

Geographic Response Planning for the Copper River Delta and Flats

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Outline

- Project purpose and approach
- Overview of the history
- Way forward?
- Deliverables



Purpose of the project

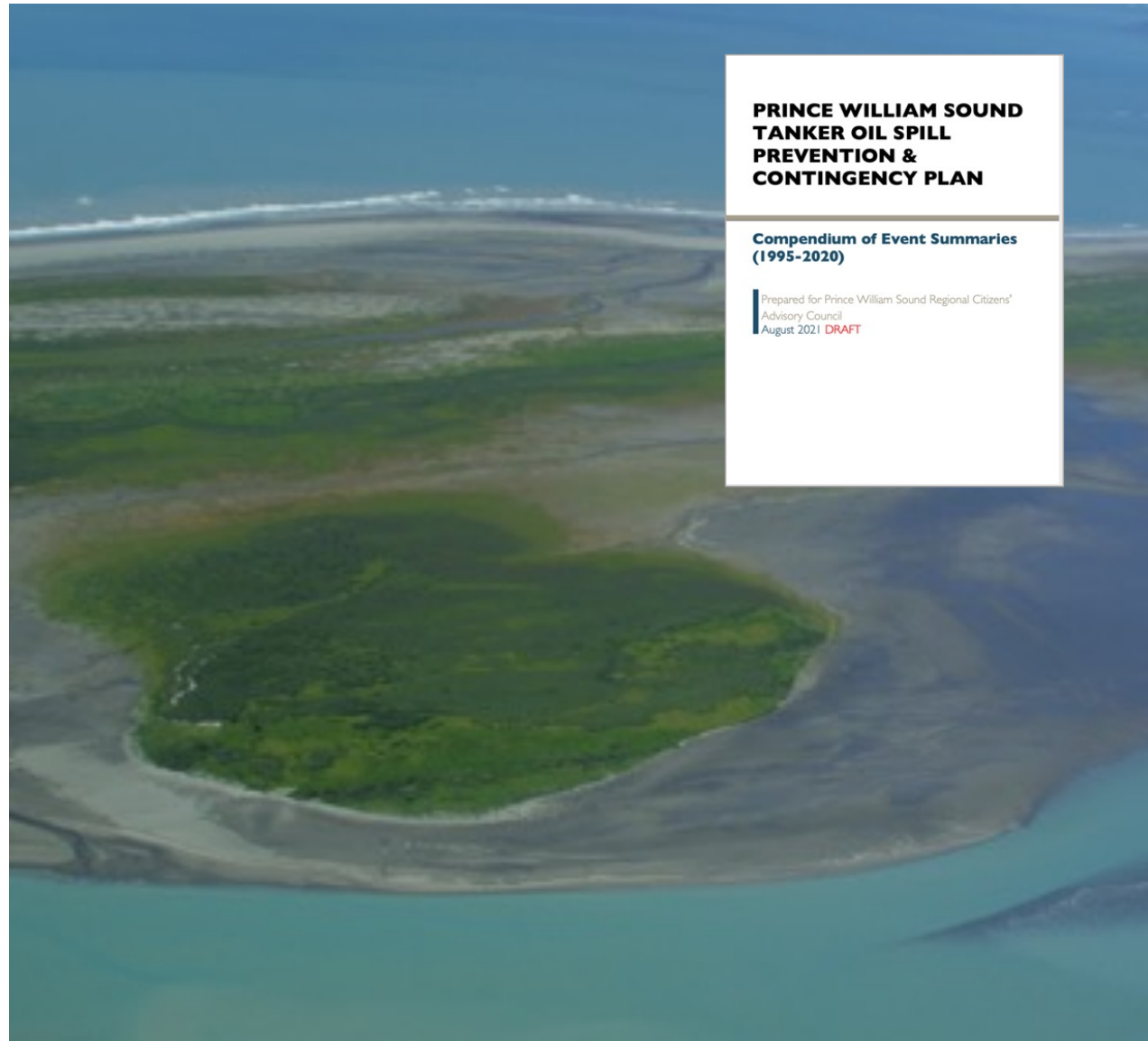
- Document the history of spill response planning focused on this sensitive region
- Identify any gaps today against past planning and agreements
- Recommend options to fill those gaps





Approach

- Kick off call
- Review documents – picking up from History of Tanker Plan project
- Team effort
- A few interviews
- Draft report





Report Outline

1. Introduction
2. Background
 - Sensitivity of the area
 - Regulatory context
3. Adjudication and settlement process
4. CRD&F plan
5. PWS GRS workgroup process
6. Recommendations
7. Conclusion

