Stronger tugs reach Prince William Sound

Two powerful tractor tugs arrived in Prince William Sound this summer in the first part of a two-phase program by Alyska Pipeline Service co. to beef up its tanker escort services.

The 5,500-horsepower tugs — the Protector and the Guard — reached Valdez in mid-July and early August. Tractor tugs, according to a risk assessment study co-sponsored by the citizens council, will be better able to help than conventional tugs if a tanker gets in trouble.

“They’re incredibly maneuverable because of their propulsion system,” said Tracy Green, an Alyska spokeswoman.

The Protector-class tugs are still undergoing crew training and maintenance. But when one of them is on escort duty, it will be tethered to the stern of a laden tanker from the Alyska terminal to just past Bligh Reef, site of the Exxon Valdez spill. There, the tether will be released and the tractor tug will return to Valdez.

BP will conduct "Spill of National Significance" drill

Scenario: Tanker aground at Hitchinbrook Entrance

British Petroleum this month will stage a response drill for an Exxon Valdez-scale oil spill at the mouth of Prince William Sound.

With help from ARCO, Alyska, the U.S. Coast Guard, the state of Alaska and the citizens’ council, the oil giant will run through a scenario in which a laden tanker loses navigation capability and goes aground the morning of Sept. 18 at Middle Point on Montague Island.

The result: 300,000 barrels — about 13 million gallons — of North Slope crude spilling into the sea and heading southwest for Seward, Kodiak and other communities that were oily by the 11 million gallon Exxon Valdez spill nine years ago.

BP expects some 300 people — from government as well as industry — will work during the drill. All 16 staffs of the citizens’ council will also participate, along with council contractors and volunteers from the council’s board and committees.

The council’s role will be to independently monitor the response activities, and to serve

Vapor system passes safety check, but suffers valve problem

Alyska’s system for containing crude oil vapors from tankers at the Valdez Marine Terminal passed a citizens’ council safety review in late June.

But a month later, problems in a key valve temporarily forced a partial shutdown of the system.

The four-day safety review, conducted the week of June 24 by a panel of expert consultants hired by the council, was triggered by anonymous allegations that defects in the system could cause a major fire or explosion.

But the expert panel reported on June 27 that the system was “safe from all reasonable risk of catastrophic fire and explosion.”

The system collects vapors forced out of tanker holds as crude oil flows in. The vapors are piped ashore to the terminal, where they are burned to produce electricity, pumped into the voids in Alyska’s crude storage tanks, or incinerated.

The problems in the system surfaced July 24 when a detonation arrestor valve in the vapor system failed to close during a routine maintenance check at Berth 5.

The device, also known as a Fenwal valve, is mounted on the piping that runs up from the tanker berth to the terminal’s crude oil storage tanks, incinerator and power plant. The Fenwal valve is critical to safety because it is supposed to slam shut instantly to prevent a fire or explosion detected at one end of the system — such as in the power plant — from spreading through the piping to the other end, such as a tanker.

After the valve failed to close during the test, Alyska shut down Berth 5.

Berth 4, which is also fitted with vapor controls and has an identical valve, tested normal and was kept in service.

See Vapor, page 4

See Tugs, page 3

See BP, page 6
People

Peter Armato: Committee volunteer from Seward combines passions for Alaska, science and berry pie

Peter Armato is what you might call a science cop for the citizens' council. He sits on the Scientific Advisory Committee, which is charged with seeing that council-sponsored research not only is useful, but also meets the highest professional and technical standards.

"I certainly hope the committee is viewed as being able to lend expertise where expertise may be needed," Armato said. "Not to be a hindrance to any process, but to provide insight where it may be lacking.

Armato, 51, was raised in the San Francisco area. He holds a master's degree in geology from Western Washington University in Bellingham, and is, as he puts it, "a heartbeat away" from getting his Ph.D. in marine biology from Greenwich University in Hawaii.

