out that the return would become public information once filed and the Council is obligated to provide a copy upon request. It was prepared by the Council's accountants, BDO, from the information provided by Dixon on behalf of the organization, and it was reviewed by the Finance Committee. The Finance Committee recommended that the Board approve its filing.

Dorothy Moore **moved to authorize** the Executive Director to sign the IRS Form 990 on behalf of PWSRCAC and submit it to the IRS on or before May 15, 2021. Michael Vigil **seconded** and the **motion carried** without objection.

#### **4-10 COPING WITH TECHNOLOGICAL DISASTERS GUIDEBOOK AND APPENDICES**

This agenda item (presented by Project Manager Austin Love and SAC Chair Davin Holen) sought Board approval of the Council's document titled "Coping with Technological Disasters: A User Friendly Guidebook" and the Appendices associated with the guidebook. A briefing sheet and a copy of the Guidebook were included in the meeting notebook under Item 4-10.

Love gave an overview of the Guidebook, its history, and the staff and volunteers who worked on the project, noting that the Guidebook was now in its fourth revision and the third revision of the Appendices.

David Holen outlined the changes that have occurred since the Guidebook was first published in 1999, in an attempt to make it easier to read quickly. Much of the original information was moved to the Appendices and the way the information is distributed has changed, such as via the internet and social media.

**Dorothy Moore moved to approve** the document titled "Coping with Technological Disasters: A User Friendly Guidebook" Version 4 and the 11 associated appendices, titled as Appendices A-K, as final and allow them to be distributed publicly. Angela Totemoff **seconded** and the **motion carried** without objection.

Archibald congratulated Holen and those who worked on the revisions.

*Lunch Break: 11:40 a.m. – 1:00 p.m.*

#### **4-12 REPORT ACCEPTANCE: LTEMP 2020 SAMPLING RESULTS & INTERPRETATIONS AND PORT VALDEZ MUSSEL TRANSCRIPTOMICS MONITORING**

Project Manager Austin Love, along with consultant contractors James Payne of Payne Environmental Consultants, Inc., William Driskell, independent consultant, and Lizabeth Bowen of the U.S. Geological Survey presented this agenda item which sought Board acceptance of two reports which were included in the meeting notebook under Item 4-12, along with a briefing sheet:

(1) "Long Term Environmental Monitoring Program: 2020 Sampling Results and Interpretations," by Dr. James R. Payne and William B. Driskell; and

(2) "Using Mussel Transcriptomics for Environmental Monitoring in Port Valdez, Alaska: 2019 and 2020 Pilot Study Results," dated February 17, 2021, by Lizabeth Bowen (USGS), Austin Love (PWSRCAC), Shannon Waters (USGS), Katrina Counihan (Alaska SeaLife Center), Brenda Ballachey (USGS), Heather Colletti (National Park Service), William Driskell (independent consultant), and James R. Payne, Ph.D. (Payne Environmental Consultants).

The annual LTEMP report provided an analysis summary and interpretation of the passive sampling device, mussel, and sediment samples taken each summer as part of the Council's environmental monitoring work.

The mussel transcriptomics report summarized the results of a two-year pilot study investigating the utility of using mussel transcriptomics as part of the Council's LTEMP.

Love explained the different sampling and analyses for each report. He reported that the LTEMP analysis shows hydrocarbon trends in the blue mussels continue to be low. The sediment samples also showed a low trend in hydrocarbon concentrations over time, but signals of the Ballast Water Treatment Facility were still visible in the results. The mussel transcriptomics showed increased levels in the samples taken in Port Valdez, compared to other regions of Prince William Sound, and there may be other pollutants coming from the VMT that deserve attention through the Council's LTEMP.

Dorothy Moore **moved**:

- **To accept** the report titled "Long Term Environmental Monitoring Program: 2020 Sampling Results and Interpretations," by Dr. James R. Payne and William B. Driskell, dated March 2021, as meeting the terms and conditions of Contract 951.21.04, and for distribution to the public; and
- **To accept** the report titled "Using Mussel Transcriptomics for Environmental Monitoring in Port Valdez, Alaska: 2019 and 2020 Pilot Study Results," dated February 17, 2021, as meeting the terms and conditions of Contract 951.21.06 and for distribution to the public.

Angela Totemoff **seconded** and the **motion carried** without objection.

#### **4-13 SCHEDULING OF SEPTEMBER 2021 BOARD MEETING**

Staff sought Board direction on how to proceed with the upcoming September 16 and 17, 2021, Board meeting that was scheduled for Seward. If the decision of the Board was that the meeting should occur virtually, then staff asked for a shift in the rotation of the annual community meeting so that the September meeting in 2022 is held in Seward. In addition, staff sought Board approval to delegate authority to the Executive Committee to make decisions on whether to hold future in-person events virtually. The future events in question at this time were the Science Night, the Volunteer Workshop, and the holiday party set to take place in Anchorage on December 2-3, 2021; and the January 27-28, 2022 Board meeting also scheduled for Anchorage. A decision on the December 2021 and January 2022 events needed to be made early in order to avoid cancellation penalties.