Bibliography & Summary Timeline

Copper River Delta & Flats Summary Timeline

YEAR	CRD&F Settlement Process	PWS GRS Workgroup	Exercises in CRD&F
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2003		GRS sites in CRD&F remain as “potential” with intent to develop more resource information and tactics.	Exercise packet identified for Egg Island/Steamboat exercise, but event could not be confirmed.
2004		Aerial photos of CRD&F taken for the purpose of developing tactics.	Exercise held in Pete Dahl Slough/Castle Island region.
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CRD&F Settlement -- Requirements

- Dismissal of Tanker Plan COAs, objections, claims
- Describes process for developing a CRD&F-focused plan
 - CDFU, City of Cordova, Shippers, ADEC, USCG
- CRD&F Plan will be submitted for incorporation into PWS Subarea Plan
- Tanker Plan will reference the CRD&F Plan
- Shippers will respond to a TAPS spill that threatens the CRD&F – and will not change the Gulf of Alaska Agreement without consulting CDFU and ADEC
- Test CRD&F Plan with an exercise, then modify as appropriate
- Train fishing vessels in plan techniques, wildlife response

CRD&F Plan

Copper River Delta & Flats - Addendum	
Resource Summary Table 3	
Nearshore "U" Boom Configuration Strike Team	
Resource Description	Quantity
Equipment:	
Containment Boom (FT)	1500
Shore Seal Boom (FT)	
Snare Boom (FT)	
Storage Device	4
Skimmer (Oleophilic Type)	1
Skimmer (Weir Type)	1
Skimmer (Advancing Type)	
Lighting Pump	2
Trash Pump (6 inch)	
Hose (6 inch suction - FT)	
Hose (6 inch discharge - FT)	
Hose (6 inch perforated - FT)	
40 lb. Anchoring System	

Vessel Utilization:

- Jet bowpickers best used close to shore for anchor placement or boom towing.
- Outdrive bowpickers suited for offshore towing of boom or storage devices.
- Area anchorage accommodates large supply vessels.
- Area can be accessed via Copper River by airboats.

K. TRUCKING COMPANIES/CAR RENTALS

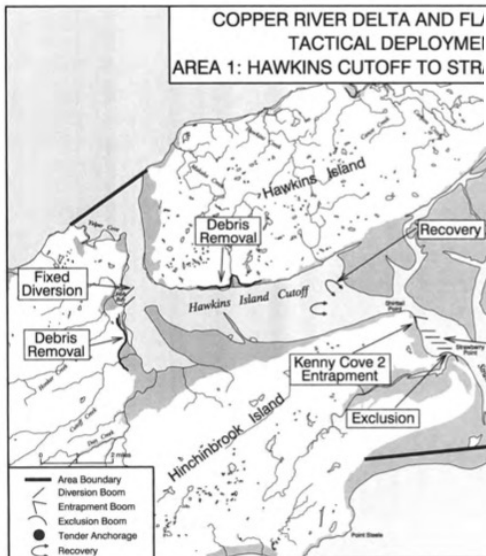
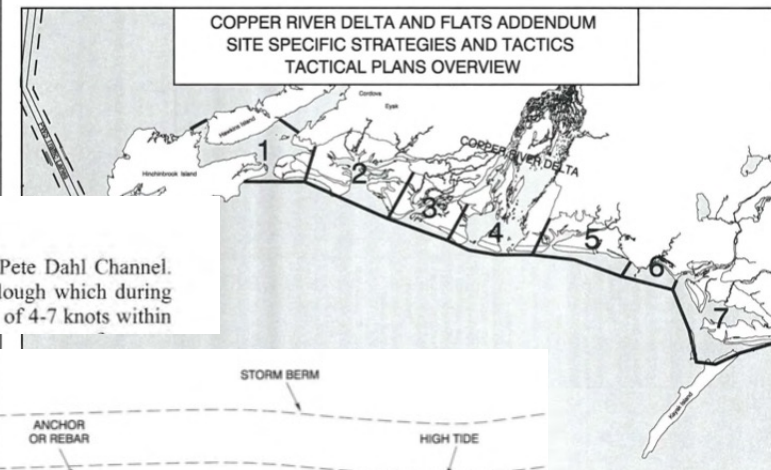
Company

Location

Telephone Number

Trucking - Motor Freight:

Eyak Trucking	Cordova	907-424-7420
Hoover's Movers Inc.	Cordova	907-424-3221



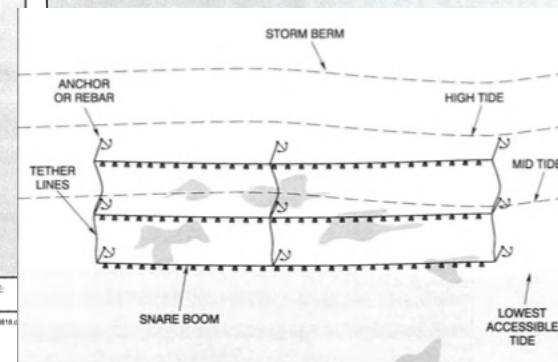
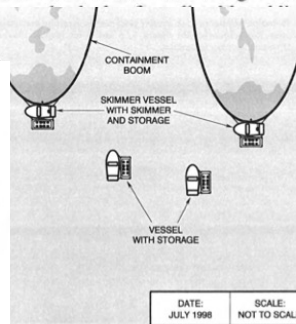
Site Conditions:

The waters within this area are fairly protected except for the exposed entrance to Pete Dahl Channel. This area borders the main body of the Copper River and includes Castle Island Slough which during summer months produces a significant fresh water outflow that can generate currents of 4-7 knots within

Vessels

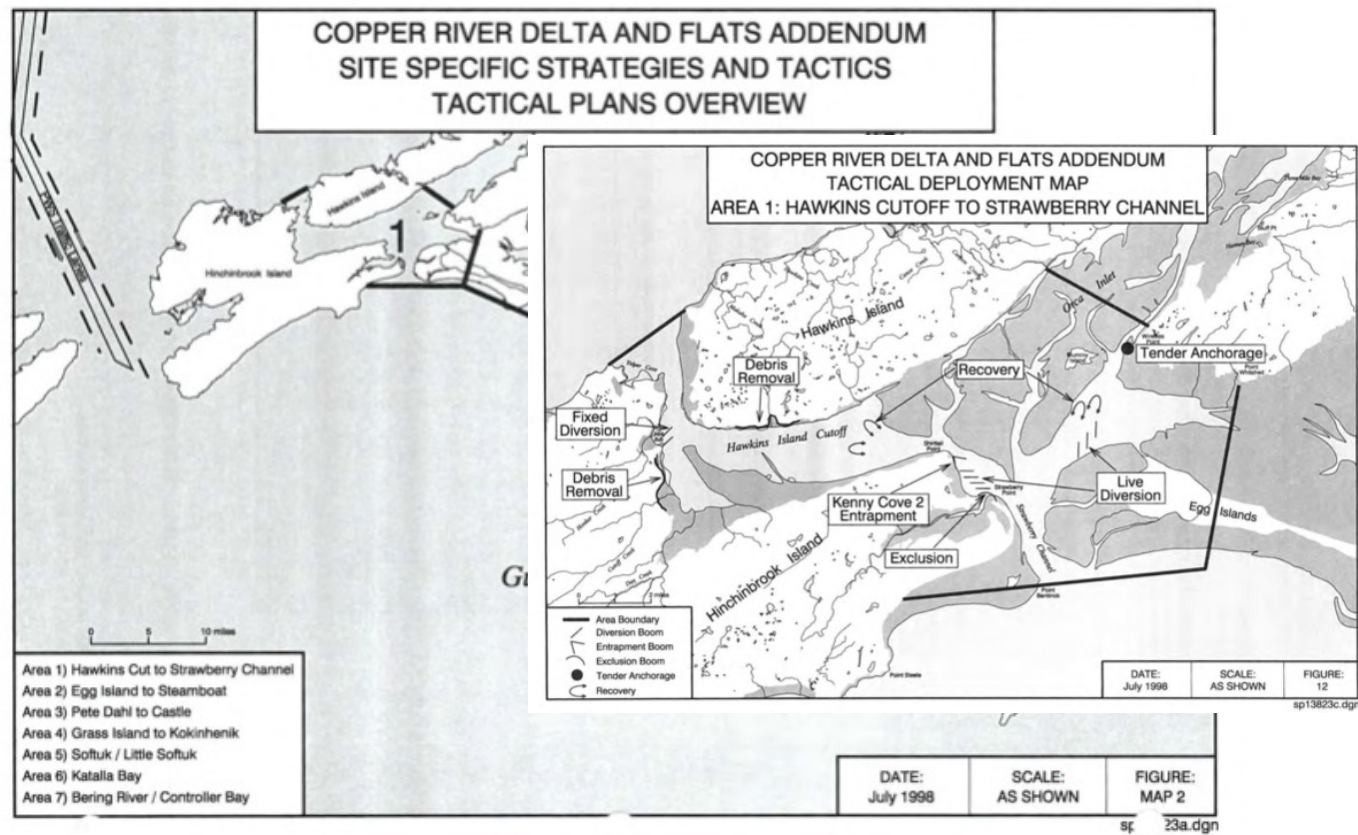
Fishing Vessels (Bow Pickers)