He came to Alaska in late 1995 from a job at California's Redwood National Park. Now he's with the National Park Service in Seward, where he helps oversee scientific work in a group of coastal parks: Aniakchak National Monument, Katmai National Park and Preserve, Kenai Fjords National Park, and Lake Clark National Park and Preserve.

"I always wanted to come to Alaska," Armato said. "And the challenge of this position - I just couldn't pass that by."

He volunteered for the citizens' council's Scientific Advisory Committee in early 1996, shortly after his arrival in Seward, and plans to stay on it "as long as they'll have me.

"I can never see losing interest in it. It's such a dynamic committee with ever-changing projects and programs and tremendous responsibilities."

Nowadays, he estimates, he puts in 32 hours a month for the committee. He considers it time well spent.

"I do get some work time, but a good portion of it is personal time," Armato said. "I'll stay in the office late or work on it at home. It's a labor of love more than anything else."

He lives in Seward with his wife, Kathleen, who is executive secretary to the director of the new Sealife Center. They have four grown children, one of whom followed them to Alaska. That was their youngest daughter, who Peter said was distraught when her parents moved north.

"She came to Alaska for a visit, fully knowing she would not like it, that there was no way she would move here," Armato said. "But she fell in love with Alaska and one of its citizens, and she married him."

On the Scientific Advisory Committee, Armato has worked with the council's Long-Term Environmental Monitoring Program in Prince William Sound, with the study of whether non-indigenous species brought in by tanker ballast water pose a threat to the ecosystem of the Sound.

"Peter's just a real bright guy. He's got a real broad background, which allows him to approach every project we have and contribute a great deal." he said.

"Peter's just a real bright guy," Trenamaine said. "He's got a real broad background and enjoys cross-country skiing, hiking and camping. "I also," he adds, "enjoy picking berries with my wife due to the fact that she bakes a great berry pie."

Board to consider name change

The citizens' council Board of Directors will hold its fall meeting in Seward this year. The meeting is Monday and Tuesday, Sept. 14-15, at the Alaska Sealife Center. Agenda items include:

- seating Paul McCollum, who was nominated by the City of Homer to replace Tex Edwards as its representative on the board
- picking the council volunteer of the year
- a report on plans for British Petroleum's oil-spill drill the week of Sept. 21.

The board will also hear a task force report on possible new names for the council. The motive is to find something that better describes the council's work and region, according to a memo by the task force that has been working under board member Wayne Coleman of Kodiak since May.

Some possibilities from the task force: Citizens' Oil Advisory Council; Oil Transportation Advisory Council; Oiled Region Citizens' Council of Alaska; Oiled Region Citizens' Advisory Council; Citizens for Safe Oil Transportation; Citizens Monitoring Oil Transportation; Oil Transportation Monitoring Council.

Council's application for recertification is up for review

The U.S. Coast Guard is considering the citizens' council's application for recertification as the alternative voluntary advisory group for Prince William Sound, as authorized under the Oil Pollution Act of 1990. The Coast Guard is charged with assessing whether the council fosters the general goals and purposes of the Oil Pollution Act and is broadly representative of communities and interests affected by the 1989 Exxon Valdez oil spill.

Copies of the application can be obtained by contacting the council's Anchorage offices as shown on the back page of the Observer. Comments may be mailed to the Docket Management Facility, (USCG-1998-4271), U.S. DOT, Room PL-401, 400 Seventh Street SW., Washington DC 20590-0001. They must arrive by Sept. 21, 1998.

Council report is more than annual this year

The council's annual report, "1997-98 In Review," is available by request to the council's Anchorage office (see back page). This year's report covers the 18 months from January 1997 through June 1998, unlike past reports that covered a calendar year. We are switching to a fiscal year publishing schedule to better match our budget cycle.
Response and planning

New ferry might become future spill-response headquarters

The people in charge of managing oil spills in Alaska waters may one day do so from a floating command post on the state's newest ferry, the MV Kennicott.

The 382-foot, $80 million vessel entered service in June, running between Bellingham, Wash., and Skagway with one leg a month as far north as Seward. It can carry 750 passengers and around 75 vehicles at a cruising speed of 17 knots, according to Capt. George Capacci with the Alaska Marine Highway System.