A briefing sheet was included under Item 4-13 which laid out the reasons for staff's request. Executive Director Donna Schantz highlighted the ongoing logistical difficulties of in-person meetings or even hybrid in-person/virtual meetings during the pandemic and the continued risks to the health and safety of staff and volunteers at this time. A hybrid meeting in September may also be a disservice to the community of Seward if only a limited number of people would attend and the public events that PWSRCAC typically sponsors in the community cannot happen. She reported that the Executive Committee had met the previous week and recommended that the September meeting be held virtually.

After a brief discussion, Angela Totemoff **moved to approve:**

- (a) a deviation from the Board-approved regular meeting schedule by holding the September 16 and 17, 2021 PWSRCAC Board meeting virtually, shifting the rotation of the annual community meeting so that the September 2022 meeting is held in Seward; and
- (b) delegation of authority to the Executive Committee to make decisions regarding future in-person Council events.

Melvin Malchoff **seconded** and the **motion passed** without objection.

#### **PRESIDENT'S REPORT TO THE BOARD**

President Archibald reminded everyone that one cannot underestimate Mother Nature and the weather and noted that there had been several recent maritime incidents around the world causing salvage companies to be busy worldwide. He said he found this information interesting and pertinent to the discussions the previous day relating to the *Stena Suede* incident.

He congratulated the Board, staff, and other volunteers on making the successful transition to virtual meetings but was looking forward to resumption of in-person meetings soon.

He noted that despite COVID-19 the organization had maintained its efficiency and mission throughout, through the efforts of dedicated staff and volunteers. It had been a unique and stressful year and he hoped the pandemic would come to an end soon.

The organization accomplished positive meetings through Zoom technology, staff maintained its proactive success and moved forward, and some of the completions were reported at this meeting.

PWSRCAC also experienced and observed the first spill drill (by ConocoPhillips/Polar Tankers) on a virtual platform, conducted from multiple locations hundreds of miles away and with hundreds of individuals. For those who were involved, it was impressive.

PWSRCAC staff and volunteers met and attended meetings with USCG, legislators, and commissioners and directors of various agencies, keeping PWSRCAC's voice in the forefront and advocating for the safe operation of the VMT and the tankers that ply the waters of Prince William Sound.

He commented that PWSRCAC's mission demands it to be diligent, represent its entities, strive for transparency and excellence in dealing with federal, state, and industry partners, and when an incident occurs, all must learn the root cause, agree on a solution, and prevent a reoccurrence. Urging continued vigilance at the highest level, he pointed out that PWSRCAC was born out of



complacency by industry and government, and that complacency was the enemy at a dangerous level. As history played out, a terrible learning lesson came to pass (the *Exxon Valdez* oil spill) and he cautioned against thinking that the human element is infallible.

He wished the best to everyone for the coming summer and hoped to be able to meet everyone face-to-face again in the coming year.

### **EXECUTIVE DIRECTOR'S REPORT TO THE BOARD**

Executive Director Schantz provided a written report in advance of the meeting on the Council's activities and key items of interest/concern. She highlighted some of those items:

- Both offices are now open for the first time since the COVID shutdown on March 17, 2020, with some staff in the office. The current office mitigation plan includes a cautious approach to reopening; it was anticipated that the majority of staff would be back in the office in the coming weeks, and volunteers and other visitors would be able to come into the offices in the near future. She emphasized how challenging the past year had been for everyone on so many levels – the pandemic and other events, such as unrest, and distractions on so many levels, but through it all staff had managed to keep focused and kept projects moving forward, as evidenced by the presentations at this meeting on complicated and technical projects that had resulted in high quality reports and recommendations to improve the safe transportation of oil. She commended staff and the dedicated volunteers who worked to keep up the Council's work.
- She recognized that outstanding questions remained surrounding the *Stena Suede* incident in April and she would work to obtain more information, not to point fingers, but to make recommendations on measures that could be put in place to ensure a similar incident did not happen again. She emphasized the importance of the lessons learned and the root causes being open and transparent so improvements could be made to benefit everyone.
- She reiterated SWAPA's Capt. Joe Martin's statement that the Coast Pilot would be updated with the information that Knowles Head is the only safe anchorage for commercial vessels, so spot charters are well aware of that information. She emphasized the importance of communication and having written information for spot charters about the dangers of the north Gulf of Alaska, such as the lack of safe anchorage, the difficulty in predicting the weather, the risk of barrier jets, and the underreporting of weather data from the Seal Rocks buoy. All this information would be known to regular TAPS trade vessels and it needs to be conveyed to spot charters unfamiliar with the weather in the north Gulf of Alaska and the TAPS vessel operating systems. She emphasized that it was unreasonable to expect an incoming spot charter to be able to grasp and digest all that they needed to know from all the c-plans and manuals that are just handed to them before they come into port. She emphasized the importance of direct communication with those charters and communication of local knowledge.
- She shared an email (with permission) from John Kotula, formerly of ADEC and manager of the marine vessel section of the preparedness program and who worked as a lead field person for determining the adequacy of post-EVOS spill prevention systems, especially the tugs. He was directly involved in efforts by ADEC to enhance the SPAR system and he left the department about the time that they started to see the serious reduction of SPAR personnel and budgets:

*Hello, Donna,  
I have been following many areas of concerns related to TAPS and government regulators. Having just read the latest issue of the Observer, I thought this would be an appropriate time to say stay strong, vigilant, and focused. I believe we are facing challenging times that could takes us 30 years into the past very quickly.  
Sincerely,  
John Kotula*

- She said she would like to know if any SERVS assets were deployed while the *Stena Suede* was dragging anchor for about 30 hours with the damaged windlass and loss of mooring equipment. She pointed out that the Glosten report on the Hinchinbrook ERV BAT emphasized that time was of the essence in a rescue. Had something gone wrong, the outcome for the *Stena Suede* could have been very different. From the information PWSRCAC had at that time it did not appear that any SERVS assets were deployed.
- The organization's new logo has been launched and is now in use throughout the organization's written and online materials.
- She welcomed Dr. Danielle Verna to staff as the Environmental Monitoring Project Manager. She welcomed the new Board members and bid farewell to some long-standing Board members (Thane Miller, Roy Totemoff, and Rob Chadwell) and technical committee members Jeffrey Brooks (SAC) and Cliff Chambers (POVTS), as well as Valdez staff member Administrative Assistant Leigh Lubin.
- She recognized the following volunteers who had reached a milestone in their service to the organization this year:
  - 5 years of service: Davin Holen, Luke Hasenbank, and Melvin Malchoff
  - 10 years of service: Roy Totemoff
  - 15 years of service: Dave Goldstein
  - 20 years of service: Steve Lewis
  - 30 years of service: George Skladal.
- She announced a budget workshop for May 19 and a Special Board of Directors meeting on May 21, 2021 to approve the 2021-2022 budget.
- Staff will coordinate a virtual SERVS/VMT tour soon.

### **FINANCIAL MANAGER'S REPORT TO THE BOARD**

Financial Manager Gregory Dixon reported that the organization's 2020 IRS Form 990 approved by the Board the previous day had been filed that day with the IRS by the Council's accounting firm BDO.

Dixon reiterated that the Board would meet on May 19 for a budget workshop and on May 21 for a Special Board meeting to approve the 2021-2022 budget. He noted the challenges of putting together a budget during the pandemic because of the unknowns involved, such as travel expenses, etc. A draft budget would be sent out to the Board members the week following this Board meeting.

Also following this Board meeting, directors would receive via USPS mail a conflict of interest form which each director needed to complete and return to him.

He thanked those who had served on the Finance Committee during the past year, particularly, Roy Totemoff who had served as the main check signer for the organization.

#### **4-11 ANNUAL BOARD COMMITTEE APPOINTMENTS**

The annual appointment to Board subcommittees was led by Executive Director Schantz and President Archibald.

Schantz pointed out that technical committee appointments had been approved under the consent agenda (Item 3-5) because there were no new appointees to any committee, but if any Board member wanted to serve on a technical committee who was not yet assigned, to let her know.

The following directors volunteered to serve on each Board committee and **were confirmed by a motion made by Michael Vigil, seconded by Amanda Bauer, and passed without objection.** (It was agreed that Directors who were not present at this point in the meeting but who wanted to serve on a subcommittee could be added later.)

- **FINANCE COMMITTEE:**  
Treasurer Wayne Donaldson (chair), Angela Totemoff, Rebecca Skinner, Mako Haggerty, Robert Archibald.
- **LONG RANGE PLANNING COMMITTEE:**  
All chairs of the five technical committees, Amanda Bauer, Elijah Jackson, Robert Archibald, and volunteer Cathy Hart.
- **BOARD GOVERNANCE COMMITTEE:**  
Dorothy Moore, Robert Beedle, Mike Bender.
- **LEGISLATIVE AFFAIRS COMMITTEE:**  
Dorothy Moore, Rebecca Skinner, Kirk Zinck, Robert Beedle, Mako Haggerty, Robert Archibald, Angela Totemoff.

#### **CONSIDERATION OF CONSENT AGENDA ITEMS**

(None.)

#### **CLOSING COMMENTS**

Directors were given the opportunity to make closing comments.

#### **ADJOURNMENT**

There being no further business to come before the Board, **the meeting was adjourned at 3:45 p.m., on a motion made by Dorothy Moore and seconded by Mike Bender and passed without objection.**

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Secretary

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