Quantity:	(Contact CDFU)
Length:	26 ft - 34 ft
Beam:	8 ft - 12 ft
Draft:	1 ft - 3 ft
Speed:	12 - 25 kts
Drive Unit:	Jet/Out Drive
Crew:	2
Accommodations:	2



DATE:	SCALE:	FIGURE:
July 1998	AS SHOWN	MAP 2

CRD&F Plan – 7 areas



CRD&F Plan – Exercise

- Settlement requirement
- Group that developed CRD&F Plan *plus* SERVS and PWSRCAC
- 2 days of planning and training, 1 day on water
- Demonstrate shallow water tactics
- *500-2, Krystal Sea*, ~35 f/v,
4 workboats...

“You should know that where we did the exercise is where we go to get out of the weather.”



CRD&F Plan Today

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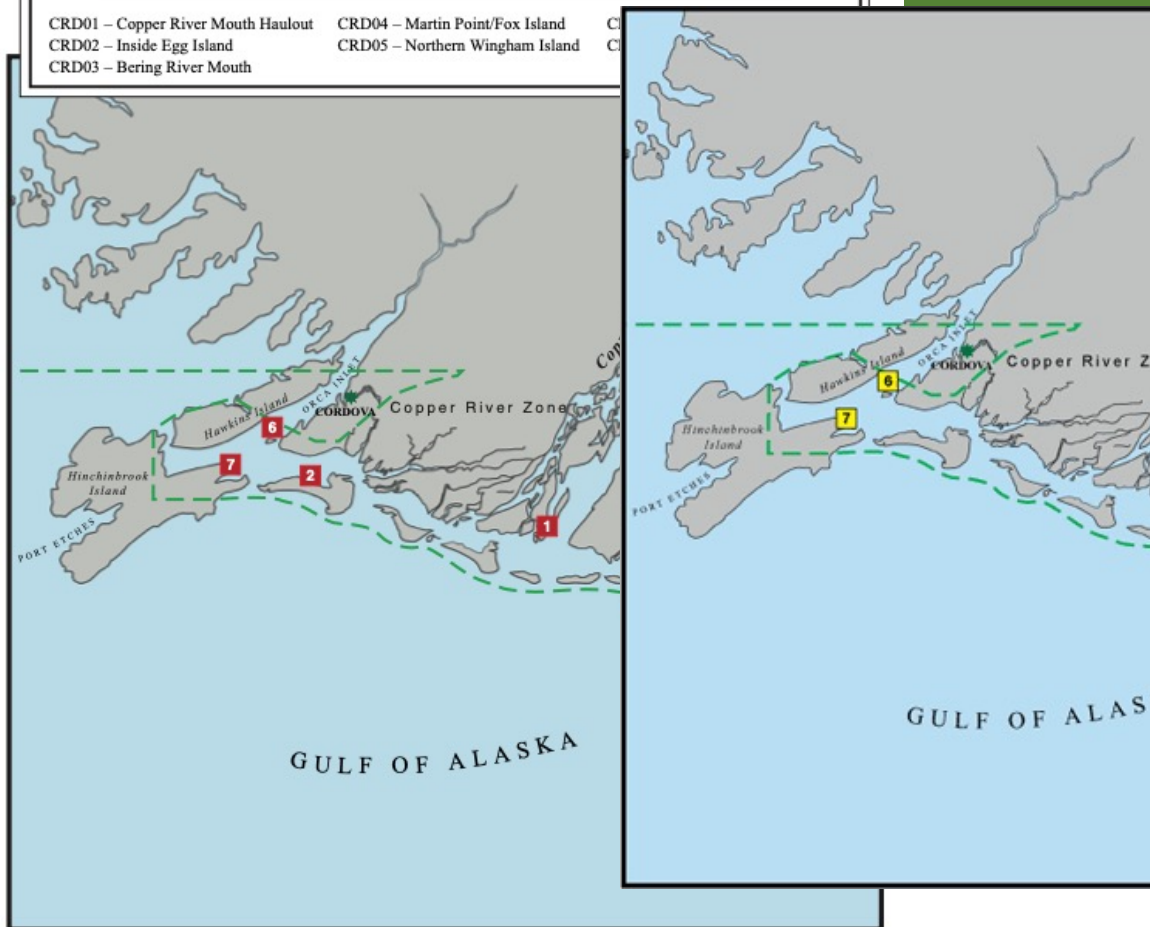
COPPER RIVER DELTA ZONE