But the Kennicott is also equipped to serve as an emergency nerve center.

"It's an oil spill or a natural disaster — earthquake, tsunami, asteroid strike, whatever — it has the capability to be a floating command post," Capacci said.

The forward observation lounge, which is wired with eight satellite channels for data and voice traffic, would be the main control center. The vehicle deck would become a combination cargo hold and work space.

The Kennicott also boasts a helicopter landing pad, its own decontamination facilities for oiled workers, housing for the workers, a dock that can be slung off the back for berthing fishing vessels up to 50 feet long, and enough power and cable to light up a small village experiencing generator problems.

The extra features needed for disaster response added $15 million to the cost of the Kennicott, according to Larry Dietrick, manager of the state's oil spill prevention and emergency response program.

"It's a substantial asset," Dietrick said. "And it will perform well in a substantial event."

But a "substantial event" is the only kind that's likely to pull the Kennicott into service, according to Dietrick. That's because the ship rents for over $50,000 a day.

Moreover, Dietrick said, the amount of dedicated response facilities already in place for Prince William Sound makes it unlikely the Kennicott would be needed there. It would be most likely to be drafted for a major spill in a remote location.

"When you've got a big spill, that's when you need your big assets," Dietrick said.

As usual with Alaska state ferries, the Kennicott is named after a glacier, this one in Wrangell-St. Elias National Park near the old copper mining town of Kennecott. The glacier, town and mine are all named after explorer Robert Kennicott, but the town and mine misspelled it.

The ship's name was selected from over 200 entries submitted to the state's "Name the Ferry" contest by Alaska schoolchildren. Sixth-grader Leah Jarvis from Glennallen came up with "Kennicott," explaining that "it is a well known name and isn't an obscure glacier that tourists can't see and have never heard of."

Alyeska responds to spills of another kind in Prince William Sound

The crews set up by Alyeska Pipeline Service Co. to rescue tankers in trouble instead rescued three fishing vessels in mid-August, according to the Valdez Vanguard newspaper.

In one of the three rescues, Alyeska's Ship Escort Vessel Response System pulled two

Oil spills fewer, smaller in 1997

The amount of oil spilled into the world's waters dropped 10 million gallons from 1996 to 1997, according to the Oil Spill Intelligence Report. Figures from the International Oil Spill Database show spills totaled about 49 million gallons in 1997, down from 58.5 million gallons the year before, according to the intelligence report. The number of spills also dropped: from 202 in 1996 to 136 last year.

The worst recent year was 1991, with over 300 million gallons spilled.

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Tugs, continued from page 1

People out of the water after their skiff capsized near the Alyeska tanker terminal on Aug. 13. Without Alyeska's help, Coast Guard Cmdr. Ron Morris wrote the company, the two people probably would have died.

In one of the other incidents, Alyeska crews helped pump out and stabilize the fishing vessel Comstock after it began taking water near Shoup Bay in Port Valdez, also on Aug. 13.

And on Aug. 16, the SERVS crews rescued three people from a beach at Jack Bay after their small boat went aground, according to the Vanguard.

Sound pose different risks and challenges. Quick deployment and sharp maneuvering are critical in the early part of a tanker's outbound journey, through Valdez Narrows and Valdez Arm. Farther out, however, in the severe conditions as a tanker approaches the Gulf of Alaska, sheer power is the top priority. That was a major factor in Alyeska's decision to station the 11,500-horsepower Gulf Service at Hinchinbrook Entrance.

The decision to upgrade the tugs came in the wake of the Prince William Sound Risk Assessment, a joint effort of oil shipping companies, the citizens' council, regulatory agencies, and Alyeska.
**Vapor, Continued from page 1**

Alyeska’s analysis concluded the problem at Berth 5 was caused by a fire extinguishing agent left in the system after an accidental discharge soon after start-up in March. Rex Brown, Alyeska terminal operations advisor, said the agent itself, together with some corrosion it caused, prevented closure of the valve.

Alyeska cleaned the damaged valve and resumed using it on Aug. 14, said company spokeswoman Trace Green. Alyeska has ordered a new part — called a gate — to replace the one damaged by the extinguishing agent and installed it August 31.

The company has also established a policy of cleaning out the pipes whenever the extinguishing agent — essentially baking soda — is discharged into the system, Green said.

Lynda Hyce, the citizens’ council’s deputy director in Valdez, said the council will carefully go over Alyeska’s full report on the valve problems, but was gratified the company found the problem before it failed in a real emergency.

“This malfunction was found during routine maintenance,” Hyce said. “That’s a good thing.”

New pipes were installed and tied into the existing Vapor Recovery System to carry vapors collected from tankers.

The council’s safety review had found Alyeska’s preventive maintenance program satisfactory, but recommended the company “should continue their efforts to minimize equipment malfunction.”

The vapor control system was a long-sought improvement by the citizens’ council, which for years had argued releasing the vapors into the air might cause health problems — such as cancer — in Valdez residents. The council has called on Alyeska to install controls at a third berth to cope with rising estimates of North Slope oil production after 2000.

Brown said the company is still analyzing the question.

“We’re working with shippers on future fleet requirements and monitoring closely future pipeline throughput projections,” he said.

**Protecto tugs bring added security to Prince William Sound**

By REX BROWN

Alyeska Terminal Advisor

The addition of two Protector-class tractor tugs to Alyeska’s Ship Escort Response Vessel System (SERS) fleet will provide even greater capability to prevent oil spills. “These tugs have incredible maneuverability,” said Vince Mitchell, SERS Mechanical Response Coordinator. “They can turn 360 degrees with equal power in any direction. They have the ability to stop and maneuver a fully laden vessel under any condition.”

The Protector arrived July 15, and the Guard on August 1. Receptions on the Protector allowed community members in Valdez and Tatitlek to view the tug and see first-hand what these vessels can do. The tugs will return to service in Washington following the arrival of two new Enhanced Tractor Tugs now under construction.

In Anacortes, Washington, the Nanook, the first of the two 10,000 horsepower super-tugs, is expected in Valdez in February 1999, with the Tan’erliq arriving by mid-1999.

**Alyeska Report**

**Rex Brown**

Alyeska also faced some challenges this summer. The Fenwal Valve, a safety component in the Tanker Vapor Control System designed to slam shut in a fraction of a second in the event of an emergency, operated properly on Berth five after the March 19 startup of the system. However, during a routine quarterly inspection in early August the valve failed to operate within acceptable ranges.

As a result loading was suspended on this berth while the valve could be repaired. A temporary repair was made to allow loading to resume and a new valve ordered. The valve was installed August 31. Nevertheless, the overall system performance remains exceptional, resulting in capturing even more emissions from tanker loadings than required by law.

In keeping with our goal to maintain every aspect of the Trans-Alaska Pipeline System at peak performance, numerous other projects are underway at the Valdez Marine Terminal this summer. Tanker Vapor Incenentations Performance Testing is complete. These tests measure the amount of vapors destroyed at the lowest possible temperature.

Page 4/The Observer
Cordova institute joins council as ex-officio member

The Cordova-based Oil Spill Recovery Institute has joined the Prince William Sound Regional Citizens' Advisory Council Board of Directors as a non-voting, ex-officio member.

The institute was set up under the Oil Pollution Act of 1990, the same law that gives the council much of the authority to perform its mission of promoting safer oil transportation.

The two organizations are similar in that both commission research on the environmental and sociological aspects of oil pollution. They are different in that the institute has a somewhat broader geographical reach – the Arctic and sub-Arctic marine environment – while the citizens' council's region extends from Prince William Sound along Alaska's Gulf coast to Kodiak and Lower Cook Inlet.

Another difference is that the citizens' council, in addition to its research, advises industry and regulators on oil transportation safety, while the Cordova institute confines itself to research.

Research programs of the two organizations "can benefit each other and should be coordinated so that they are complementary," said Nancy Bird, administrator at the recovery institute. "Our ex-officio seat is important to achieve better communication and possible partnerships."