April 30, 2003

Prince William Sound, Alaska

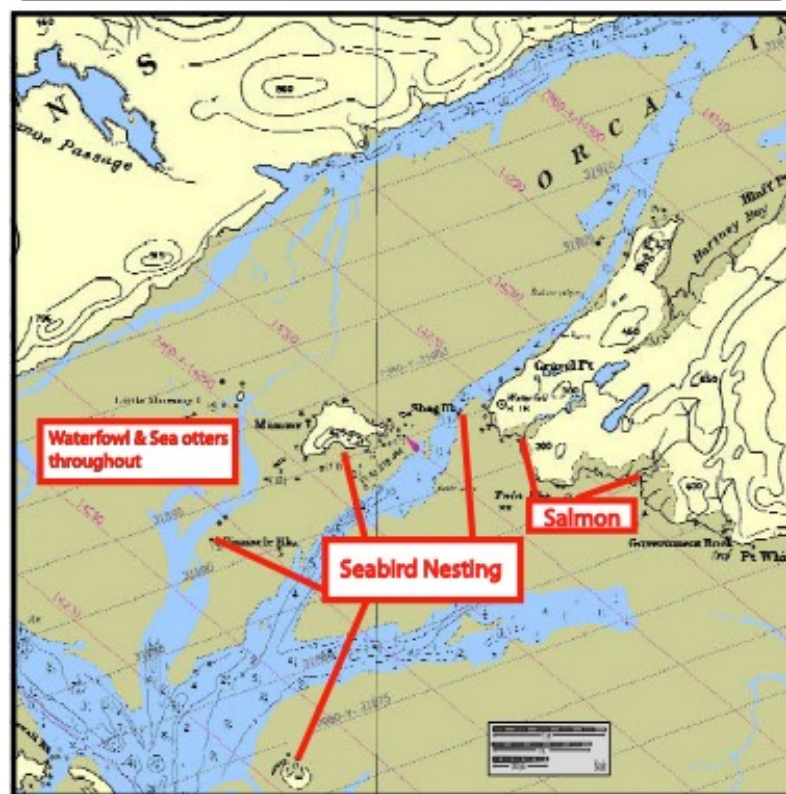
SELECTED SITES for GEOGRAPHIC RESPONSE STRATEGIES

CRD01 – Copper River Mouth Haulout
CRD02 – Inside Egg Island
CRD03 – Bering River Mouth
CRD04 – Martin Point/Fox Island
CRD05 – Northern Wingham Island



PWS-CRD-06 Orca Inlet Mouth

60° 28.46N 146° 01.34W





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Summary of the past

1. After EVOS, some fishing groups were concerned CRD&F wasn't protected from a future spill.
2. They worked through the system to try to change that.
3. The shippers came to agreement with them to develop a localized response plan.
4. That plan got put into government plan documents but has since been lost from there.
5. Meanwhile another process started to develop GRS, but that process did not develop any GRS for the area.
6. It's a lousy place to respond to an oil spill but you can still do something on some days...*if* you have the benefit of local knowledge.

Options for the future?

1. Work processes to ensure local knowledge is brought into planning as much as possible – the PWS Area Contingency Plan reviews, info on changing channels, fishing vessel trainings, statewide GRS prioritization and review
2. Watch external references to documents closely in plans – they are easy to lose
3. Confirm status of Gulf of Alaska Agreement signatories today



Thank you!

CR&F Settlement -- Issues

1. Is Alyeska required to respond to a spill in the CRD&F?

Yes...at least, the *shippers* are. They do this by contracting Alyeska.

2. Do plan holders need to develop a plan specifically for the CRD&F as an environmentally sensitive area that could be affected by a spill?

Well...ADEC said it depends on the likelihood of the area being oiled from a spill on the tanker route, but that was never resolved in a 1995 Condition of Approval.

A 1998 Condition of Approval required GRS, including trying to block oil from going to CRD&F.

3. Do plan holders need to demonstrate how they will protect an environmentally sensitive area?

No, it's not required.