The institute's delegate to citizens' council board meetings is Gary Thomas, its executive director.

The council and institute are also linked through Marilyn Leland, a council deputy director who sits on the institute's advisory board.

The institute is affiliated with the Prince William Sound Science Center, which is also based in Cordova and was set up in 1989 to study the environment of Prince William and the rivers that drain into it. Thomas is president of the science center.

Council committees see some changes

Sean Thurston is the new chair of the Terminal Operations and Environmental Monitoring Committee. He He replaces Bob Benda, board member JoAnn McDowell, Ph.D., has joined the Scientific Advisory Committee.

Citizen oversight now an accepted fact of life

By STAN STEPHENS
Council President
and JOHN S. DEVENS, Ph.D.
Executive Director

Ten years ago citizen oversight of the Valdez Marine Terminal and crude oil tankers in Prince William Sound and the Gulf of Alaska was the dream of local residents but was rejected by the oil industry. Today, it's an accepted fact of life, and oil transportation is safer because of it.

In 1989 the Alaska Oil Spill Commission concluded that people who live in the region and depend on the marine environment have the most to lose from a catastrophic oil spill. Therefore, the commission said, those people should have a voice in decision making. In the Oil Pollution Act of 1990, Congress agreed and mandated regional citizens' advisory councils for Cook Inlet and for the area of the Exxon Valdez oil spill. The Prince William Sound Regional Citizens' Advisory Council has been certified by the U.S. Coast Guard since 1991 as meeting that mandate.

In that time, our organization has grown in strength and maturity.

A major strength is the broad range of communities and interests represented on our board of directors and our four standing committees. Our region stretches from Valdez to Kodiak and includes Chenega Bay, Cordova, Homer, the Kenai Peninsula Borough, the Kodiak Island Borough and the towns on Kodiak Island, Seldovia, Seward, Talkeetna, Valdez, and Whittier.

Representatives from those local governments and from commercial fishing, aquaculture, tourism, recreation, Alaska Native and environmental groups give a strong voice to citizens.

Another strength is the institutional knowledge amassed over the years by the commitment and longevity of our staff and volunteers. Fortunately, we have not kept pace with the agencies and industry when it comes to personnel turnover and reorganizations.

Often when we sit at the table with government and oil industry representatives, it is the citizens' council that remembers past lessons learned on the issues being discussed.

We continue to gain strength because we have learned the effectiveness of cooperative approaches to problem solving. Whether we're working to prevent oil spills, develop response plans, or monitor terminal and tanker operations, the citizens' perspective is most likely to affect policy if presented early and to the right people in the decision-making process.

Considerable progress has been made during the period covered by this report in oil spill prevention and response and in limiting environmental impacts from terminal and tanker operations. One major improvement is the more powerful and more maneuverable rescue tugs that are coming to Prince William Sound. Another is the tanker vapor control system that went into operation in March 1998 at the Valdez terminal tanker.

Still, much remains to be done. The citizens of the region affected by the 1989 oil spill now share responsibility with state and federal agencies and the oil transportation industry to ensure that existing programs are fully implemented and maintained, that new escort vessels are integrated into the system, and that a continuous improvement system is in place as new technology becomes available.

We appreciate the efforts of the council's staff and volunteers and the cooperation we receive from Alyeska Pipeline Service Co., the crude oil shippers, the Alaska Department of Environmental Conservation, the Joint Pipeline Office, the U.S. Coast Guard, and many others as we promote the environmentally safe operation of the Valdez Marine Terminal and associated tankers on behalf of the communities and citizens in our region.
Double hulls, bottoms help avert spills

Double hulls or bottoms recently prevented spills from two grounded tankers, according to the Oil Spill Intelligence Report.

The incident involved a Russian tanker, the Nadym. Its bottom was perforated after it ran aground on March 10 in the Sea of Okhotsk, according to the Intelligence Report. But it spilled "insignificant oil" because of its double hull, according to Russia's Itar-Tass News Agency.

Repairs to the vessel required 700 tons of steel plates, according to the Intelligence Report.

The publication also reported that the Russian tanker Kapitan E. Egorov went aground in Guayamilla Bay, Puerto Rico on June 21 without spilling any of its cargo of fuel oil, despite two tears under a laden tank.

The U.S. Coast Guard credited the Egorov's double bottom with preventing the spill, according to the Intelligence Report. U.S. ship surveyors found hull plates buckled and ribbing bent under the Egorov's cargo tanks, the Coast Guard told the publication.

No return to Sound for the Exxon Valdez

The ship that caused North America's largest oil spill shouldn't be allowed back into Alaska waters any time soon, according to U.S. District Judge H. Russell Holland in Anchorage. Holland in June upheld provisions of the Oil Pollution Act of 1990 that bar the tanker Exxon Valdez - now known as the Shell River Mediterranean - from ever returning to Prince William Sound, according to an article in the Anchorage Daily News.

Exxon had contended those provisions were unconstitutional and unfair because they singled out the Exxon Valdez, which now operates in the Mediterranean Sea.

But Holland ruled Exxon gave up its right to contest the no-return provisions in 1991, when it signed a deal with the state and federal governments to settle criminal and civil lawsuits over the 11 million gallon spill at Bligh Reef in 1989. All parties to the settlement agreed to end all litigation over the spill.

Note: Observer articles are written by public information manager Stan Jones, except where another author is identified.
Publications: reports are available from council office

Copies of most documents are available to the public free of charge. A handling fee will be charged for large documents and for requests of more than 10 documents. Contact the council’s Anchorage office for ordering.

Reports


Drill Monitoring 1997 Annual Report. C6605.981.1 Annual

FINAL REPORT: LTTEMP Data Analysis of Hydrocarbons in Intertidal Mussels and Marine Sediments, 1993-1996. C6611.981.1 LTTEMP Data Analysis


The Risk of Nonindigenous Species Invasions In Prince William Sound Associated with Oil Tanker Traffic and Ballast Water Management: Pilot Study. C6629.911.1 Pilot Study


Ballast Water Treatment Plant January 1997 spill incident data report. C6608.971.1 BWTF spill report

Final Report: Community-based Nearshore Strike Teams. C6629.971.1 C Nearshore

Shoreline Bioremediation Literature Review and Synthesis. C6363.971.1 Literature Review and Synthesis

Shoreline Bioremediation Literature Review and Synthesis: Executive Summary. C6363.971.1 Literature Review and Synthesis: Executive Summary

Tenth Survey Report - PWS RCAC Long-Term Environmental Monitoring Program - July 1997. C6608.971.100/LTTEMP

A Review of In-Situ Burning as a Response for Spills of Alaska North Slope Crude Oil in Prince William Sound. C6335.961 In-Situ Burning

A Review of Dispersant Use on Spills of North Slope Crude Oil in Prince William Sound and the Gulf of Alaska. C6364.961.1 Dispersants

EXECUTIVE SUMMARY: A Review of Dispersant Use on Spills of North Slope Crude Oil in Prince William Sound and the Gulf of Alaska. C6364.961.1A Dispersants Summary

NON-TECHNICAL SUMMARY: Dispersant Use on Spills of North Slope Crude Oil in Prince William Sound and the Gulf of Alaska. C6364.961.1B Dispersants Non-Technical

A Regional Multiple-Stressor Ecological Risk Assessment for Port Valdez, Alaska. C6645.971 Ecological Risk Assessment


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Comments on the TAPS Pipeline Oil Discharge Prevention and Contingency Plan General Provisions, Regions 4 and 5, with cover letter to JPO. JPO/TAPS,plan/9806.618.98/jba

Advice and Comment

Letter to SERVS regarding recommendations from the RCAC drill monitor. SERVS,drillrecs/9805.605/61

Letter to USCG and EPA on the RRT Guidelines. USCG- EPA/ARRTguides/9805.634

Letter to USCG on Keystone VP. USCG/keystone.VP/9805.615/jba

Letter to ADEC regarding 1998 c-plans and the ACMP. ADEC/98cplans,ACMP/9804.618

Letter to ADEC regarding funding for the ballast water work group. ADEC/bwrgw/9804.614/61

Letter to ADEC regarding PWS c-plans, condition 8. ADEC/PWScplancond/9804.615/jba

Letter to Gov. Knowles encouraging veto on SB299. Knowles/SB299/9804.650/65a

Letter to House Finance Committee regarding ADEC’s budget. HFIN/adebudget/9804.650/jh

Letter to House of Reps. regarding SB299 on air quality. House/SB299/9804.650/65a

Letter to Senate regarding HB28 on the ACMP. Senate/HB28/9804.650

Letter to USCG regarding VPR caps. USCG/VPR,caps/9804.615/jba

Letter to Senator Loren Leman regarding SB299 on air quality. Leman/SB299/9803.650/65a

Letter to USCG regarding c-plan revisions. USCG/plan,rev/9803.615/jba

Letter to ADEC regarding vapor loading. ADEC/vapor,loading/9803.629/jh

Letter to ADEC regarding 1998 c-plans. ADEC/98cplans/9803.618/jb

Letter to House Finance Committee regarding HB264. HFIN/HB264/9802.650/ja

Letter to ADEC and USCG regarding the unified command. ADEC/USCG/unified/9802.615/jba

Letter to ADEC regarding vapor recovery. ADEC/vapor,rec/9802.625

Letter to ADEC and USCG regarding proposed changes to the PWS escort system. ADEC-USCG/escort/9801.620/jba

Letter to ADEC regarding Interim Escort Proposal. ADEC/escort/9712.620.98/jba

Letter to Alyeska regarding Hartec status. Alyeska/Hartec/9712.615.98/jba

Letter to the US Coast Guard regarding training standards for Seafarers - USCG/95-062. USCG/CGD95-062/9712.623.98/ak

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Letter to Alyeska regarding the location of sediment sampling sites relative to the BWTF diffuser. Alyeska/BWTF sampling/9710.631/jbr

Letter to Congress regarding re-measurement of tankers / double hull requirements (HR1119). Stevens/HR1119/9710.646/nn

Letter to DGC regarding improvements to legislative proposals to the Alaska Coastal Management Program. DGCA/CM/9707.617.98/ja

Letter to Response Planning Group regarding Field Monitoring and ORER Equipment Survey. RPG/Field/9708.638.98/jba

Comments on Revisions to ACMP Revised Regulations (6 AAC 85). DGCA/CM/9708.617.98/jba

Letter to Senator Ted Stevens regarding Seaweed Grant funding for aquatic nuisance species research in Alaska. Stevens/NISfunds/9707.632.98/ML

Letter to the USCG requesting documents relating to the Keystone Kenai vessel response plan. USCG/KeystoneVP/9707.618.98/jba

Letter to Alyeska regarding additional vapor controls at the VMT. Alyeska/vapor/9707.629.98

Letter to Alyeska regarding the tug request for proposals. Alyeska/tug/9707.620.97

Letter to UAF supporting retention of a curator position for aquatic nuisance species research. UAF/NIScurator/9707.632.97/JK

Letter to the U.S. EPA regarding Alyeska’s NPDES permit. EPA/NPDES/9704.97

Letter to the Alaska Legislature regarding water quality (HB 51). LEG/WaterHB51/9702.650.97/PG

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Letter to Alyeska regarding the ballast water treatment facility. Alyeska/BWTF/9707.631.98

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Letter to ADEC regarding Alyeska’s NPDES Permit. DECPDES/9701.628.97

Letter to AK Dept. of Environmental Conservation regarding the ballast water treatment facility. DECBWTF/9701.631.97
Citizens' council keeps communities informed during oil spills

By LEANN FERRY
Community Liaison

Did you know the citizens' council has its own emergency response plan for oil spills? If a trans-Alaska pipeline tanker (like the Exxon Valdez) spilled oil tomorrow in Prince William Sound, the Gulkana or Cook Inlet, the council would spring into action.

Our job during an oil spill is to observe clean-up operations, verify information reported by industry and government, inform communities as events unfold and advise the oil industry and government. Our advice is based on knowledge we have accumulated over the last nine years as well as real-time input from communities during the emergency.

If there's a serious oil spill, our Valdez staff begins immediate observation of the incident no matter the time of day and most of the Anchorage staff starts for Valdez or wherever the response headquarters is located.

Clean-up operations for most spills in our region are managed from Alyska's Valdez Emergency Operations Center. The citizens' council has its own office in the emergency operations center. Some staff members work there, along with the oil industry and state and federal agencies. Some staff members are in the field. Others work in our

Community Corner

Exxon spill, you'll hear from us if there's another major oil spill. You'll see and hear our hotline number on cable TV, in newspapers and on radio stations. You will know how to get onto our web page, you will know where to call to get the latest information on the clean-up and you'll be able to register community concerns with our staff who will report them back to the emergency operations center in Valdez.

We don't just plan these things, we practice them, too. Every time the industry holds a major spill drill in the area, we participate. We also test our communications systems. That's why at certain times of the year, our member groups and communities receive faxes or emails or calls. This is a drill printed across the top. We will practice again soon at the British Petroleum drill coming up the week of September 21 in Valdez.

Call our toll-free number any time with questions about our work. If you know of an organization or audience interested in a presentation about the citizens' council or if you can provide feedback from your community, please let Community Corner know. You can contact me by phone at (907) 277-7222 or (800) 478-7221, or by email at ferry@pobox.alaska.net.

Anchorage and Valdez offices talk with people in communities and report back to the emergency operations center. All of this goes into our advice to the oil industry and state and federal decision-makers. The citizens' council provides checks and balances and an independent source of information that didn't exist in March 1989. If you live in the area affected by

Prince William Sound Regional Citizens' Advisory Council

The Prince William Sound Regional Citizens' Advisory Council (PCAC) is an independent, nonprofit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet.

The council has 18 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing commercial fishing, aquaculture, recreation, tourism, Alaska Native and environmental interests in the spill region.

The council is certified under the Federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

Board of Directors

Sue Stephens, Pres.
Bill Linder - VP
Marllyn Hedell - Sec.
William M. Walker - Treas.
John Allen
Charles Christansen
Wayne Coleman
Tom Cooperland
Paul McCollum*
Larry Evenson
Keith Girdwood
Dale Heath
Tom Johnson
Blake Johnson
Mark Johnson
Dennis Lodge
Joan McDowell, Ph.D.
Michelle O'Neill
Tim Voldstad

AK: Wilderness Recreation & Tourism Assoc.
Prince William Sound Aquaculture Corp.
City of Whittier
City of Valdez
Community of Tatitlek
Kokolik Village Mayor's Assoc.
Kokolik Island Borough
Oil Spill Regional Environmental Coalition
City of Homer
Community of Ninilchik
Chugach Alaska Corp.
City of Kivalina
Alaska State Chamber of Commerce
Kenai Peninsula Borough
City of Cordova
City of Seward
City of Valdez
Cordova District Fishermen's United
City of Seldovia

* Paul McCollum has been nominated to the board by the City of Homer pending confirmation of the Seward board meeting.

Staff

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John S. Steffens, Ph.D., Executive Director
Marilyn Linsland, Deputy Director
Sandra Arnold Gannwy, Executive Assistant
Andrea Archibald, Administrative Assistant
Joe Banta, Project Manager
Lisa Koahnu, Project Manager
Bucky Lewis, Project Manager
Leann Ferris, Community Liaison
Daphne Jenkins, Information Systems Manager
Stan Jones, Public Information Manager
Linda Robinson, Financial Operations Manager

Valdez
Lynden Hye, Deputy Director
Joe Bridgeman, Project Manager
Joe Kopp, Project Manager
Alexander Kolotov, Project Manager
Rico Salvador, Administrative Assistant

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